

Classic
PORSCHE
No.68 19 DEC - 22 JAN 2020 (UK)

Classic **PORSCHE**

2009-2019

THE FLYING FINN

THE REDISCOVERY OF A LONG-LOST 911ST



www.classicporschemag.com



US\$12.75 Can\$14.25 Aus\$12.20

chp £4.95

CARRERA SPEEDSTER • THE UK'S OLDEST 912
AMÉRICO NUNES STORY • WERKS REUNION



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



Kein Eingang!
Büro um die Ecke
←



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

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

fvd Germany

tel: +49-7665-98990

fax: +49-7665-989920

email: info@fvd.net

fvd North America

tel: +1-954-571-2050

fax: +1-954-571-2060

email: sales@fvd.net



Classic PORSCHE

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

Contributors: Robert Barrie, Kristina Cilia,
Kieron Fennelly, Alex Grant, Karl Ludvigsen,
Delwyn Mallett, Robb Pritchard,
Stephan Szantai, 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

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



Well, it's that time of year again! Although I know some of our overseas readers won't be reading this until after Christmas, or well into the New Year, but may I take this opportunity to wish you all a Merry Christmas and a very happy New Year.

Don't forget, just because it's cold outside, and there may be days when conditions are bad, you don't need to lock your Porsche away for six months – there's little to beat driving on empty roads on a crisp, bright winter's morning (although I admit the above photo is taking things to extremes...).

“START PLANNING THE NEXT 'TO DO' LIST. SEE YOU ALL NEXT YEAR!...”

This year marked the 10th anniversary of *Classic Porsche* and I have to thank those of you who took time to send messages of congratulation – they were very much appreciated. Let's see what 2020 holds in store – I know for me, the highlight of the year will be Le Mans Classic. If you've never been, now is the time to make plans. You most certainly won't regret it.

While I think of it, in the last issue we ran a competition to win a set of Group 4 PAG/Campag wheels. Don't forget, the entries don't close until 31st January 2020, so you've still got time to enter. Don't miss your chance of this great opportunity!

OK, it's time to settle back with a glass of mulled wine and start planning the next 'to do' list. See you all next year!

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

www.classicporschemag.com

CONTENTS

FEATURES

THE FLYING FINN

Rediscovering a long-lost 911 ST with a fascinating history...

08

IN FOR THE LONG RUN

The wonderful story of one man and his Carrera Speedster

28

EXCELLENCE WAS EXPECTED

Kieron Fennelly talks with world-renowned historian, Karl Ludvigsen

38

AMÉRICO NUNES: MR PORSCHE

The incredible story of one man and his lifelong association with Porsches

46

BACK ON TRACK

Mauro Borella finally completes the rebuild of his 911S...

54

SAFETY IN NUMBERS

Meet the earliest-known Porsche 912 on British soil

60

SEASON'S END

Robert Barrie reports from the last two rounds of the 2019 2-litre Cup series

70

FUHRMANN'S FORMIDABLE FOUR-CAM

Karl Ludvigsen recounts the tale of the birth of Porsche's amazing race engine

76

OLD SCHOOL REUNION

Kristina Cilia visits the 2019 Werks Reunion – it's quite a show!

84

MEISTER-CLASS

Classic Porsche drops in on Colin Belton's Ninemeister workshop

90



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 88





08

REGULARS

NEWS & PRODUCTS

News & reviews from the Porsche world

DELWYN MALLET

Mallett's mental meanderings

ROBERT BARRIE

More from our resident racer

CLASSIFIEDS

Find the classic Porsche of your dreams

18

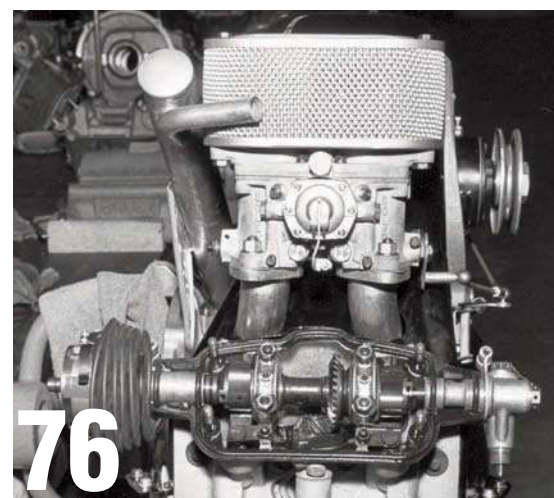
24

26

95



70



76



60



84



90

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

Advanced Ignition Technology

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



CELEBRATING 50 YEARS!

permatune™
ADVANCED IGNITION TECHNOLOGY

631.909.1011
www.permatune.com
lonnie@permatune.com



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



7°C is the new freezing.

Below 7°C the rubber compound in summer tyres hardens, reducing performance and increasing braking distance by up to 12% in wet conditions.* Be prepared with Porsche N-rated winter tyres specially designed to provide greater safety in cold, wet and freezing conditions. For more details please contact your local Porsche Centre.

Porsche 911 Carrera S official fuel consumption (WLTP) in mpg (l/100km): combined 27.2-28.5 (10.4-9.9). CO₂ emissions (NEDC equivalent): 205 g/km.

*Summer tyres versus winter tyres. Braking with ABS on wet road surface, 50 to 0 mph at +3°C.



PORSCHE

IN THE BLOOD

Fuelled by a mix of good luck and dogged determination, Thomas Andersen has rediscovered and revived one of Finland's most iconic racing Porsches – one with an extraordinary tale of survival to tell

Words: Alex Grant

Photos: Andy Tipping





For a country with just over 5.5 million inhabitants, Finland has a disproportionate ability to produce some of the world's most talented drivers. As if woven into the fibre of their DNA, Finns have excelled on road, track and gravel worldwide, becoming household names and local heroes in the process. It's an enviable history with a strong domestic following, but some of it still slips through the net.

In the early 1970s, the AAW Racing Team was spearheading Finland's assault on international motorsport. Founded by Finnish billionaire and racing driver Antti Aarnio-Wihuri, whose family business was the country's Porsche and Volkswagen importer, it spent the late 1960s campaigning 904s and 906s in European endurance events and had

recently moved into 917s. But the 911's step up in performance meant it was also beginning to play a role, and the team bought the first of a pair of S/Ts in 1970. This car would be the second.

Leo Kinnunen was the other half of the equation. The seasoned Targa Florio, World Sportscar Championship and Interserie driver, nicknamed 'The Flying Finn' for his fearless and flat-out style, was exactly the skilled mind needed to field the team's new rally-honed 911 S/T in its 1973 debut season, and it proved to be a lasting partnership. AAV 911 competed in multiple 1000 Lakes and Arctic Rally events until Kinnunen eventually parted ways with the team in late 1979, taking the S/T with him as a parting gift. It racked up a handful of additional entries before bowing out of the 1970 Hankirally and disappearing without trace. At least, for a while.



Thomas Andersen hadn't set out to become the custodian of a slice of Finnish racing history, but you quickly get a sense that he's the right guy for the job. Based in Denmark, he'd forged an interest in air-cooled Volkswagens having grown up around his father's classic car collection and, as often happens, subsequently developed a taste for Porsches. He also had a talent for tracking down unusual examples to restore – Finland, rich in racing history, seemed like a good place to look.

'I wasn't looking for anything specific, I wanted to screen the complete VIN numbers of all the Porsches registered in Finland at the time,' he recalls. 'This could have resulted in a very nice 911S, or maybe a 911 with some rally history. I didn't have any expectations.'

If he had, he'd have exceeded them. The Finnish traffic authority accidentally provided ten-digit VINs for every 911 in the country, in turn giving enough data to filter out S models built between 1967 and 1973. These, he thought, would be the most likely cars to be fitted with interesting extras, and he was right. Research by a friend and VIN expert highlighted one line of the spreadsheet in red, noting the S/T 'M 491' option code in an additional column.

Potentially looking at one of 21 2.5-litre S/Ts ever made, Thomas couldn't believe his luck. 'I didn't find anything at first, then it came up on Jean-Claude Kaufmann's Porsche

racing archives among the '72 S/T section. The car was blurred out because it hadn't been found. I was shaking – I called my father straight away.'

Head starts are meaningless if you don't act quickly, so Thomas called in a favour and managed to trace the owner's address to a remote town in Finland. Concerned that the language barrier could dampen first impressions, he then managed to persuade an employee of a nearby law firm to break the ice and ask if it was for sale. Incredibly, it was.

The car hadn't dropped that far off the radar. AAW had road-registered the normally race-only S/T in 1973 as a requirement of using it for rallying, and it retained the AAV 911 plate for most of its life.

But it had been well hidden. Kinnunen had started converting it to track spec, eventually selling it as a rolling shell to a Mr. Harri Heikkonen in 1985. Almost unimaginable today, he'd converted the rare 911 into a road car, adding a full interior, BBS wheels and impact bumpers, then painted it SC Light Metallic Bronze and sold it on.

Subsequent keepers would, Thomas says, probably have had no idea what it was. 'The car would effectively have been worthless, but it would have been too expensive to take to the junk yard. A lot of them were turned into street cars to rescue the money that was in them. That's how a few of them survived, and how this one hadn't been bought by a collector.'

Above and right: The S/T was converted for road use in the 1980s, with impact bumpers and BBS wheels hiding the original identity. But the VIN number gave the game away...

Below left and right: Leo Kinnunen competed in numerous races and rallies in the S/T, which was campaigned by Antti Aarnio-Wihuri's AAW racing team. Note the raised ride height and studded tyres in the photo below







This latest owner was different. A rally fan, he'd begun restoring it to early-1970s race spec, re-painting it in the factory Viper Green, with Carrera RS bumpers and Minilites before running out of enthusiasm a decade previously. When Thomas first caught a glimpse of the car in February 2017, it was identifiable mostly by the holes and brackets of no-longer fitted S/T equipment rather than physical parts. There were the remains of dual ignition coils, mounts for the roll cage and oil lines in the passenger footwell and other clues such as uprated spring-plates and jacking points, and the 10,000rpm tachometer.

It didn't take long for Thomas to make up his mind. 'Another guy had made an offer for the car, so when I got home I made one that was 20 per cent higher and they accepted it,' he says. 'We wired the money the same day and sent a transportation company to pick it up that week because I didn't want to risk the other guy bidding more.'

It was risky, but the early signs had been positive. The aluminium ID plate and VIN were visible and correct, but the paint tag was clogged with overspray. Once the car landed in Denmark, Thomas scraped through multi-coloured layers to

reveal the original '225' Viper Green factory code beneath, and he's left them uncovered since. Sourcing the build sheet from a contact in Germany, meanwhile, allowed him to check the final piece of the jigsaw – the matching number on the knee pad. Not that he had any doubts.

Emerging paperwork also started filling in gaps in its early life. The build sheet, with its hand-written 'T' after the printed '911S' shows the M 471 lightweight body and M 491 S/T option codes, listing 272bhp produced during the factory dyno run. Marked as a test car, it's believed to be only the second production 2.5-litre S/T, and the only 1972 car finished in Viper Green. AAW took delivery on 31st January 1972.

Thomas's Finnish lawyer continued to be a great conduit for information-gathering. AAW's former team manager, Hannu Kahl, confirmed that the 911 had been the pace car at the Keimola Motor Stadium round of the 1972 Interserie, leading a grid of 917s including one driven by Kinnunen – who went on to set a record at the event. It took until January 1973 for AAW to road-register the car for rallying.

Above: Minilite wheels were installed by previous owner who sold the car as a stalled restoration project. Colour is Viper Green

“EMERGING PAPERWORK STARTED FILLING IN THE GAPS...”

Below left: Seats are the originals, and are used with period Repa harnesses. Factory-installed roll-bar is a nod to the car's past life

Below: Thomas Andersen couldn't believe his luck when he tracked the car down in Finland...





RS SELECTION

PORSCHE SPECIALIST
MODEL CARS - CLOTHING
ACCESSORIES

**SHIPPING
WORLDWIDE**

Fast delivery

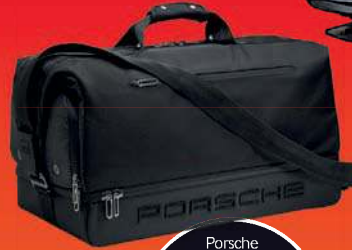


Up to
-34%



Porsche
Crest Baseball
Cap

~~29⁹⁵~~
19⁹⁵ €



Porsche
911 Turbo S Exclusiv
Travel Bag

~~239⁹⁵~~
199⁹⁵ €



Porsche
LED rechargeable
Flash Light

~~39⁹⁵~~
19⁹⁵ €



Porsche
Motorsport Polo

~~79⁹⁵~~
69⁹⁵ €



Porsche
Motorsport Jacket

~~169⁹⁵~~
139⁹⁵ €



Porsche
Motorsport
Windbreaker

~~189⁹⁵~~
149⁹⁵ €



Porsche
Motorsport Jacket

~~249⁹⁵~~
199⁹⁵ €



Porsche
T-shirt Original
1963

~~59⁹⁵~~
49⁹⁵ €



Porsche
Racing Collection
Mug

~~19⁹⁵~~
14⁹⁵ €



Porsche
Racing Collection
Backpack

~~29⁹⁵~~
19⁹⁵ €

Porsche
Motorsport
Keystap

~~19⁹⁵~~
14⁹⁵ €



Porsche
Table Clock

~~229⁹⁵~~
199⁹⁵ €



Porsche
Classic Weekender
Travel Bag

~~599⁹⁵~~
379⁹⁵ €



Porsche
Classic 70 Years
Watch

~~699⁹⁵~~
499⁹⁵ €

Porsche
Sport Classic
Watch

~~599⁹⁵~~
449⁹⁵ €



WWW.SELECTIONRS.COM



Contact with Heikkonen's son, Ville, also answered some questions. His father had taken pictures of Kinnunen rolling the car out of his garage, still fitted with Hankirally decals, when he bought it in 1985. He'd also documented his own build, with interior pictures showing all the holes for switches and auxiliary equipment were untouched. Heikkonen's son also filled in an important gap; his father had over-revved and blown the original engine by dropping it into the wrong gear on the highway, replacing it with the 1976 3.0-litre Carrera drivetrain it has today.

'It had survived amazingly well,' he says. 'I don't believe it was ever in a major crash, as the wings are original and the evidence would have been there. It's perhaps one of the best-preserved '72 S/T bodies, which is mainly due to Kinnunen being a skilled driver. That probably saved it.'

Nonetheless, it's been a long process bringing the car back to life. Assisted by Early911Parts in Copenhagen,

Thomas has used 1972 Keimola specification as the basis, re-fitting the correct bumpers, interior and even sourcing the 185/70 VR15 Dunlop Racing tyres listed on the build sheet – though, he adds, he's never used them. Original

parts were preserved where possible, including repairing the hole cut into the wing for a fuel filler neck.

'I haven't restored the car completely because a lot of the history would be gone,' he explains. 'I really enjoy driving it, and I love the car the way it is. Anyone can restore a car, but having something unrestored where every piece has its own history is not easy to replace.'

It's perhaps a sign of this car's notoriety that he's also been lucky enough to gather the most unlikely-sounding pieces of that puzzle. The decklid is the factory item, but Kinnunen's trademark wider whaletail – mirrored by a lightweight RS he also drove – has recently found its way back to the car, still painted Bronze Brown. Sometimes, the

Above: The S/T made an appearance at the Rennsport Collective event at Donington this summer

“IT'S PERHAPS ONE OF THE BEST-PRESERVED '72 S/T BODIES...”

Below left: The original engine was over-revved and blown by the car's second owner, who had converted it for road use and hidden its true identity behind updated impact-bumper bodywork

Below right: Is this the best documented S/T around? The car came with an amazing selection of paperwork and photos telling of its full history





Above left: Dashboard is original and looks little different to that of the regular production models of the period

Above right: Current engine is from a Carrera 3.0, installed in 1985 to replace the damaged original which still exists but at present is not for sale...



seemingly most difficult parts to recover have been some of the most straightforward, he says.

'This guy got in touch with me, who had been watching the '72 Keimola when he was 12. He was stood in the pits watching Aarnio-Wihuri and Kahl having a bad argument. Kahl grabbed this document folder and threw it as hard as he could, and it landed next to this kid who took it home. He had kept it ever since, until he saw I owned the car and said they should be reunited.'

By comparison, the biggest pieces haven't been so easy. Convinced that the trashed 2.5-litre engine would long since have been melted down, Thomas admits he'd given up on adding that to the collection. But, it turns out, he knows exactly where it is – it's in the hands of the person he outbid to buy the car, and he's got no plans to part ways with it.

'Few racing cars have their original engines,' he says. 'The Carrera engine is very reliable compared to the 2.5-litre, and a lot more user-friendly. You can just drive it, without the headache of dual ignitions and high butterfly intakes. But just owning the original engine would be great, I probably wouldn't even restore it. All I can do is be extremely patient.'

Sadly, despite the mounting history he's built up, not all of the gaps can ever be filled. Kinnunen passed away in

2017 before the project was complete, and before Thomas could get his account of why he'd kept it, and what he had planned. The upshot of making contact was getting a chance to tell his son, Niko, that the long-disappeared 911 lives on – and that it's being restored back to its heyday. Plans are also afoot to take it back to its old stomping ground in the next couple of years, and there's a buzz among Finnish rally fans to see it again.

In the meantime, Thomas has taken yet another dive into the AAW Racing Team stock. The other S/T, a Conda Green 1970 car, has long since been lost to the rigours of rallycross, but a second VIN search uncovered a rally-prepped 1967 911 from the same stable and it's a work in progress. Ironically, it's had a similar history, surviving hidden beneath impact bumpers, leather seats and Turtle White paint. Finland, it seems, has as much of a talent for quietly preserving its history as it does for making it in the first place.

'I've had so many unbelievable experiences owning this car and learning how helpful the Finnish people are,' says Thomas. 'I owe a lot of people for their help getting the pieces together, and I still get excited every time I find a new photo. It shows, if you really want something and you're patient, things can happen.' **CP**

Below: Back on track where it belongs – this is one incredible car. Note it still retains the original AAV 911 licence plate!





PORSCHE SEATS SPECIALIST



NEW ST-EVO SEAT IN CARBON KEVLAR

www.deser.it

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

+44(0)1825 830323



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

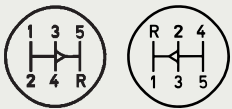


WE ARE A PREMIER INDEPENDENT DEALER OF CLASSIC
PORSCHE CARS AND OFFER FULL RESTORATION, SERVICING
AND STORAGE FACILITIES TO THE HIGHEST STANDARD

web: www.export56.com facebook: /Export56Porsche instagram: /Export_56

PARADIGM SHIFTER

STEALTH EDITION



For all
901/911/915s
to 1986



A WOLF in sheep's clothing, our new Paradigm Shifter- STEALTH EDITION, is everything our CARBON FIBER (CF) SHIFTER is, and less. Without the Carbon Fiber and Titanium of our CF SHIFTER, we are able to offer all the features and functionality of our CF SHIFTER, but at nearly half the cost. With our new STEALTH EDITION, you are able to run the factory shift boot and OEM-style Knob (both included), combining the ultimate STEALTH look with the ultimate precision.

\$725

SR150s



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

NEWS & PRODUCTS

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

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

STODDARD NLA HOST 2020 TOY & LITERATURE MEET

There is no doubt where you need to be on 29th February 2020: the 37th (yes, we did say 37th!) Annual Porsche and Vintage VW Literature, Toy & Memorabilia Meet. Sponsored by the team at Stoddard NLA, the leading Porsche restoration parts company, this amazing event is held as always at the LAX Hilton, right alongside LAX airport on West Century Boulevard, Los Angeles.

The meeting is held in two large ballrooms on the main floor of the hotel and is quite unlike any other event we've ever been to in terms of the quality and variety of goods on offer. If you've never been before, be sure to make space in your diary – or book that flight now!

You have a choice of gaining admittance to the meet as an Early-Bird Shopper for \$30 per person, which allows you to enter the show at 7.00am with the vendors for the earliest opportunity to see the really rare and desirable collectibles literally as they are unpacked by the vendors, or you may gain admittance at 9.00am for just \$10 per person – children under the age of 12 are free.

But there's more... The Toy & Lit Show, as it's popularly referred to, is only the tip of a huge iceberg for Porsche enthusiasts. The next day, (Sunday 1st March) there's the All-Porsche

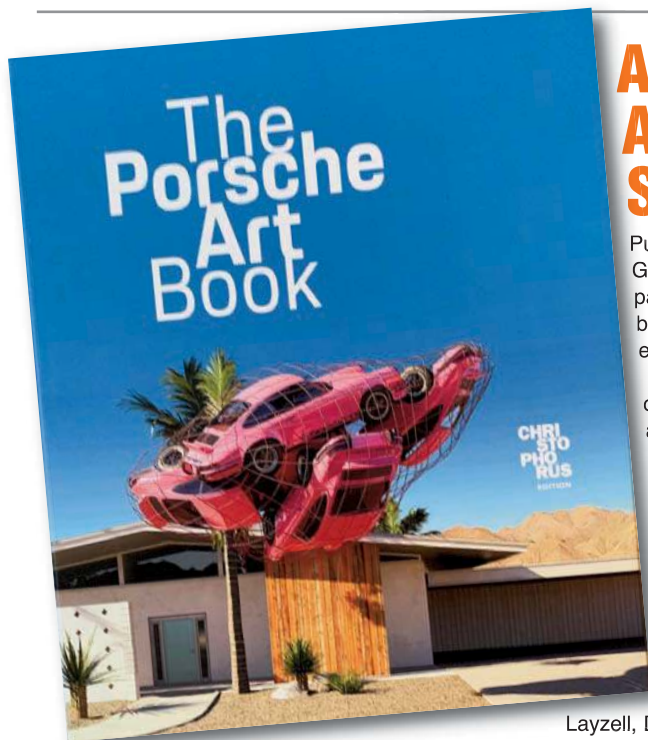


swapmeet and car display at the Phoenix Club in Anaheim, but starting on Friday 27th February, there is a whole series of open house events, hosted by the major players in the SoCal Porsche scene, including Sierra Madre, Pelican Parts, John Willhoit, Jim Liberty, Carparc USA, Klasse 356, Auto Kennel, Callas Rennsport, CPR Classic,

Wholesale California Restorations, Nicolas Hunziker, Porsche South Bay, Parts Shop, John Esposito, LA Dismantler, Period Correct and Emory Motorsport.

If that prospect doesn't get your juices flowing, then there's no hope... See you there!

More information at www.lalilandtoyshow.com or send an e-mail to LALit@Stoddard.com



ART FOR ART'S SAKE...

Published by Delius Klasing in Germany, this incredible 270-page large format, slip-cased book is a must for any Porsche enthusiast with an eye for art.

The format is simple: track down the world's leading automotive artists – notably those whose work regularly features our favourite marque – interview them and then showcase their best work. The result is breathtaking.

Among the artists featured, there are several well-known names, including Nicolas Hunziker, Nicholas Watts, Tim

Layzell, Dexter Brown and Michael

Turner. Certain of the others were less familiar to us, but one name stood out: Erich Strenger, who was responsible for much of Porsche's advertising artwork, race posters, etc, throughout the 1960s and '70s.

If you love Porsches and love art, you need this book! It may not be cheap but take it from us, it's worth every penny...

Check on-line at www.delius-klasing.de

A MODEL PUBLICATION...

We have to admit, this book isn't quite what we were expecting – well, they do say never judge a book by its cover!

Also published by Delius Klasing, 'Porsche Model Cars' at first suggested to us a work that catalogues every example of a miniature Porsche ever made. In fact, it's a slightly off the wall history of the company, illustrated by photographs of model cars to suit the subject of each individual chapter.

Don't get us wrong, it's a great book, nicely produced and a bit of fun, but somehow we found it a little too oddball. However, there are some fabulous diecast models showcased on these pages, many of which we had not seen before.

At 320 pages in length, this hardback book is packed with great images, but short on information on either the cars, the company or, sadly, the models themselves. Author-cum-photographer Jörg Walz is something of an Instagram star and used nothing more than an iPhone to capture the images. It costs £40.00...

More details at www.delius-klasing.de





356 CATALOGUE RAISONNÉ

Describing a book as the 'ultimate book of the Porsche 356' is a brave move, especially when one considers how many titles have been dedicated to telling the story of Porsche's original line of sports cars, but if there was just one volume which we could recommend to someone wishing to know of the history and development of the 356, then we'd have to agree this is a great place to begin.

The publishers – UK-based Veloce – are clearly proud of this work, which is limited to just 356 copies and costs a not insubstantial £356, and justly so. It is beautifully presented, leather-bound in a slip case, and features no fewer than 545 colour photos, several of which were new to us.

This 'Catalogue Raisonné' (Veloce's description) covers the 356 from its inception in 1948 through to the end of the road in 1966, including colour and trim options, engine specifications, chassis numbers and production figures. Well researched and clearly laid-out, the book is written by Brian Long, the author of some 80+ automotive-related books.

If you want to know all about the 356, this could be the book for you – but hurry, stocks are limited, don't forget!

More details from www.veloce.co.uk

PORSCHE 356 BY REUTTER

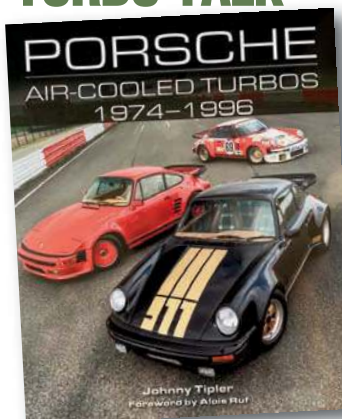
When the history of one of the greatest working relationships in modern automotive history – that of Porsche with the Reutter *karosserie* – is researched and written by Frank Jung, who is not only the great grandson of Albert Reutter but also the head of the Porsche Archiv, you know that it's going to be something special. 'Porsche 356 made by Reutter' is yet another release from Delius Klasing, and is quite probably the most detailed record of this important era in Porsche's history. It begins with a history of Reutter itself – did you know the company was founded in 1903? – and goes on to cover the growth of the company decade by decade, model by model until the post-war period when the 356 went into full production. Fans of the Volkswagen Beetle will enjoy the chapters devoted to the various pre-war prototypes which Reutter built for Professor Porsche.

The book is attractively produced and copiously illustrated, and as far as we are concerned one of the most impressive works to emerge in recent times. Priced at £40, this is another 'must have' title for anyone with an interest in Porsche history.

For more info, log onto www.delius-klasing.de



TURBO TALK



Written and researched by a certain Johnny Tipler of these pages, and with many photos by our very own Antony Fraser, 'Porsche Air-cooled Turbos, 1974-1996' covers, as the name suggests, all turbocharged Porsches from the original Turbo RSR, 934 and 935 race cars, through the iconic 930 Turbo and on to the last of the line 993 Turbo.

The book features a foreword by none other than Alois Ruf – who knows a thing or two about pressurised Porsches, let's face it – and is a very personal look at the subject, with much of the text based on Johnny's experiences driving many of the featured models in the course of research for features in *Classic Porsche* and our sister title *911&Porsche World*. Priced at a very reasonable £27.50, this is a great read for anyone with an interest in Porsche's supercars on road and track.

More details at www.crowood.com

Classic PORSCHE

THE FEARSOME 909 BERGSPYDER

Contents subject to change

ISSUE #69 – ON SALE 23RD JANUARY 2020

Overseas (approximately): Europe January 30th; N. America February 27th; Australia/NZ March 26th. For your nearest stockist worldwide see page 3

STUTT GART CALENDAR TESTING TIMES FOR TECH 9



'This is our first attempt at a calendar' say Will and Jason at Stuttgart Classica, 'and our first venture into the world of art. Having teamed up with Porsche artist Tony Upson for the artwork, we have compiled some bespoke imagery for our calendar. We hand selected 11 of our favourite images from Tony's extensive collection and he then kindly came up with a new piece of artwork especially for December!'

These calendars measure 30cm x 30cm printed on 250gsm high quality paper, with a wire bound top. All calendars will be sent out in specially made boxes for maximum protection and are sent worldwide via recorded mail. They're priced at £49.99 +VAT, which seems a lot, but then as the guys at Stuttgart Classica tell us, you are really buying 12 pieces of art! Carriage is free in the UK, or they can send anywhere in the world.

Available via the website at www.stuttgart-classica.co.uk



Phil Hindley of Liverpool-based marque specialists Tech 9, driving a right-hand drive 1966 Porsche 912/6, finished second overall in the 2019 edition of the RAC Rally of the Tests, with navigator Martyn Taylor alongside.

An impressive entry list of 89 cars, with a variety of marques, covered a 750-mile event that started in Torquay in Devon on 7th November and ended in Chester three days later. The Porsche, owned by CHC Partnership, ran strongly throughout the event, but a fault with the navigational equipment early on in proceedings negated any chance of an overall victory.

Phil comments: 'The decision to run was only made 48 hours prior to the start of the rally. Martyn's scheduled partner was unable to make the event, so an opportunity arose with the kind generosity of Howard Warren and Chas Colton for the use of one of their classic stable. The event lived up to its name, as it was a real test for us. The route encountered typical British conditions that included rain and plenty of mud, with ice and snow mixed in to spice things up – and with the short daylight hours, darkness to compound the challenge!'

'The Porsche makes an ideal choice for classic rallying, it's obviously very different to my circuit racing machine, but the dynamics are very similar. Balancing the car on the edge of adhesion is very rewarding, and the sound of the flat-six bellowing in the rear is unforgettable'

Log onto www.tech-9.co.uk

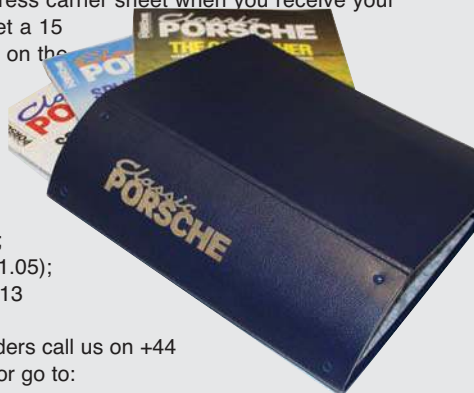
CLASSIC PORSCHE BINDER OFFER

Now that *Classic Porsche* is 68 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.

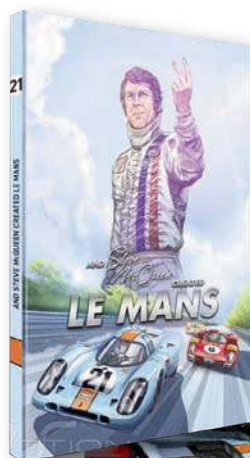
And best of all, there's 15 per cent off for *Classic Porsche* subscribers! Quote your subscriber number, found on the address carrier sheet when you receive your magazine, and get a 15 per cent discount on the normal retail price.

Prices are as follows (note subscriber prices in brackets):
UK – £10 (£8.50);
Europe – £13 (£11.05);
Rest of World – £13 (£12.75).

To order your binders call us on +44 (0)1778 392026, or go to: classicporschemag.com



McQUEEN AT LE MANS...



Steve McQueen famously said 'I'm not sure whether I'm an actor who races, or a racer who acts'. In 1970 he decided to share his passion and produce arguably the best movie about car racing ever made. He couldn't imagine a better place than Le Mans, one of the oldest and most prestigious endurance races in the world, to make his dream come true. The filming was difficult, but Steve never gave up. And neither did another car enthusiast 45 years later who also had a dream...

Steve McQueen makes a dramatic comeback in the graphic novel adaptation of 'Le Mans'. It all started when the famous actor visited Sandro Garbo in his dreams and gave him the idea of creating a graphic novel based on his extraordinary film!

Sandro saw this book as his new mission in life and then asked several other talented artists to join the team. The journey lasted almost three years and now they are finally ready to share their masterpiece with everyone. Priced at €33.08, this 64-page graphic novel is a real piece of collectable art, and is available from Selection RS.

Order your copy at www.selectionrs.com





PelicanParts.com

Porsche

BMW

Mercedes-Benz

Audi

Volkswagen

Saab

Volvo

MINI



Fix It.
Drive It.
Love It.



EVERYTHING YOU NEED TO DO IT YOURSELF.

Special Offers! PelicanParts.com/Promos or call (310) 626-8765

Continental
CONTITECH



VICTOR REINZ
SEALING PRODUCTS

BRAD PENN

BEHR

VDO

BOSCH

Zimmermann

Febi
bilstein

Kengst
PINA

Valeo

BILSTEIN

NGK
SPARK PLUGS

brembo

STABILUS

elringklinger

MAHLE

WALBRO

SACHS

KYB

TEXTAR

AGC

PAGID

MANN
FILTER

WILLIAMS CRAWFORD

Passion for Porsche



Covering 70 years of Porsche

Classic & modern sales, brokerage, restoration, servicing, accident repairs, engine & gearbox builds

01752 840307 sales@williamscrawford.co.uk



1982 911 SC 3.0 litre custom £79,995
AT throttle bodies, EXE-TC suspension ++



1970 911 T 2.4 LHD £54,995
Running a 2.4 on carbs and 915 gearbox



1988 911 Carrera 3.2 Supersport £59,995
M491 Cabriolet with factory SE bodykit



2002 986 Boxster manual £9,995
Only RHD in Riviera blue. H&R coilovers



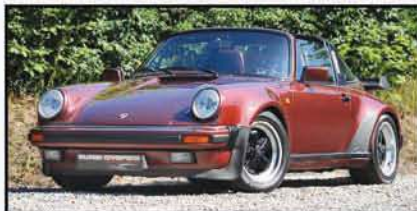
2018 991.2 GT3 PDK £139,995
6,471 miles. Club Sport, PCCB & front lift.



1969 912 coupe LHD £53,995
1,720 cc, fully restored. Super drive!



1997 993 Targa manual £ POA
9,400 miles, immaculate.



1986 911 Carrera 3.2 Turbo-Look £54,995
M491 Targa. Awesome colour combo



1997 993 Carrera 2 S manual £89,995
70,177 miles. Bilstein B12 suspension,

To view our full selection of classic & modern Porsche,
please visit our website www.williamscrawford.co.uk

MADE IN GERMANY
**EARLY
911S**

www.early911s.de

EARLY 911S E.K. | WESTRING 416-418 | 42329 WUPPERTAL, GERMANY



DELWYN MALLETT

MALLETT TURNS FILM CRITIC AFTER WATCHING THE MUCH-PUBLICISED LE MANS '66 MOVIE. DID CAROLL SHELBY EVER ACTUALLY OWN A PORSCHE SPEEDSTER? ANSWERS PLEASE...

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...



Being deeply cynical when it comes to motor racing movies I vowed to wait until Le Mans '66/Ford v Ferrari came on the TV, but a chum called with a couple of free preview tickets so I capitulated and went to see it in the cinema. After all, who can resist a freebie? There were two surprises, one, it's quite good, and two, virtually the first car you see after a brief opening sequence of Carroll Shelby winning the 1959 24-Hours in an Aston Martin is him at the wheel of not a Cobra but a red Porsche Speedster – who'd have thought? There then follows a 'commercial' for the Speedster with Shelby flinging it aggressively around the streets of LA and onwards up a twisty road into the hills.

However, only a few minutes into the movie and the pedant in me was in overdrive, inwardly shouting, 'I knew it, I knew it. Surely it's a replica?' The Speedster is fitted with a head fairing and a suspiciously thick-rimmed black steering wheel, black wipers and no trim on the bumpers. Not very 1959. And did Shelby ever even own a Speedster – I've never seen a pic of him in one and he was a much photographed dude?

The plot then leaps forward a few years and introduces Ken Miles, racing a Cobra and winning at a re-creation of the Willow Springs track. Lots of sports cars scattered around the paddock area, including another Speedster, in orange and sporting non-standard disc brake wheels.

Later, when our heroes finally get to Le Mans most of the race footage, quite understandably, focuses on the GT40s and Ferraris with the rest of the field relegated to peripheral supporting rolls.

Several Porsche 904s and 906s feature amongst the also-rans and also a 911, of which only one was entered that year, so a bonus point to the

producers for including it. However, it was a French entry and red, whereas the one in the movie is blue and has US-style 'sugar scoop' headlight rims not fitted until 1968.

Minor quibbles all, but we pedants do get easily agitated at these lapses in accuracy. Most will go unnoticed by the average audience and certainly won't spoil the enjoyment for the few that do. I expect Cobra and GT40 fans will be able to spot as many 'mistakes' in their favourite vehicles, too.

Later, a quick scan of the WWW soon established that, as expected, the Speedsters were in fact replicas, as were the Cobras, GT40s and Ferraris. The producers quite rightly point out that the actual cars are now so valuable that no sane person would lend one to a movie company to thrash around. The days of Steve McQueen buying a bunch of 917s to make his movie are long gone.

Over 600 cars were gathered together for the shoot, the majority being an assortment of period correct background vehicles for the LA street scenes, but the lucky guys at replicar specialists Superperformance LLC of Irvine, California, received a bulk order to build the Cobra and GT40 replicas.

More and perhaps less forgivable tinkering with the facts, or as movie-makers term it, 'dramatic licence', has Enzo Ferrari in the adjacent pit to Ford during the 24-hour race, when of course the 'Commendatore' was famous for never attending races. And Shelby nipping into the Ferrari pits to pinch a stopwatch stretches credibility to the limit.

Although the racing is spectacular and thrilling it still succumbs to some of the old Hollywood motor racing clichés. The magic extra overtaking gear being the most risible – with the cars flat out and side by side our hero finds an extra inch-or-so of travel on the accelerator pedal and snaps into that special overtaking gear to surge ahead.

Just as irritatingly, to let you know that the cars are going very fast – as if

it was not self evident – we keep getting shots of the one instrument not fitted to a racing car – a speedometer.

Further attempts to heighten the drama and rivalry have Miles and Lorenzo Bandini, his Ferrari opponent, flashing improbable 200mph glances at each other while neck and neck on the Mulsanne straight.

The stars, Matt Damon and a massively slimmed down Christian Bale (he lost 70lbs for the role) engage in a fine bromance, a sort of Butch Cassidy and Sundance Kid for petrolheads.

Bale adopts a geographically imprecise English accent (Ken Miles was a Brummie) but mercifully it's far more convincing than Dick Van Dyke's excruciating cockney in Mary Poppins.

The overall impression is that Shelby and Miles between them were responsible for the creation of the GT40 – creating a race winning legend

in just 90 days. The 90-day reference applied, in fact, to the Daytona Cobra...

Ford engineer Roy Lunne, the 'father of the GT40' gets barely a mention, and neither do John Wyer and Eric Broadley. And as for Slough-based Ford Advanced Vehicles where the first GT40s were built – forget it, this is a star-spangled banner production.

Having got all of the above off my chest, I have to admit that it's a good couple of hours spent in the dark, exciting, full of action and cracking dialogue that's as fast as the cars. By the end I was even thinking of swapping my Speedster for a Cobra.

It seems that all the replicas used in the movie were quickly snapped up but for our richer readers who want to expand their stable, the Ken Miles GT40 from the movie is up for grabs at the massive Mecum Kissimmee auction commencing January 2nd. Happy bidding. **CP**



'Carroll Shelby' at the wheel of his Mazda Miata – sorry, Porsche Speedster – in the movie

"WE PEDANTS DO GET EASILY AGITATED..."

STODDARD EXCLUSIVE PRODUCTION

Maxilite Wheels
with Satin Finish

Anodized Look
Without The Hassle!

Sizes Range from
15x4.5 through 15x9



Stoddard.

Your Trusted Parts Source — Since 1957.



New Oil Change Kits

Using Motul Classic
High-Zinc 20W50
With Filters and Seals
From \$49.95



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
Sets In Stock



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

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



Knee Bolster Trim

For 911 1969-1973
Concours Correct
SIC-552-035-27-SET



Upper and Lower Seat Rail Sets

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



Outer Frame Repair Skin

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



IMS Solution Kits

For Late Model Cars
All In Stock, Including Tools
Best Prices Around...



Seat Recliner Covers Exclusive Production

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

Stoddard.com

Highland Heights, Ohio 44143 USA 800 342 1414

NLAParts.com

Reno, Nevada 89431 USA 800 438 8119

Stoddard Proudly Distributes These Great Products



ROBERT BARRIE

ROBERT TRACKS DOWN THE PORSCHE 904S WHICH FOUND THEIR WAY TO THE UK WHEN NEW, AND LOOKS FORWARD TO THE DAY WHEN THEY CAN ALL RACE TOGETHER – TOWED BY PERIOD TOW CARS...

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



There is a list at the back of Jenkinson's *From Chain-Drive to Turbo-Charger* of the half dozen or so 904s that came to the UK in period. There have been others since, of course, but these are the cars that were here when new, or newish. The first car on the list is chassis 904-025 – the light metallic green car ordered by Stirling Moss's SMART outfit. The unusual colour – vomit green to its critics – was chosen because it looked good in black and white!

The car was driven by John Whitmore in the Lavant Cup at Goodwood in March 1964 and damaged in testing at Silverstone soon after. It went back to the factory and reappeared with a replacement body and chassis numbered 904-088. The repaired car seems variously to have been known by both numbers. More recently, cars with both identities have been seen in historic racing, with 904-025 apparently rebuilt from the remains of the original car.

Moving on, the second car on the list is chassis 904-045 – Dickie Stoop's Irish green car. It was photographed on German export plates outside AFN in March 1964, but soon took the more familiar registration YOU 4.

Its first race appearance was at Silverstone in May, in a race that also saw Innes Ireland in the SMART car. In July, Stoop raced at Brands Hatch and Snetterton, finishing fifth and taking a class in at the latter. Then it was off to the Nürburgring. He did a couple of continental hill-climbs in the car, too.

After Stoop's ownership, 904-045 went to the US, and from there to Australia. It returned to the UK five years ago and has since made regular appearances at Goodwood.

Next is 904-071 – a silver car destined for Mike de'Udy, aptly described as one of the most misspelled men in motor racing. It was also damaged in testing – this time at Goodwood – and reappeared with a replacement body and chassis numbered 904-085. In that form it took a class win in the Reims 12-hour race in 1965. The car was most recently seen in the US.

The fourth car is Gordon Durham's cancelled order for chassis 904-084. Durham was a keen enthusiast and, like Stoop, owned and raced a couple of RHD 356 Carreras and an early RHD 911S. However, unlike Stoop, he does not appear to have owned a 904.

Next is chassis 904-092, which Jenkinson suggests was owned by Ronnie

Hoare of Maranello Concessionaires fame. We've written about this one before. The car initially went to Godin de Beaufort in the Netherlands before coming to F English – Hoare's large and successful Ford dealership in Bournemouth – in 1965.

There are pictures of the car being raced and hill-climbed in the UK and elsewhere by Patrick Godfrey and Alain de Cadenet among others with the registration AFX 1B. The car later went to the US and to Japan where it featured in the Matsuda collection and was the subject of a nice – and nowadays rather expensive – book. It was most recently seen in the US.

The sixth and final car on Jenkinson's list is 904-097, owned and keenly

raced by John Morris and Martin Hone – often under the MEFCO racing banner. It was a silver car with a green stripe and registered 904 MOP.

Morris and Hone continued to race the car into 1967 before moving on to a newer 906 as de'Udy and others had already done. The car may have gone to Bill Bradley before going to the USA and, later, coming back to Europe.

In late-August 1964, three of the cars on the list ran in a 2-litre GT race at the Tourist Trophy meeting at Goodwood. Stoop initially led in 904-045 before finishing second to Mike Spence in a Lotus Elan, with de'Udy third in 904-085 and Morris down the order in 904-097.

Last year, a larger number of 904s competed in the Ronnie Hoare Trophy at the Members' Meeting at the circuit, including 904-045 and the winning car 904-083. The race is due to run again next year and it would be great to see more cars on the list take part.

It would also be fun to see them matched with their

period tow cars – in many cases these were regular road cars. The Moss car was towed by a similarly-coloured Ford Cortina estate with faux-wood side panels. Stoop pulled 904-045 behind a BMW saloon registered OU 4. Don Moore towed the de'Udy car behind a Zodiac while Morris and Hone towed theirs behind a Zephyr. Meanwhile, the F English Racing Department had a sign-written Transit van.

What a fantastic and authentic paddock display it would make and Hoare would surely approve of the strong Ford representation! Something for the Competitions Department to consider? If the idea can't be accommodated at the Members' Meeting then maybe at a subsequent concours event. Race cars and their respective tow cars. As ever, you read it here first. **CP**



SMART 904 at the Nürburgring 1000km in May 1964. Photo: Ted Walker Archive/Ferret Fotografics

“THE RACE IS DUE TO RUN AGAIN NEXT YEAR...”



HAND
BUILT
CARS

NINEMEISTER
WARRINGTON | ENGLAND

IN FOR THE LONG RUN

Back in 1960, Dick Weiss purchased his second Speedster – and not any Speedster, being a 1958 four-cam Carrera. Fast forward almost 60 years... Dick continues enjoying the car, still in excellent shape though certainly not pampered, on both road and track!

Words & photos: Stephan Szantai
Vintage photos courtesy Dick Weiss





Car ownership is a funny thing. Some motorheads love the excitement of chasing the ideal vehicle, possibly tinkering with it for a while, then moving on to the next project. And why not, considering there are so many exciting potential candidates out there still waiting to be found? Yet other enthusiasts occasionally bond with their car, to the point where they simply cannot let it go – that piece of transportation might even become an extension of who they are.

The latter scenario certainly applies to 86-year-old Dick Weiss, the owner of this 1958 Speedster. Hard to believe, but he purchased the little tub way back in 1960! Even six

decades ago, he knew that the car he found for sale on the side of a road was something quite special, being a genuine Carrera Speedster running a four-cam (aka 'Fuhrmann') engine. History has proved him right, as demonstrated by the fascination with any of these Porsches today, which has driven their values to stratospheric levels.

Growing up in Ohio, Dick showed an interest in automobiles at an early age, winding up with his mother's 1940 Plymouth when he graduated from high school, back in the early 1950s. The sedan soon received some custom touches, along with mild engine upgrades. He then had fun with a more fashionable 1950 Oldsmobile Club Coupe,



Above: Dick Weiss leads the way, pursued by an Alfa Romeo, Sunbeam Alpine, MGA and another Alfa. The Speedster was a regular sight at SCCA events

which he hot rodded as well, until he was introduced to several foreign car owners in '56.

This led to the purchase of a sprightly 1954 Austin Healey 100-4. A ride as a passenger in a 1953 356 in '56 gave him a sudden appreciation for Porsches, too. Of course, having German parents might have helped him cement his love for the little coupé... Incidentally, Ohio has been home to a large German community for well over a century, hence the strong interest locally for vehicles built in the Fatherland to this day.

While stationed in Verdun, France, during his requisite military stint, Dick managed to visit his aunt and uncle in Frankfurt, Germany, for Christmas 1957. This trip allowed him to stop by the well-known Otto Glöckler Porsche dealership (see *Classic Porsche* issue #57). In the showroom sat a new, US-spec '58 Porsche 356A Normal Speedster, chassis number 84061. The vehicle in question (and to be clear not the model seen in this article) had been ordered by an American serviceman; however, he could not come up with the funds, so Dick managed to buy it.

'I put 14,000 miles on it while in Europe', he adds. 'I went to Italy, Switzerland, Austria and Belgium, enjoying four major car races along the way as a visitor. I also entered the stock 356 with no safety equipment in a race on a Canadian air base in France and won first; then finished fourth on a US air base in Germany. There was no way a Normal could outrun Supers!'

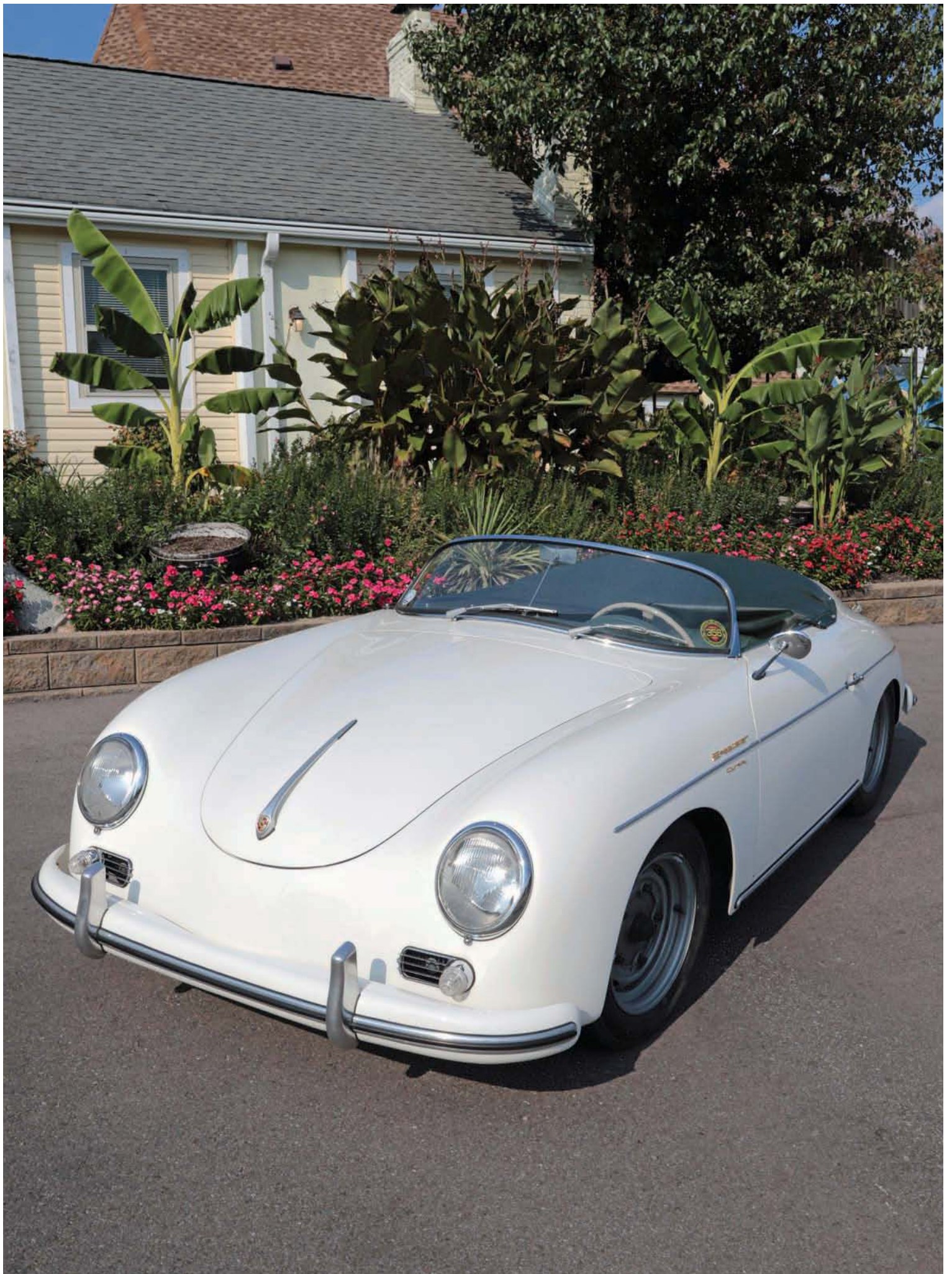
In 1960, shortly after returning to Ohio, he went on a long road trip with his Porsche, cruising through the Rocky Mountains; then all the way to Texas, where he spotted his second '58 Speedster, the subject of our article. He picks up the story: 'I saw the Carrera GS in San Antonio on a used car lot. To get it home, I had to build my own tow bar, which required me to remove the rear bumper of the Normal and the front bumper of the Carrera. One of my friends worked at a local Pontiac dealership, where we checked the car on a lift before I bought it; we made the tow bar together there, finishing it at one o'clock in the morning.'

Now let's pause a moment... Picture this: a Speedster towing another Speedster with a homemade tow rig, travelling 1200 miles from Texas to Ohio! 'It took me 2-1/2 days all by myself to tow it back, as there were no interstate highways in those days. I also had to skip Arkansas because they had weird towing laws – I made a detour through Louisiana. It didn't have any problem during the trip, although I couldn't back up; but I made sure I didn't have to do that.'

Porsche's Certificate of Authenticity shows that his four-cam Speedster, chassis number 83948, came in white ('Code Not Recorded') and with a green interior ('Material Type Not Recorded'). It also featured some options: radio, manual antenna, coupé front seats, one headrest and a Ponto-Stabil outer rear view mirror. Porsche manufactured only 35

Below, left and right: Over half a century separates these two photographs – same car, same owner. How cool is that?







Carrera Speedsters for the 1958 model year and Dick's example was the first of four GSs built with all steel panels that year; the remaining 31 were lighter GTs.

He managed to find some additional information: 'The car was delivered new in Caracas, Venezuela to a VW and Porsche dealership. It was raced there in the Grand Prix of Sports Cars in either 1958 or '59, though I never found who drove it and where it finished. Then the dealership's service manager brought the car to Houston, Texas, in 1959 before being transferred to San Antonio where I found it. So, it looks like I'm really the second owner.'

The Speedster, originally offered to Dick for \$2750, seemingly had mechanical issues. A little haggling ensued and he ultimately got the price down to \$2200. He explains: 'Four-cam engines can be erratic, unless you keep the revs up. These guys probably heard all the spitting and so forth, and thought an intake valve was burned, although I never heard of such problem. After I got the car home, I brought it to a reputable independent shop; we took the motor out, put it on a stand, cleaned it up – and all we could find were loose spark plugs. The car ran fine afterwards.'

Dick became involved with the Sports Car Club of America (SCCA) in 1960, helping to create its Ohio Valley chapter in '61 and racing his Speedster with the group starting in '62. However, he removed the four-cam and replaced it with a more common 'pushrod' 356 engine, to enter SCCA's E- and F-Production classes. As a result, the

Fuhrmann powerplant was stored on a pallet, where it sat for...38 years! Indeed, Dick mainly drove and raced with a regular Porsche flat-four until 2000, though he used another four-cam motor for a short time – it came from a totalled '59 GS Coupe. But the experience was short lived, due to issues with the bearings.

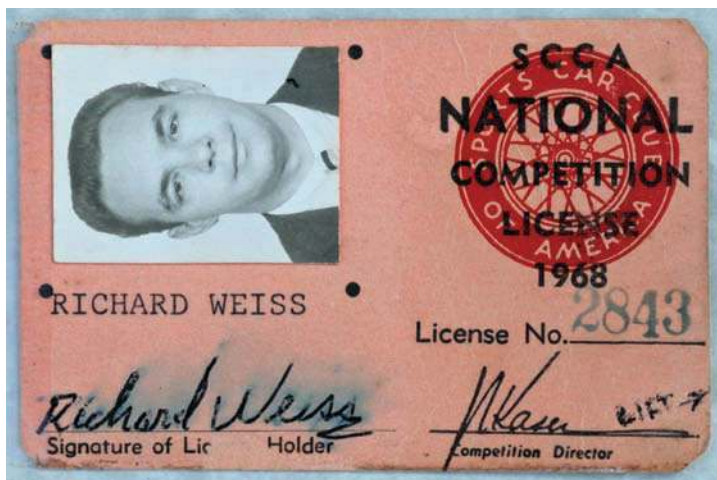
The little roadster did well in several competitions. Dick

prevailed in his class at the Bellefontaine Hill Climb and finished third at Waterford Hills, Michigan as early as '62. (Incidentally, the Bellefontaine event was recently revived and he won the E-Production class in August of 2019 to the surprise of many, especially his fellow competitors who had brought 'real' race cars!) He regularly raced with the SCCA

Above: For many, the Carrera Speedster is the Holy Grail of 356s – louvred engine lid and discreet 'Carrera' scripts are the only giveaways that this is something rather special

“AND ALL WE COULD FIND WERE LOOSE SPARK PLUGS...”

Below: Dick has kept all the original paperwork and manuals, along with his old race licences. Wonderful keepsakes of a full and varied life for car and owner



SMCCLASSIC
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.



Fan Housing Alternator,
911 3.2/Carrera 3.3 (78-89)
930.106.102.2R \$611.23



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



Seat Runner Adjuster,
Left, 911 (65-73)
901.521.009.50 \$76.94



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



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



Oil Cooler,
356/912 (50-69)
616.107.041.01 ~~\$897.88~~ \$717.60



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



Parking Brake Shoe Set,
356C/911/912 (64-68)
SMC.352.13.SET \$219.52



Sport Seat Foam Set,
Right, 911 (79-85)
SMC.911.522 \$454.55



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



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



Heat Exchanger Set,
911 Carb/CIS
SMC.212.SET \$1,694.21



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



Rear Bumper Guard (67-73)
901.505.033.21 \$95.10



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





until '68, always finishing (except once), and then continued playing in autocross through '88. As a side note, his involvement led to winning over 125 trophies throughout the decades, car shows included.

After embarking on a long career in the machine tool trade, Dick married his German wife Angie in 1964, the year he sold his Normal Speedster. The '58 Carrera was always driven to events, with a few exceptions as his family grew. Following his son Terry's birth in '66, Dick needed a practical vehicle to occasionally flat-tow the Porsche and he selected a Volkswagen Squareback. Other VWs joined the household later, specifically a Karmann Ghia (also occasionally used in autocross), along with a '64 Beetle equipped with 356 Porsche brakes and engine.

By 1997, Dick had come to the realisation that his beloved 356 required a minor restoration. 'There was some rust, as the factory never thought these cars would last that long', he

comments. Several panels therefore required attention, before fresh white paint – identical to the factory colour – covered the outside of the shell. New vinyl now dresses the interior, including the Speedster seats installed by Dick.

(Remember, the vehicle originally came with optional coupé seats from the factory, which he still has in a box.) And of course, the correct four-cam lump moved from the pallet, where it had been gathering dust for decades, to the engine compartment after a good clean up! The motor went on the car's original freshened-up transaxle.

Plenty of US-based companies supplied their share of parts to complete the restoration, including Al Zim, Stoddard and Sierra Madre. Along the way, Dick made the effort of using as many original parts as possible: front bonnet handle, side srips, Reutter side badge, door handles... He also installed a new high-bow top (with a larger custom zip-out window) and desirable 60mm aluminium front

Above: The Speedster underwent restoration in 1997, including a respray in the original white

“THE '58 CARRERA WAS ALWAYS DRIVEN TO EVENTS...”

Below: The Speedster ran a regular pushrod engine for the most part when racing, allowing Dick to participate in SCCA E- and F-Production classes. Four-cam motor was stored for safe keeping...





Above: Current engine is a 1500cc pushrod motor, fitted while the four-cam is away for a rebuild after holing number two piston



Above right: The car came from the factory with coupé front seats, but Dick installed Speedster buckets. Original seats are currently stored

Below: Can there be many other 356s – especially one as rare and desirable as a Carrera Speedster – which have been owned by the same person for six decades?

brakes, which came as an option on '59 Carrera GS coupés. They were originally fitted to the same car that provided Dick with his other four-cam engine back in the '70s, as mentioned earlier. Other slight deviations from stock include unique 15-inch steel wheels, modified in the '60s with steel outers (instead of riveted aluminium) widened to 4.5 and six inches. To this list, add Euro-style red/amber taillights, plus a decklid featuring GT-style louvres crafted by Robert Kann at GTwerk (see *CP* #59).

Issues with the four-cammer, specifically a hole burned in the number two piston, forced Dick to tear it down three years ago, something that had apparently never been done since the vehicle came out of the factory! While the crank and case are still being worked on in California, he installed a stock 110bhp 1500cc Standard engine, equipped with a Sport 1 exhaust system without provision for the heater.

Dick finished the restoration with a 904 cluster complemented by metric gauges refurbished by Palo Alto Speedometer, together with a wooden rack he made behind the seats, to easily transport luggage. Note that he didn't need to find the Carrera-specific tool pouch, as it came with

the vehicle when he purchased it in 1960. Dick additionally kept the invaluable German service manual specific to his four-cam Porsche, plus a matching German owner's manual.

The Speedster was back on the road in 2000, entering its first events shortly after, including the 2001 Cincinnati Concours d'Elegance where it won Best of Show. Our intrepid owner has continued racing it occasionally since, always with care, though hitting a hay bail in 2015 resulted in some nose damage. Another mishap took place in 2017, when a truck inadvertently hit the driver-side door. In both instances, Mark Schlachter and his crew at Metalkraft Coachwerkes (as featured in *Classic Porsche* issue #33) did a fantastic job repairing the delicate metal.

Come to think of it, Dick's Speedster remains one of the most significant 356 Carrera models left in the world. Knowing that he has owned it for close to 60 years, raced it extensively and continues to use it regularly today certainly helps establish the car's fascinating pedigree. Spending the day with Dick, Angie and their beloved Porsche proved to be a memorable experience. Their amazing story undoubtedly deserved being told through the pages of this magazine! **CP**





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

PATRICK MOTORSPORTS

PORSCHE® & MID-ENGINE PERFORMANCE SPECIALISTS SINCE 1989

FLYWHEEL & CLUTCH PACKAGES

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



YOUR CONVERSION EXPERTS!

OIL SYSTEMS





TRANSAXLE SPECIALISTS




ENGINE CONVERSIONS



911 & 914 3.6L DME

TWIN PLUG IGNITION

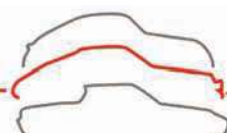



2.0L-3.6L

602-244-0911 patrickmotorsports.com
Phoenix, AZ USA - Daily Worldwide Shipping
©2017 - All Rights Reserved - JE Patrick Motorsports, LTD. - SSN 0910 - PORSCHE® is a registered trademark of Dr. Ing. h.c.F. Porsche AG. These products are not officially approved by PORSCHE®.

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
www.rogerbrayrestoration.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!

H1 HEADLIGHTS ARE NOW IN STOCK!

Over 3 years in development. All the correct details you come to expect from our products.

Includes bulbs, seals, and attachment screws. See our website for special introduction pricing



Rear bumper endcaps for the 65-68 cars is back in stock! Correct satin brushed finish, and the hardware is included as well. \$80 for the pair

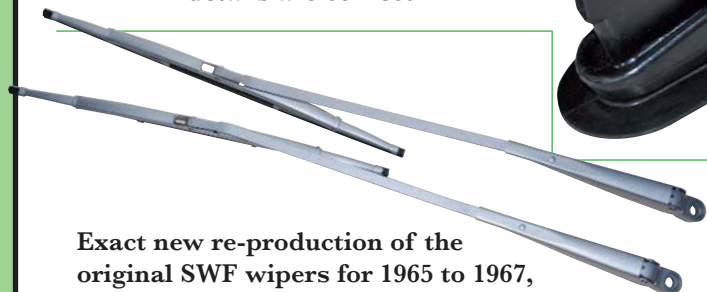


New "128" fog lamps now also available with amber reflector! Perfect chrome, correct raised lettering, 12v bulb included. Pairs available in clear, and with amber reflector



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

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



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

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



Auto-Foreign Services

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

www.autoforeignservices.com

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

Words: Kieron Fennelly Photos: Karl Ludvigsen and Author

EXCELLENCE: EXPECTED AND DELIVERED

2019 saw the publication of the third edition of *Excellence was Expected*. Much lauded when it first appeared in 1977 as the definitive story of Porsche, the incredibly detailed work is now regarded as perhaps the finest automobile history ever written





ts author, Karl Ludvigsen, a mechanical engineer from MIT and career auto journalist, would seem in retrospect to have been destined to write it, but of course the reality is slightly more complex. He was born in 1934 in Kalamazoo, Michigan, and as a youngster Karl devoured car magazines and reviews, and even had a subscription to the British weekly, *The Motor* (which was subsumed by *Autocar* in 1988). This gave him a European perspective and was where, in July 1948, he read the first road impressions of a small, rear engine coupé made by a company in Austria.

A bright boy, his academic career took him to Phillips Exeter Academy where he graduated with honours before going to the Massachusetts Institute of Technology and then studying industrial design at Pratt Institute. His father was chief operating officer at Fuller, a transmission manufacturer, and during the summer vacations Ludvigsen junior was employed at the plant where he learned to be a draftsman and worked in the transmissions shop. His academic achievements would be supported by solid practical engineering experience.

Part of his university course involved creative engineering which alerted Ludvigsen to the possibilities of industrial design, a field which particularly interested him. Always a writer, he contributed a column to the MIT magazine, 'Uncle Karl's car notes'. One article, on the 1935 Bugatti GP car notable for its straight-eight engine, caught the attention of the editor of *Sports Cars Illustrated* and it would later result in Karl's first remunerated writing job.

On graduation from MIT he was offered a position in GM's design department under Chuck Jordan, but so taken was he with the possibilities of becoming a technical editor, like one of his heroes the *Motor* journalist Laurence Pomeroy, that he resigned after a few months, rather, he says, to Jordan's dismay. But Ludvigsen had other plans: at 23 he was to be technical

“THIS LED TO THE OPPORTUNITY TO WRITE A HISTORY OF PORSCHE...”

editor of *Sport Cars Illustrated*. Military service intervened and Karl was despatched to Germany in 1958. Today he says 'the net effect of my peculiar education, a combination of mechanical engineering and styling, helped me to talk to industry engineers.'

He already had an entrée in Stuttgart: a few years earlier, he had met Porsche's gearbox specialist Leopold Schmid when the German had been invited to Fuller to examine the possibility of applying synchromesh to Fuller's truck gearboxes. As it turned out, Fuller did not go the synchronised route but Ludvigsen stayed in touch with Schmid for many years even after the latter left Porsche in the early sixties.

Ludvigsen returned to the US in 1959 to take up the editorship of what was to become *Car & Driver*, but a desire to understand more from the manufacturing perspective saw him go back to GM in 1961 to its PR department. After six years of corporate lobbying and press releases he quit to become a full time freelance writer. During the subsequent decade, as well as numerous articles and several books, he produced his award winning *Mercedes Benz Sports and Racing Cars*, an achievement which moved him firmly on to the automotive book publishers' radar.

This led to the opportunity to write a history of Porsche, the first edition of *Excellence was Expected*, a four year undertaking after which he returned to corporate PR, first at Fiat North America then at Ford. In 1980, Dearborn moved him to London and Ludvigsen would henceforth establish the UK as his new home. He married again and, after leaving Ford in 1983, he made use of his now very comprehensive auto industry address book to run a successful London-based automotive consultancy



Above: Home sweet home, and the epicentre of the extensive research – the Ludvigsen abode near Bury St Edmunds, Suffolk

until the mid 1990s. Thence he resumed his journalism and writing career which has included many more books, biographies and, above all, two further editions of *Excellence was Expected*.

The origins of Karl Ludvigsen's interest in Porsche are not hard to identify: American enthusiasts were always intrigued by European auto engineering, particularly that coming from Germany, and by sports cars which seemed to be a British speciality. Having read about Porsche in 1948, it would be three years later at Watkins Glen before he saw an example in the flesh:

'It was a mouse grey coupé and, humble as it looked among the arrogant Allards and Jaguars, it was so obviously a quite beautifully made thoroughbred,' he observed. He even managed to get his eighteen-year-old hands on one to record a road test for the MIT undergraduate magazine:

'It is only necessary to wish the car in a certain direction,' he wrote, 'to have it respond quickly and accurately...Dr Porsche's creation comes very close to being the ideal sports car for the American continent.' Clearly the language of the writer-apprentice at work here, the effort which Karl Ludvigsen would put into crafting his characteristically stylish prose would make him not only one of the most authoritative, but also one of the most readable of auto historians.

In 1956 he traded his Triumph TR2 for a five-year-old 1300 Porsche coupé which eventually let him down when in deepest winter the casing of its (non-synchromesh) gearbox split, but by now Karl was smitten and Porsches and Porsche news –

reporting the racing exploits of the 550 Spyders – were informing his writing. By 1958 he had established a working relationship with Zuffenhausen's racing manager and PR man Huschke von Hanstein and been introduced to Ferry Porsche, a man whose modesty, thought Ludvigsen, made him a fitting heir to *das Haus*. During his military service in Germany, he used his contacts with Leopold Schmid to visit Zuffenhausen and tested various cars which he reported on in *Sports Car Illustrated*.

The opportunity to write what would become *Excellence was Expected* came about in the early 1970s. By then Ludvigsen had resumed his contact with Porsche following his six-year interregnum at General Motors. A former GM colleague and journalist had begun a book on Porsche, a task Ludvigsen says he envied, and when this fellow died unexpectedly, the publisher asked Ludvigsen to continue the work: 'I was thrilled to take on this tribute to my fallen friend.'

The experience brought out the nature of the man: he read the uncompleted manuscript and was dismayed to find words like 'probably', 'possibly' and 'perhaps' recurring far too often for his taste. With many of the actors still alive and working at Porsche, some of whom he knew, he determined he would start again and tell the story in his way. By late 1973, he had already made significant inroads.

But then a setback occurred which almost shipwrecked the venture. The publisher fired Ludvigsen's editor Dean Batchelor, a man in whom Ludvigsen had implicit faith for what was a major publishing venture. He had already worked with Batchelor to produce his prize-winning *Mercedes Sports and Racing Cars*

Below left: When the three-volume second edition was launched in 2003, so inevitably began a new round of book signings!

Below right: A Porsche man by choice, Karl poses with his own Boxster



so, with a heavy heart, he resigned from his undertaking with the publisher and returned the advance. Then he had a stroke of luck: another publisher, a fellow scribbler from their *Automobile Quarterly* days, offered to produce the work.

Then it was back to business: in May 1974 he went to Stuttgart to cover Porsche's 25th anniversary of car making and took advantage to meet the self effacing Ghislaine Kaes, Ferry's first cousin and also his secretary in the early years. Kaes would prove an extraordinarily useful contact: as well as opening the archives he showed Ludvigsen the ten year report books which Porsche had begun in 1942 and which provided a huge source of information. Kaes also helped him with the photographic archive: simply finding and identifying the pictures was quite an achievement. Ludvigsen immersed himself in *Christophorus* files, interviewed Ferry and came across the then still-secret Studebaker project: 'I loved discovering that kind of thing.'

But at times the would-be Porsche historian admits that he did feel overwhelmed: as well as this almost unmanageable plethora of historical information, he had to keep up with contemporary Porsche activity which in the mid-seventies included a series of new models, plus an energetic racing programme based on the 911 derivative, the 935. To make matters worse other books were appearing long before his own finish line was anywhere in sight.

'There was John Bentley's biography of Ferry Porsche (*We at Porsche*), Paul Frère's *Porsche 911 Story* and the *Porsche Book* by Lothar Boschen and Jürgen Barth. I began to wonder if all my efforts were worthwhile.'

In Ludvigsen's defence it is worth pointing out that the Bentley book (*We at Porsche*) was Ferry's personal memoir which, if revealing, had relatively little to say about the post war

years; the other two books were technical works, invaluable references for writers and enthusiasts of the cars, if rather dry. Neither tackled what was for Ludvigsen his central mission. As he later observed:

'We all knew what happened on a superficial level: cars came and went, races were won or lost, people came and went and Porsche's business flourished or slumped. But often what we didn't know was why the company and its cars evolved as they did or how its leaders made the business and engineering decisions they did that determined the company's fate. For me the how and why of car-company decision making is the most interesting topic an enterprise has to offer.'

This was the essence of *Excellence was Expected*.

Nevertheless, even with the enthusiastic support of his publisher he still worried about the acceptability of his work which would be judged by Porsche owners – the most difficult of people to please. And despite Porsche's records there remained details he had not been able to resolve to his satisfaction – who built all the America Roadsters in the 1950s, for example, or why there did not seem to be a definitive record of how many 904s were built.

And as the publishing date neared he was surprised that, despite asking on two separate occasions, he did not

receive information on the 928's transaxle when normally this sort of information was always forthcoming. Of course in later years answers to these would materialise: in the case of the 928 transaxle, the 'Weissach Axle' was finalised only at the very last moment as Porsche cast about to master its new GT's wayward handling.

Perhaps after such focus he needed different stimuli, for in 1978 Ludvigsen joined Fiat North America as head of Public Affairs and then transferred to a similar role at Ford in 1980. His move to London coincided, appropriately for such an enthusiast, with assuming responsibility for Ford's European motorsport

"THIS WAS THE ESSENCE OF EXCELLENCE WAS EXPECTED..."

Below: Karl Ludvigsen was a trusted and welcome 'insider' at Porsche, earning the respect of all who met him, including, as seen here, Ferry Porsche himself





Left: The original single-volume *Excellence was Expected* was published way back in 1977. It was an instant hit, with copies changing hands for substantial amounts prior to the advent of the new three-volume edition in 2003

division as well. Post-Ford, his role as automotive consultant and journalist meant he maintained his close involvement with the industry – and with Porsche, for in 1990 he was invited to Zuffenhausen to meet CEO Arno Bohn and Financial chief Walter Gnauert who were keen to quell rumours that Porsche, then in the depths of a slump, would be taken over.

In the late 1990s, *Excellence was Expected* had been out of print long enough for the rights to revert to its author and he turned to Bentley Publishers. Twenty years had elapsed and much had happened in the Porsche firmament, not the least of which was rather more information on the period covered by the first edition. The prospect of revising everything he had written previously as well as incorporating two more decades was daunting, but Ludvigsen was spurred on by encouragement from several quarters, not only Bentley but the redoubtable Betty Jo Turner of Porsche Club America: 'Karl, you have to tell us what happened next!'

The new edition, once again a four-year mission, would take Porsche into the brave new world of water-cooling, SUVs and above all celebrate the survival of a now flourishing 911. On the way the transaxle, front-engined cars would come and go as did Porsche competition successes and not such successes. The

new edition, now in three volumes, ran to 1500 pages yet, even more than in 1977, it would sell out completely. Indeed, such had become the rate of change at Porsche that Ludvigsen felt compelled to produce an update, a task which took almost two years itself, in 2008.

His outstanding book on Colin Chapman, *Inside the Innovator*, appeared in 2010, shortly after another Ludvigsen masterpiece, the *Origin of the Species* which used all the vast resources of his knowledge and painstakingly assembled picture library to explore the first phases of Porsche. Showing the same restless curiosity as his subject, Ludvigsen then produced the definitive work on the amazing range of Ferdinand Porsche's wartime work, *Dr Porsche's War*, which simply underlined the professor's unimaginably inventive and eclectic genius. Ludvigsen then neatly demonstrated his own ability to move laterally into unrelated fields with his prize-winning book on Napier Railton, again a piece of remarkable scholarship.

And then it was time again to reconsider *Excellence was Expected*, especially as with *Origin of the Species*, he had now effectively written the prequel. However, another massive task loomed:

'Not only had so much happened since 2008,' he says, 'not

Below, left and right: Karl Ludvigsen's research over the years has earned him the respect of top names in the Porsche world, including Ernst Piëch (left) and celebrated journalist and author Paul Frère (below)



just more material and more models, but events such as the attempted takeover of VW which ended with Porsche becoming part of VW. There were also several books from insiders such as Mezger, Singer, Herrmann and Ferdinand Piëch to consider. But this time,' he adds, 'I told my publisher it would be my last amendment.'

He was already 80 years old, so it hardly seemed unreasonable. Yet once more it took several years to revisit sources and he was surprised at some of the new information his trawls uncovered: 'I learned for example that in the 1960s VW subsidised two thirds of Porsche's racing programme as long as Zuffenhausen continued to use air-cooled engines, but VW never reckoned on the cost of the 917 programme!'

After nearly fifty years following the company closely, he remains staggered at its consistency. Writing in 1977 he said 'over thirty years of its existence I saw no slackening of the strong, distinctive Porsche spirit. Porsche (unlike other manufacturers) usually spots shortcomings long before press or public and moved to erase them. That's one reason why the book is so big: the people at Porsche have simply never left the cars alone. I'm confident they never will.'

Today he does not demure: 'It's incredible how Porsche has retained its "Porscheness", an amazing achievement. When people ask "What car do you like", it is impossible not to mention Porsche because the firm builds drivers' cars, model after model. It's a uniquely brilliant way of working.'

Quite apart from the sheer breadth of his research, another characteristic sets Ludvigsen apart from many other Porsche authors, his command of the German language: never having to rely on the filter of translation simply adds to the authority of his work. Indeed the ability to read German enabled him to take immediate advantage of the previously unseen Porsche archives which Ghislaine Kaes showed him in the early 1970s; it also allowed him to pursue other German-only resources, for

example a website which lists German patents, another route for confirming Porsche's engineering history.

Speaking the language also advanced his cause: Ludvigsen says he conducted most of his interviewing in German, although, he concedes, 'Horst Marchart's Austrian accent was so strong we ended up talking in English!'

Individuals at Porsche he recalls who especially helped him with the first edition were Helmuth Bott and Ernst Fuhrmann, who both gave him many extensive interviews, and former archivist Klaus Parr, who was instrumental in assisting the 2003 edition. Porsche's stylists, too, he says gave him a lot of their time. Ludvigsen is especially grateful to Wendeling Wiedeking 'who gave me a wonderful interview: his contribution is

unquantifiable.'

He was less fortunate with former engineering director Wolfgang Dürheimer, his request to interview the then Bentley chief being rejected. 'I then discovered that Dürheimer had apparently ended the fabled Porsche tradition of the ten-year books so useful to historians. Paul Hensler used to keep them up to date.' The look on Karl Ludvigsen's face suggests he regarded such an act as almost criminal.

Most interviewees recognised his achievements, however, and occasionally his standing would grant him the kind of privileged face to face meetings rarely available to journalists: he mentions the intensely private Ron Dennis of McLaren: 'He gave me a fantastically generous interview about the TAG period and allowed me to take pictures, too.'

More books have been written about Porsche than any other make – the fascination of the Zuffenhausen sports car firm attracting scores of authors and hundreds of journalists over half a century. Many of them have and will continue to consult the pages of Karl's book in their research, a source whose veracity is rarely if ever questioned. If excellence was once again expected, it has, with this magnificent and concluding third edition, emphatically been delivered. **CP**

"IT'S A UNIQUELY BRILLIANT WAY OF WORKING..."

*Below: Karl taking notes
aboard the new 911S Targa
in 1972*



EXCELLENCE DELIVERED

The long-awaited update of Karl Ludvigsen's seminal work brings the history of the Porsche marque bang up to date, writes Kieron Fennelly, with the addition of a fourth volume covering the years 2002–2020

With this fourth edition of *Excellence was Expected*, Karl Ludvigsen has once more delivered the definitive history of Porsche, bringing the narrative up to date. Much has happened in the last ten years: the VW takeover, the Panamera and Macan models, the advent of the 992, the exploits of the 919 at Le Mans and the Taycan electric programme, to mention only the major milestones.

Indeed, there is a vast amount of information here: the additional decade – the last edition was published in 2008 – adds a fourth volume, making a total of almost 3000 pages. But it is not so much its sheer size that makes *Excellence was Expected* stand out, but the way it is written.

Ludvigsen is not only a lifetime auto journalist and professional writer, but a natural communicator. His prose is thoughtful, stylish, varied: rare among automotive histories, it engages the reader like a work of fiction. And he is not above using the occasional arcane or abstruse term, not to parade his knowledge, but to create an effect, to give a gentle jolt to the reader.

The author, whose original research for the first 1977 edition involved hundreds of hours absorbing dry records in German in the Porsche Archiv, understands better than most how numbing reading endless technical detail can be.

There are numerous books on Porsche and many handle their chosen aspects of engineering and development with competence. But Ludvigsen's ambition was to go further than this, to examine also the uncharted human element. As he says, 'We all knew what happened on a superficial level: cars came and went, races were won or lost, people came and went, and Porsche's business flourished or slumped.'

'But often what we didn't know was why the company and its cars evolved as they did or how its leaders made the

business and engineering decisions they did that determined the company's fate. For me the how and why of car-company decision making is the most interesting topic an enterprise has to offer.'

Ludvigsen is no mere Porsche anorak. His reputation as an author was made in the 1970s with his book on Mercedes-Benz; in the last ten years alone he has produced a fine analysis of Colin Chapman, *Inside the Innovator*, a compelling work on military and aviation engines, *Dr Porsche's War*, and a prize-winning 800-page opus, *Reid Railton Man of Speed*, a demonstration again not only of his scholarship, but of his exceptional breadth.

It follows that this fourth edition of *Excellence was Expected* is no mere addition to the existing work. Ludvigsen has revisited the entire enterprise, updating, refocusing, even occasionally recasting a paragraph when new information meant an account needed revision.

Without doubt this is definitive work on Porsche and like previous editions it will continue to be mined by Porsche writers and historians, its veracity and authority unquestioned. But it also stands surely as one of the finest automotive books, indeed technical histories ever written. **CP**

Four volumes and nearly 3000 pages, Karl Ludvigsen's updated and comprehensively revised, 'Excellence was Expected' is the ultimate Porsche history

ISBN-13: 978-0-8376-1769-5

Contact:
Bentley Publishers
1734 Massachusetts Avenue
Cambridge
MA 02138-1804
USA
www.bentleypublishers.com



AUTOMOTION

New parts for your Porsche

THE
BIG
COME
BACK



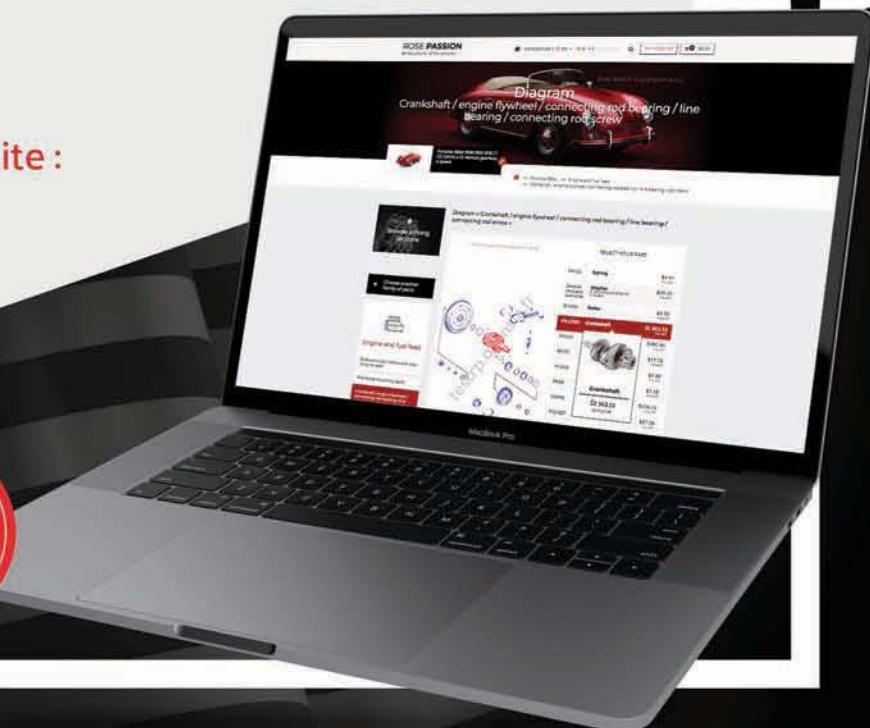
automotion.com offers new parts
for any Porsche models from 1950 !!

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



AUTOMOTION

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

Text: Robb Pritchard Photos: c/o SportClasse

AMÉRICO NUNES: MR PORSCHE

Tucked away in a yard off a street in a Lisbon suburb is a real Aladdin's cave of Porsches. The collection is impressive enough on its own, with a 906, 911S rally car, half a dozen 924 Carrera GTs and an Almeras A4, but it's the story here that is special





All of this began with one man, known locally as Mr Porsche as he drove no other marque during his two decade-long competitive career. Founded by his son, and now managed by his grandson, SportClasse is the legacy of Américo Nunes, a man who truly lived and breathed Porsches.

Born in Lisbon in 1928, he began work as a panel beater at the tender age of thirteen, which was a common age to start back then. By his late 30s he was working at Guérin, the VW and Porsche dealer, when a boss decided to sell his crash-damaged 356. Américo couldn't afford it so asked if he could buy it in instalments, but after taking the first part the boss saw how committed to fixing it he was and decided to give it to the young apprentice as a gift.

In early 1960s Portugal the 356 was a real sports car and so once it was lovingly restored to its former glory a friend convinced Américo to enjoy it to its full by participating in some local events. Nothing he achieved in the first two years was an indication of the nine national titles and 183 class and overall wins he would go on to take, although Guérin, the dealer he still worked at, saw enough potential to help him with costs of spare parts and servicing.

The first step to serious competition came when he gave up a succession of 356s and in 1964 bought an ex-works 1963 Le Mans 356 Carrera 2000 GS/GT. One of only two built, today this car would be a priceless exhibit in the Porsche Museum but Américo didn't much like the bodywork, that was derived from the prototype 718 RS coupé, and so modified it a couple of times to better suit his aesthetic tastes.

It ended up looking more like the recently released

“IN 1964 HE BOUGHT AN EX-WORKS LE MANS CARRERA GS/GT...”

Carrera Abarth and, as metalwork fabrication had been his job since a teenager, it actually looked quite good. In this special car he won the 1965 Rias Bajas rally and entered history as being the only person ever to win a competition in a Carrera 2000 GS/GT.

If customising the bodywork of a vintage Le Mans racer seems sacrilege enough today, he also sold it as scrap to a Parisian garage for the equivalent of just €100. He was on a road trip to Stuttgart to buy a new car when the engine died. The €100 was the price of a ticket to the factory. The new 2.0-litre 911S he bought gave 160bhp, which doesn't seem that much in today's terms, but was nearly twice the power output of his 356 of a few years previously.

In 1967 he managed to win both the national rally and the GT circuit championships, a feat unheard of, before or since, but the year also had a serious low. A huge accident when a tractor pulled out in front of him wrote the car off and put Américo in hospital for a lengthy spell. He was very lucky as the impact was enough to throw him out of the car. But from this sadly dead 911S until he hung his helmet up in the '80s he only drove 911 derivatives, apart from a short stint with a 906.

As well as regularly winning rallies and races, Américo also began developing a fan base. 'Back then it was a very different society,' proud grandson André explains. 'There was a much stricter class structure in society and it was only the



rich upper class men that could afford to race sports cars. Américo was different though, a working class driver...and of course the spectators, mostly working class like Américo, looked up to him as a hero. He was called a "people's driver". He went to work in his race car. Apparently his neighbourhood used the sound of him starting up in the morning as their alarm clocks! And in his 40s competing against 18 and 20 year olds he earned his first nickname: Father Américo.

Until 1970 he won the GT class of the Portuguese national Rally Championship five times straight, as well as taking the overall title in both '67 and '68 in a green 911 S/T nicknamed the 'Green Bomb'. But in circuit racing against top flight Ferraris, and then Ford GT40s and Lotus 47s, the 911 wasn't a match. So keeping the S/T exclusively for rallying, for GT racing he bought a serious upgrade, a 906 Carrera 6. He did get it at a considerable discount, though,

as it had what seemed to be an incurable engine fault as no matter what the previous owner did with it he couldn't get it to fire properly.

Américo knew Carrera 6s had issues with the distributor and once back in his garage found that one of the teeth on the drive gear was missing. It was a very cheap repair for a very expensive car. With the car finished in bright yellow and green, Américo never actually won a race in the prestigious GT and Sport championship, but with the superior reliability of the Porsche over its faster but fragile rivals his consistency meant he won the title.

He took this lithe racer to Angola, which used to be a Portuguese colony, and in late '72 sold it to friend there. No one knows how long it stayed in Africa but at some point it ended up in France, which is where, 20 years ago, André's father found it and bought it. After a long time in storage this glorious car just had a three year long restoration completed

Above: 1973 TAP Rally of Portugal, Américo Nunes debuts his 1973 Carrera RS

Right: He won the 1965 Rias Baixas rally becoming the only person to ever win a competition in the Le Mans Carrera 2000 GS/GT

Below left: Nunes' competition career began with a succession of 356s...

Below right: ...which soon gave way to 911s, including this 1967 911S







and was shaken down recently at Estoril.

At the 1973 TAP Rally of Portugal he debuted what he considered to be the best car he ever competed with, a 2.7 Carrera RS. Delivered in such a lurid shade of purple he felt he had to paint it and chose the light blue and orange stripes that resembled the Gulf livery of the then current works teams. At just 900kg and with 210bhp its fabled agility meant that this was a great car in which to blast around the Portuguese mountains and he took two wins in the national rally championship. But then came two impromptu pauses in his career.

The first was the oil crisis of 1974 that forced the cancellation of every event in Portugal, apart from the WRC round of Rally of Portugal, which was run thanks only to fuel imported from Venezuela specifically for the event. The second was much more serious, though.

The years after the fall of the post-war Portuguese Salazar dictatorship were particularly tumultuous and self-

made men with money were targeted for persecution by the new regime. Américo was caught up in this, as for some reason working on Porsches was considered a 'fascist repressive activity'. He only managed to get back to competition in 1977 and at the wheel of a 2.4 911S entered the Portugal Rally. His third place among the local drivers gave Porsche two points towards the WRC, so it was a fitting comeback.

Previously Américo had always tried to source the most competitive Porsche he could, but in the tough Portuguese economy of the

late '70s and early '80s he concentrated more on running the standard, very reliable, 2.4 911S. It was stripped out, had a lower ratio gearbox and a few tweaks to the suspension, but everything else was stock. In 1978 he was second in the national rally championship but a win at the Volta a Maderia would be his last.

Above: 1964 and Américo Nunes (right) drove his 356 SC coupé in the Volta a Portugal to a fine second overall with co-driver Evaristo Saraiva

Right: Fernando Castelo Branco co-drove with Nunes in the 1972 running of the Monte Carlo Rally

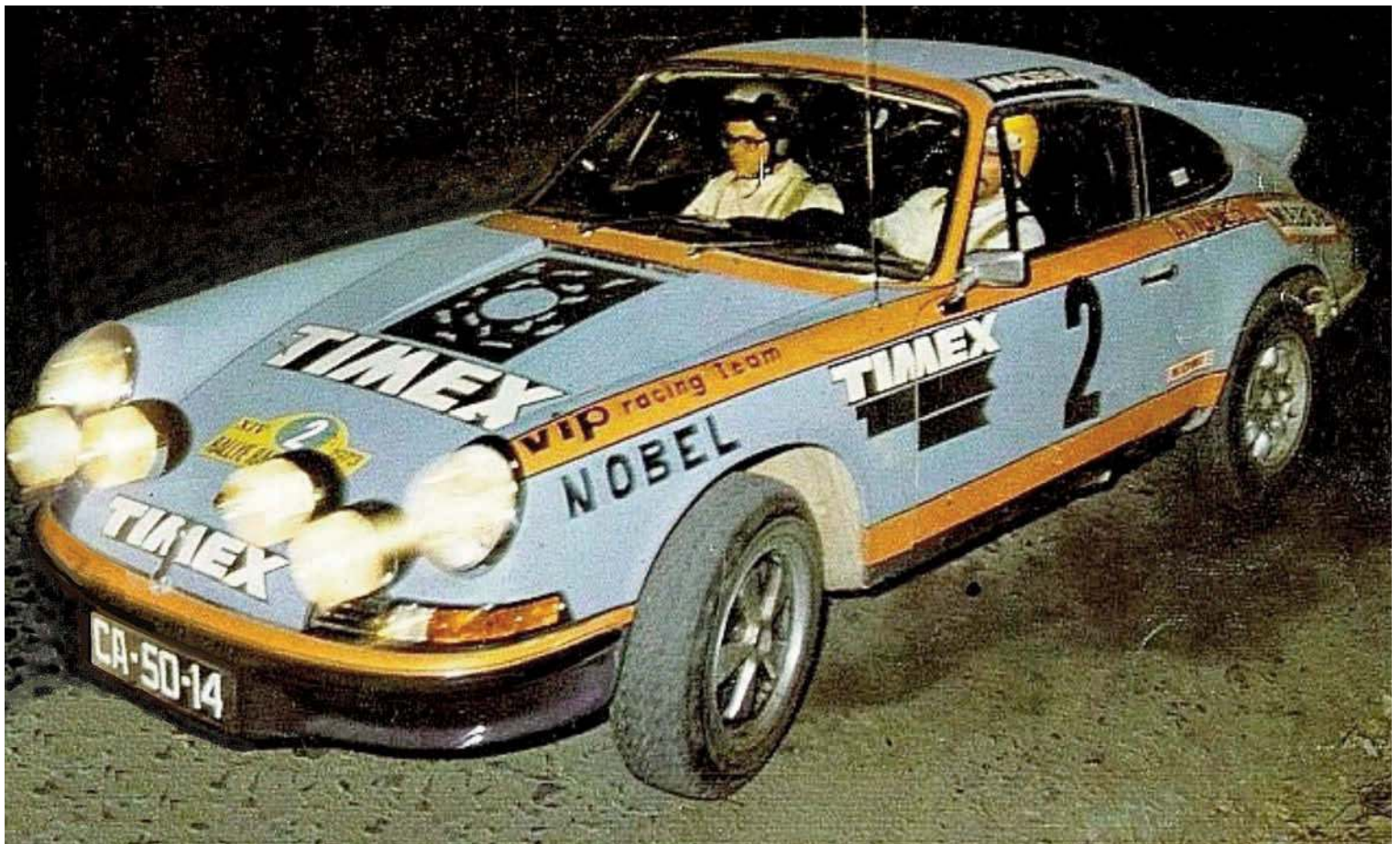
Below left: 1968 Rallye du Maroc, Nunes drove with João 'Jocames' Canas Mendes in his 911S

Below right: Madeira Rally 1977, driving with João Batista, Américo Nunes finished first overall

“IN 1978 HE WAS SECOND IN THE NATIONAL RALLY CHAMPIONSHIP”







In 1980 he upgraded the engine to a 3.0 but he always entered events to win but, with the spiralling costs of running in the Group 4 class of rallying and with the involvement of manufacturer teams, running competitive machinery soon fell well outside his budget. In '83, exactly 20 years after his first foray in his 356, and 186 class and overall wins, and 9 national titles, he brought his competitive career to a close...but not his relationship with Porsche. In the late 1980s he started Auto-Zagaia, making 356 Speedster replicas on VW chassis as well as servicing Porsches.

Driving a 993 Carrera 2 as a road car, much more powerful than any car he ever raced, and always with his helmet in the back, Mr Porsche, as he had become known, regularly attended classic events. Although André never got to see his grandfather racing he

does remember getting blown away watching him do doughnuts in his former 911, the 'Green Bomb', in a slalom competition at Estoril – when he was 76 years old! Américo's

son founded SportClasse in 1994 to fill the void in Portugal of Porsche not having a dealer to service and repair the cars.

Américo sadly passed away in 2015 at the ripe old age of 87, but Mr Porsche's legacy lives on in the successful business of his son. Today SportClasse is going stronger than ever. André, after having completed his motorsport engineering degree, is now manager and is the third

generation of Portuguese Porsche experts. His father is pushing him to make the fourth.

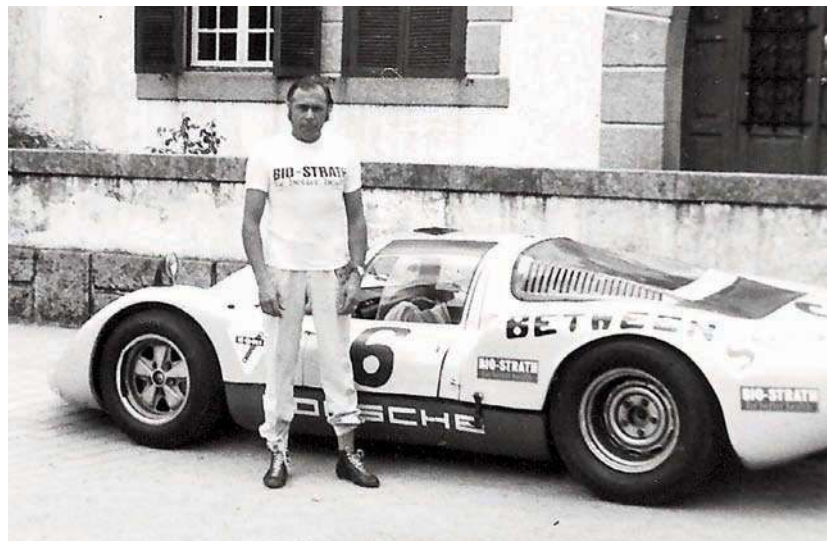
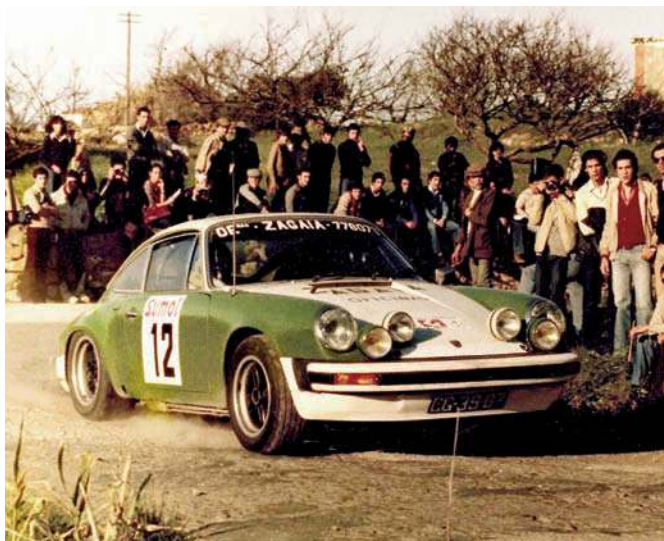
With half a century living and breathing Porsches, Américo's story is more than worthy of being told here. **CP**

“ANDRÉ IS THE THE THIRD GENERATION OF EXPERTS...”

Above: The 1973 Carrera RS was Nunes' favourite 911, but he couldn't live with its original purple paint, so had it refinished in the classic Gulf colours!

Below left: 1981 and an appearance in the Rali das Camélias, where Nunes finished 12th with co-driver António Morais

Below right: 906 was raced to a championship win and then sold to a friend in Africa. It has more recently been restored by grandson André



Complete Suspension Packages

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



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



Fast Shipping
Worldwide

Sales & Support
+1.408.297.2789

911 ▾

964 ▾

993 ▾

996/997 ▾

991 ▾

Boxster/Cayman ▾

914 ▾

944 ▾

356 ▾

Merchandise ▾

Search ▾

Suspension Builder

ONLINE TOOLS

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

1 Select Year & Model

Year

Model
996/997/986/987
991
993
914
964
944

2 Select Your Package

Street Performance 2 ▾

3 Review & Approve

Add, update, or remove parts
using the tables below

Add To Cart

Front



Rear



PACKAGE CHARACTERISTICS +	
RIDE COMFORT	41
PERFORMANCE	63

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

ELEPHANT
RACING

BACK ON TRACK...

It's been a while since we showed you the new 911S project belonging to Italian race driver Mauro Borella, but finally here it is in all its race-ready glory

Words: Mauro Borella/Keith Seume
Photos: Mauro Borella album



The first thing I would like to say to all readers of *Classic Porsche* is...sorry! Sorry it's been so long since I wrote the first part of this article which appeared in issue #50 of the magazine, but a lot of things have been happening in the meantime, leaving me with not enough time to complete the story. But now here we are!

Some of you may remember how I discovered this car and my first thoughts about the rebuild, but to briefly recap, in one corner of my mechanic's workshop sat a SWB 911 with big Group 4-style wheel arches. It belonged to an old friend and was parked up while he considered having it restored in some way. It was when I checked the chassis number that I discovered it was 1967 2.0 911S, so a deal was done.

As usual my first intention was to not get drawn into an expensive restoration, but that plan failed miserably. The fact the car was a rare, very early production 911S meant a lot to me – maybe too much! My mechanic and I began to dismantle the car completely, the first thing we did was to cut away the glassfibre wheel arches that had been fitted to the car.

As it turned out, the chassis was not badly rusted and,



apart from some minor issues, wasn't in need of major repairs. With future racing use in mind, we took the decision to reinforce all the welds and suspension pick-up points on the bare bodyshell.

I decided to put it back to standard, narrow body trim without wing extensions, and instead of repairing the front wings, I sourced a used pair of originals from another SWB 911S. The current reproductions are slightly different from





the original pressings, and so I chose to proceed in the 'right' (make that 'most expensive') way by using factory panels. After carrying out the various repairs, we took the complete bare chassis to a company based in northern Italy where it was fully acid-dipped and then given a full anti-rust treatment. While the chassis was away, my mechanic started to rebuild the motor, which was still fitted with its rare original aluminium crankcase, using all the knowledge learned in over 30 years spent working on Porsche race engines.

I decided to rebuild the engine in full Group 4 period specs, including 'doppelzündung' (twin-plug ignition) with separate twin fuel pumps and ignition circuits, light flywheel and sintered clutch, Carrillo conrods, a brand new set of Mahle pistons and cylinders, big oil pump, etc. A single oil cooler was fitted under the front right fender. An ultra-rare (and horrendously expensive) set of original Weber 40IDS carburettors was sourced, modified and fitted, and a clear '911R-style' set of glassfibre engine covers completed the external aspect of the powerplant.

The original type 901 gearbox was completely rebuilt, too,

including a brand new set of 'Nürburgring' gear ratios with the mandatory limited-slip differential. We used heavier torsion bars and brand new Bilstein shocks all round, while the standard 'S' type aluminium calipers were fully overhauled. A Group 4-style twin master cylinder set-up with balance bar completed the system.

When discovered, the car was still fitted with the original

green instruments, each correctly date stamped on the back. Instead of using modern gauges as many others do on their racing cars, I decided to retain the old instruments, including the rev counter that was not working – a nice Momo Prototipo steering wheel completed the view of the dashboard. I also installed a big convex mirror for a better rear view instead of the tiny original,

an old safety habit I got from when racing in the USA. Finally a full FIA-compliant custom-made roll-cage was carefully adapted to the body that had by now arrived back from the rustproofing treatment.

I decided to retain the original steel bumpers instead of fitting the glassfibre ones normally used in racing but, to avoid making a hole for the central fuel filler in the original steel

Above left: It took a while for them to come through, but the FIA HTP papers open the doors to historic racing around the globe

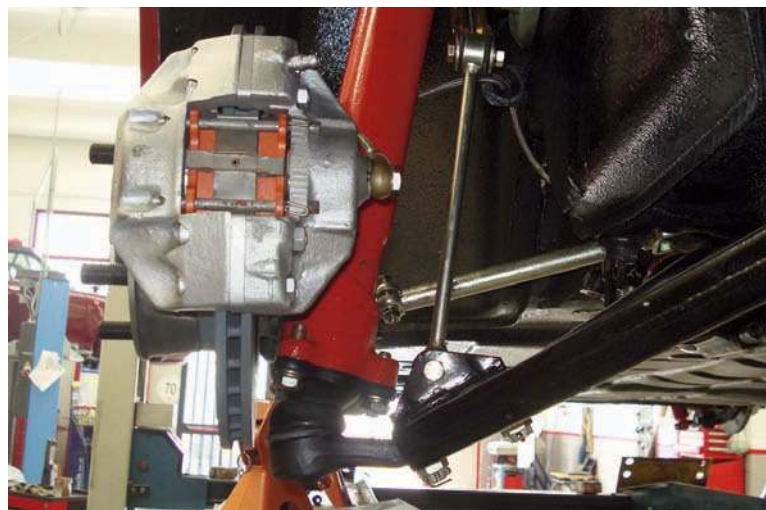
Above top: 901 transmission was rebuilt using a set of 'Nürburgring' gear ratios

Above: Original 'green' instruments were retained, as they are correctly date-stamped for the car

Below left: 2.0-litre aluminium-case engine was rebuilt to Group 4 spec, with twin-plug ignition and rare Weber IDS carburettors

Below right: 911S aluminium calipers were rebuilt. Shocks are Bilsteins all round

“A RARE SET OF ORIGINAL WEBER IDS CARBURETTORS”





Above left: Once the bodyshell was stripped it was sent off to be acid-dipped



Above right: Back from the paintshop – and with correct ‘narrow’ rear end – the 911 was ready to be built back up

bonnet, I fitted a glassfibre one in its place and put the other in storage. Under the front bonnet I installed an original 100-litre fuel tank filled with the mandatory FIA safety foam and fitted with an external filler. The bodyshop painted the shell once more in its original (and I think beautiful) factory colour of 6602 Polo Red. A couple of period Cibie supplementary lights found their way on the bonnet, just in case a night race like Le Mans or Spa was in sight...

Of the wheels, a pair of original 6in Fuchs were fitted at the front, while at the rear 7in replicas were used while I continued looking for a pair of factory rims. Two 7in Minilites were also considered for the rear, as was popular in period.

This Porsche is one of the few 911Ss originally delivered from new in Italy, as confirmed from the Kardex, and it still retains its period Italian licence plates, making it eminently useable not only for circuit racing but also for road-based events like the Tour de France or the Modena 100 Ore.

For eventual road use I sourced a nice pair of Recaro replica seats made by Deser in Turin, and had them retrimmed with Pepita insets as specified on the Kardex. A Sparco race FIA-approved seat, an automatic fire extinguishing system and homologated six-point belts were fitted for use when circuit racing.

A lot of time was lost waiting for the International FIA HTP

papers but in the end I received them and was finally ready for racing! After a couple of short tests on a local race track, the first chance to race the car arrived when the UK Masters race series came to Imola in 2018. Thanks to the intervention of some friends involved with the organisation, I received an invitation.

I was supposed to be in the Prototype and GT Class for cars built up to 1971, but despite some expected GT entries, it turned out that at the start I was the only GT in the middle of a bunch of Ford GT40s, Lola T70s and Chevron B8s! During the race – where, by the way, the car performed extremely well – I noticed the oil temperature was a little high, which led me to the decision to fit a second oil cooler (just like on the 911R) under the other fender, and that solved the problem completely.

The car now looks splendid, is 100 per cent race ready and like new in its red livery, making it an ideal and relatively inexpensive entry for Le Mans Classic and any other major competition or road rally event. However, after so much time and money spent in rebuilding it, regrettably I was forced to put the Porsche up for sale to make way for a new project.

The 911S has now gone to a new home and I can't wait to see how the new owner gets on with this wonderful car. In the meantime, though, I have a new toy to play with... **CP**

Below: First outing was at a round of the UK Masters series, held at Imola, where Mauro found himself in a class alongside Ford GT40s and Chevrons!

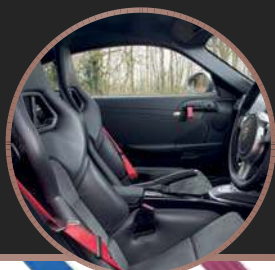
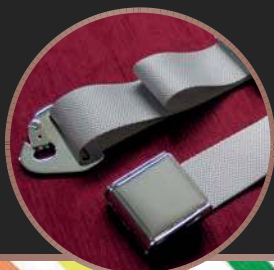


The Porsche seat belt specialist



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

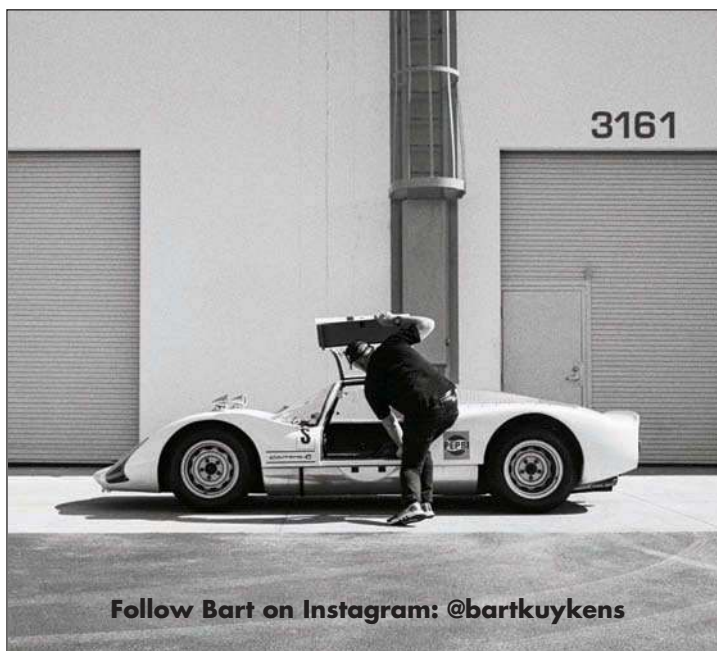
- Seat belts and harnesses supplied and fitted
- Bespoke service • Original belts refurbished
- New original equipment available on certain vehicles



Be safe not sorry, in your Porsche!

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

[f](https://www.facebook.com/quickfitsbs) [@](https://www.instagram.com/quickfitsbs) [quickfitsbs.com](https://www.quickfitsbs.com)



Follow Bart on Instagram: [@bartkuykens](https://www.instagram.com/bartkuykens)

**Bart Kuykens and his
analog black and white books
'A Flat 6 Love Affair'
are back with VOL 5.**

**Pre-order your copy now:
www.aflat6loveaffair.com**

MITTELMOTOR™

EVERYDAY RACING

PORSCHE PARTS SERVICE MOTORSPORT



[@MITTELMOTOR](https://www.facebook.com/@@MITTELMOTOR)



[@MITTELMOTOR.DE](https://www.instagram.com/@@MITTELMOTOR.DE)



[@MITTELMOTORGMBH](https://www.youtube.com/@@MITTELMOTORGMBH)

BOCHUM / GERMANY

T +49 234 935 14-14

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**



EVERY PART FOR every PORSCHE

Visit our Online Catalogue at
DESIGN911.com

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

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:



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

DESIGN 911
Centre for Porsche

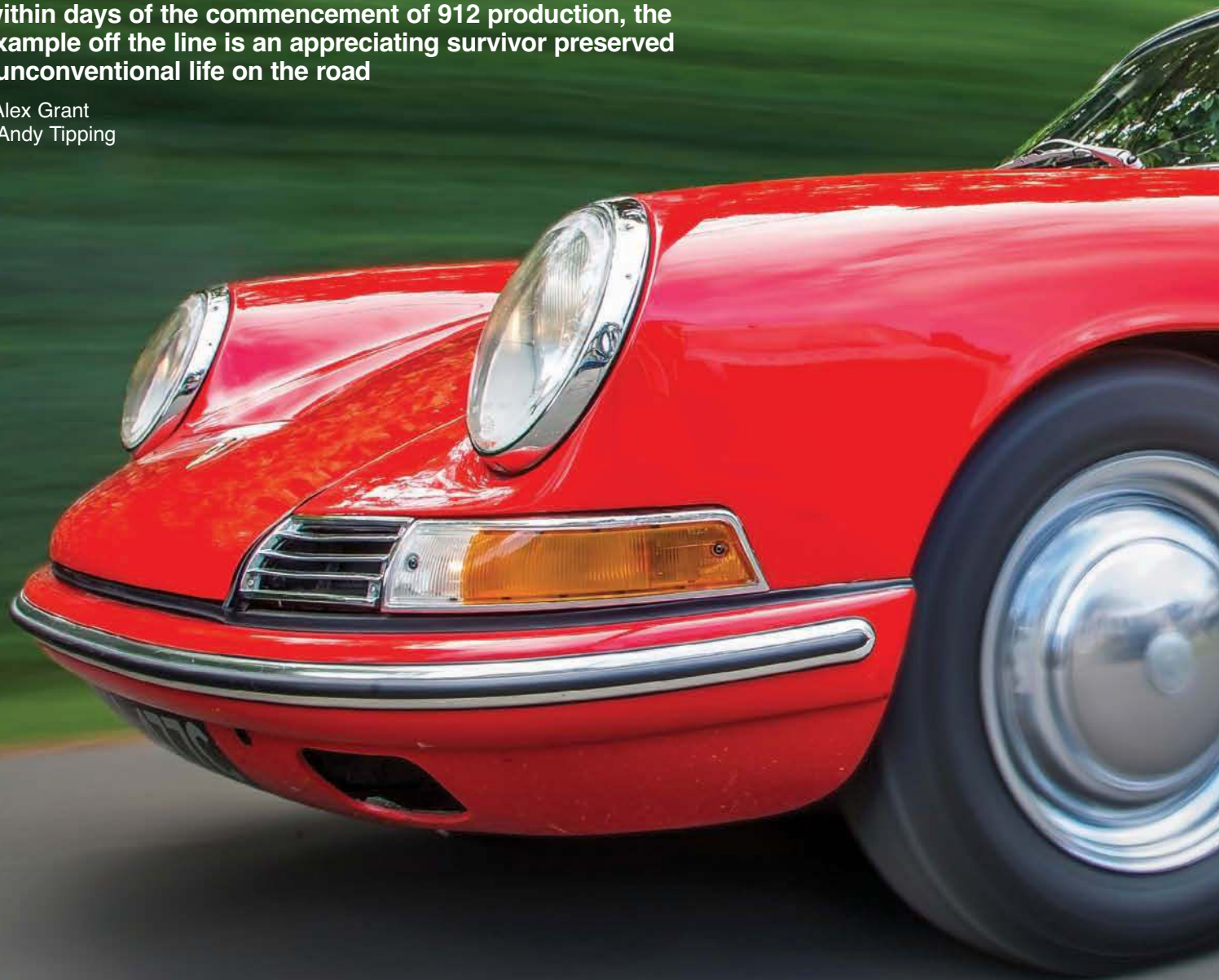
5% OFF

use online code
CLASSICP9
at checkout

SAFETY IN NUMBERS

Built within days of the commencement of 912 production, the 26th example off the line is an appreciating survivor preserved by an unconventional life on the road

Words: Alex Grant
Photos: Andy Tipping





Survival can be incredibly tough for classic cars, particularly when they've had a rollercoaster of acceptance with enthusiasts. Early popularity can quickly create an over-crowded market and flatten values as numbers swell, but changing fashions or a starring role in a film or TV series can just as quickly make even the most ordinary vehicles desirable overnight. Others, reaching rock bottom values, are often lost altogether.

That's a fate that almost came the way of this Signal Red 912, now awaiting a new owner at four-cylinder Porsche specialist Revival Cars, close to Heathrow Airport. For Max Levell, the company's founder, it would have been

an irreplaceable loss. 'This is the third or fourth-oldest known 912 in the world, and the second oldest driven example', he explains. 'There aren't many of these '65 cars left – imagine if it was the third-oldest 911, it would be worth an absolute fortune.'

Enthusiasts haven't always appreciated the 912's appeal. Launched in April 1965 as a half-way house between the outgoing 356 and the cutting-edge, but much more expensive, 911, it was light, agile and initially very warmly received. In the United States, where the 356 had been particularly popular, early 912s outsold their six-cylinder stablemates two-to-one, says Max, but that good fortune didn't last.



As the 911 gained motorsport provenance and acceptance as a fully-fledged performance coupé, it began to overshadow the 912. Early examples, suddenly undesirable, often fell into disrepair or became cheap enough that they were heavily modified, in many cases stripped of the characteristics that differentiated them from the 911.

So Max is right when he says that this car's life would have been quite different with a couple of extra cylinders on board. Purchased at Winter Porsche in Berlin on the 6th April 1965, it left the factory equipped with an optional wooden steering wheel and chrome steel rims. Fastidious owners meant its first ten years, spent in Germany, are well documented and all the paperwork is still included with the car. It was a purchase trustworthy enough to be exported for a new life in California during the 1970s.

In hindsight, its emigration to a dry state may have been its luckiest break. California's climate saved the bodywork from the sort of salt and moisture damage which could very

easily have made this an uneconomical repair during the lowest-value years of its life on the road. But it also didn't escape the 1980s and 1990s untouched. By the time it resurfaced in 2009, in the hands of an enthusiast in New York state, it was a 911 in all but name.

“IT HAD LOST THE HALLMARKS OF BEING AN EARLY 912...”

and add-ons once considered to be upgrades were being recognised as a detraction from its now-desirable true identity. The new owner, reassured by paperwork showing chassis 450026 had been one of the first to come out of the Karmann factory in Osnabrück, had realised that there was a value in faithfully bringing it back to life as Porsche had intended.

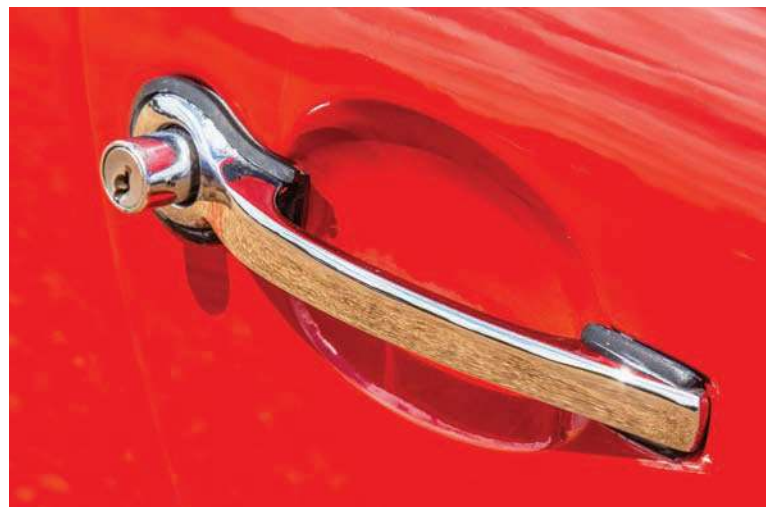
Its time on the West Coast had included an engine swap to a '70s 911 flat-six, a colour change to sun-friendly white, and it even had the two additional gauges, Fuchs wheels and bumper overrides added to hide its past. Weather had protected it structurally, but it had lost the hallmarks of being an early 912 in the meantime.

Ironically, attitudes were beginning to shift again by 2009,

From this angle, there's little to give away that this is a 912 rather than a contemporary 911. Note correct four-screw horn grilles

Below left: Small '912' badging at the rear is the only external clue (other than exhaust tip) that this is a 'four'

Below right: Face of the push button on 1965 and 1966 door handles was concave in shape – in 1967 this changed to convex





Cover strip set for Porsche 911, 69-89 / 964 / 993



- ▶ blank, unlined **259,00 Euro**
- ▶ leatherette **439,00 Euro**
- ▶ leather* **499,00 Euro**

*leather cover strips are also available in brown

Door bag set, 4 parts for Porsche 911

▶ **829,00 Euro**



Knee roll set, 3 parts for Porsche 911/912, 69-89 / 964 / 993

new production



- ▶ blank, unlined **245,00 Euro**
- ▶ leatherette **489,00 Euro**
- ▶ leather* **699,00 Euro**

*leather knee rolls are also available in brown

Dashboard upper parts



911/912, 65-68

front and rear, 2 parts

- ▶ blank, unlined **449,00 Euro**
- ▶ leatherette **798,00 Euro**



911/912, 69-74

- ▶ blank, unlined **389,00 Euro**
- ▶ leatherette **695,00 Euro**



911, 75-85

- ▶ blank, unlined **389,00 Euro**
- ▶ leatherette **695,00 Euro**
- ▶ leather* **998,00 Euro**

*leather is also available in brown



911, 86-89 / 964 / 993

- ▶ blank, unlined **389,00 Euro**
- ▶ leatherette **695,00 Euro**
- ▶ leather **998,00 Euro**

All sets are also available in single parts - see Homepage

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



A structurally solid body was a good start, but it didn't make for a straightforward restoration. The later, larger-capacity drivetrain had required the original engine mounts to be chopped out, while the extra dials had been cut into the exposed metalwork of the dashboard. It's now gone back to Signal Red, with its early-spec colour-coded dashboard section now home to just three dials, and the original pressed steel wheels at each corner. Instead of opting for the subtle upgrade of a more powerful Volkswagen Type 4 engine, the full mechanical restoration included a rebuilt, early Euro-spec 90bhp unit. It's not just a survivor, it's museum perfect.

In doing so, the 912 had become a high-enough standard car to be worth shipping back across the Atlantic, where Max was fascinated to get a chance to investigate further. 'It was imported into the UK by a serial Porsche collector,' he says. 'He had a huge collection of classic Porsches in a warehouse in Birmingham, and he started bringing it to us. We'd look after the routine servicing and other jobs, but it mainly sat in storage – he didn't drive it much. Then, sadly, he passed

away a couple of years ago, so we bought the car from the estate, and the current owner bought it from us.'

Details changed regularly during the early years of the 911 and 912, but the restoration had been meticulously carried out and its history equally thoroughly documented. Even so, there was one remaining question mark. Despite

the paperwork, the raised section underneath the scuttle panel was missing a chassis number. Its significance had been slightly harder to prove until Max spotted – by chance – a helpful post on social media.

'Car number 14 had emerged in Germany, and the owner had posted pictures of it on Facebook as it had been found. It was a restoration project, very rusty, but he put

up a picture of the chassis number and it's in a different location, below the raised part and off to the right,' Max explains, lifting the carpet beneath the hood. 'On this car it was covered in underseal, and had been forever. So I got the blow torch out, burnt away the underseal and there it was – number 26. I couldn't believe it.'

**“THERE IT WAS –
NUMBER 26.
I COULDN'T
BELIEVE IT...”**

Above: Side profile is timeless. Chrome-plated steel wheels were an option – standard fitment was 4.5Jx15 painted wheels

Below left: The unstamped raised pad where the VIN number is usually found confused Max Levell until he discovered that the very first cars had the chassis number stamped below the pressing, as seen here

Below right: At one point in its life the 912 had been converted to a 'six', but with the values of early 912s increasing, the decision was made by a past owner to convert it back to a 'four'







Of course, there are some advantages to this being historically significant but also not as eye-wateringly expensive as an equivalent 911. The latest owner continued to bring it to Revival Cars for servicing and minor maintenance work, but he's also used it regularly with minor (now cured) oil leaks as its only headache. Like Max, he's come to appreciate that the 912 isn't the poor relation – it's a sports car with its own unique character. Qualities that a new owner is about to experience.

For Max, it's the perfect all-rounder: 'I prefer the 912, I think it's a better car than the 911,' he says. 'We're quite close to London and the 911 is totally unsuited to the city, it's like having a lorry engine in the back – you can't use it, and you don't need it. Sometimes I have to deliver cars back to customers

in the West End and I'll go out early on a Sunday morning zipping around the streets of Mayfair and it's absolutely brilliant. The 912 is made for it.

“BRAKING IS BETTER, HANDLING IS BETTER...”

'It's not as fast outright but it's got the same brakes, so the braking is better, the handling is better, fuel economy is better and it's got the same looks – but it's also a fraction of the price.'

At least for now. Rightly recognised as a desirable part of Porsche's history, and not just as an affordable base for a hot-rod or Turbo replica, the 912's rollercoaster status has finally stabilised and values

are rising. History hasn't always been kind to the 911's sibling, but the future survival of this unconventional early car is unlikely to be hard-fought. **CP**

Above: Narrow-arched bodywork with flat front wings – hallmarks of a SWB 911 or 912

Contact:

Revival Cars
www.revival-cars.com
Tel: 07768 791802
sales@revival-cars.com

Below left: Three-dial painted dashboard, green-lettered instruments and woodrim steering wheel are all original and correct

Below right: 165 HR 15 Vredestein Sprint Classic tyres are fitted all round





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



The Original Auto Mat.

www.cocomats.com 001.803.548.4809



PETER
auto

2.0L CUP



Mark Sumpter

2.0 LITRE CUP
CHAMPIONSHIP WINNER
2019



BARCELONA



SPA



DIJON



HUNGARY



MONZA



PAUL RICARD

RACE PREPARATION,
ENGINE & GEARBOX SETUP
& RACE SUPPORT BY

MAXTED-PAGE

FINE HISTORIC PORSCHE



PARAGON

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 RS (964)

Maritime Blue • Triple Tone Leather Bucket Seats • Manual Gearbox • 17" Magnesium Cup Wheels • Rear Roll Cage
96,328 km (59,855 miles) • 1992 (J)

£209,995



911 GT2

Polar Silver • Black Leather Sport Seats
Manual Gearbox • Porsche Ceramic Composite Brakes • Sports Exhaust
21,725 miles • 2003 (03)

£129,995



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 GT3 (996)

Guards Red • Black Leather Bucket Seats • Manual Gearbox • 18" Sport Design Wheels • Air Conditioning
29,552 miles • 1999 (V)

£79,995



911 GT3 Clubsport (996)

Guards Red • Black Nomex Bucket Seats • Manual Gearbox • Porsche Carbon Ceramic Brakes • Rear Roll Cage
43,336 miles • 2004 (53)

£74,995



911 Turbo (996)

Seal Grey • Black Leather Seats
Tiptronic S Gearbox • Satellite Navigation • 18" Turbo II Wheels
59,354 miles • 2004 (53)

£44,995



911 Turbo (996)

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

£39,995

PARAGON

See more of our current stock at paragongb.com

01825 830424 sales@paragongb.com

PARAGON GB LTD FIVE ASHES EAST SUSSEX TN20 6HY

SEASON'S END

As the 2019 2-litre Cup season draws to a close, Robert Barrie – himself a competitor in the series – reports from the final rounds at Monza and Paul Ricard, and reflects on the series as a whole...

Words: Robert Barrie

Photos: Peter Auto/Photo Classic Racing/Fotorissima/Stephanie Bezaud





Above left: The Historika crew double-stacking in the Monza pit lane

Above right: The kerb-hopping Philippe de Craene in full flight at Monza

Below right: The Monza race-winning car of Richard Cook and Harvey Stanley

Opposite: The 2019 championship winner, Mark Sumpter, took the win at Paul Ricard and thereby the series driving his Jordan Racing-run 911. Many congratulations, Mark!



Congratulations to Mark Sumpter on winning the final round of last season's 2-Litre Cup at Paul Ricard and, with it, the championship overall in his Jordan Racing Team-run car. Sumpter, who shared the slate grey car with Andrew Jordan for part of the season, was consistently quick and featured on the podium in all six rounds of the series. Runners-up overall were the previous season's champions Andrew Smith and Olly Bryant.

They won more races than anyone else in their Historika-run car, but couldn't catch Sumpter after suffering a rare mechanical problem at Spa. An excellent third overall – and the leading non-elite crew – with an outright race win to their names were Richard Cook and Harvey Stanley in their light

grey Tuthill-run car. More generally, the series goes from strength to strength. As an indication, almost 100 competitors took part at some point during the season. Well done to everyone involved.

The final two rounds of the season consisted of a visit to Monza, as part of Peter Auto's meeting at the circuit in late-September, and a return to Paul Ricard as part of the same organisation's Dix Mille Tours du Castellet meeting in late-October.

Monza's Autodromo famously demands long gearing and good brakes. The

two Lesmo corners are quicker than they look, as is the Parabolica that leads onto the straight. The latter does eventually end and then you need the brakes for the chicane. Andrew Kirkaldy put Sandy Watson's light ivory car on pole

“SUMPTER WAS CONSISTENTLY QUICK...”





and led the early part of the race with Smith and Stanley close behind. Stanley took the lead as the others made early stops after a safety car period and, despite the best efforts of the pack, he and Cook held on to the flag. Sumpter and the fast-finishing Andrew Jordan were second. Solo-driving Kirkaldy was third and Smith and Bryant were fourth.

As non-elite drivers, the rules meant Cook and Stanley took a slightly shorter stop than their pursuers, but it was a super drive all the same.

On to the season-closer at Paul Ricard, with the biggest entry of the series so far. It's another circuit with a famously-long straight – though there's a chicane in the middle of the Mistral and the later part of the lap is seriously technical.

Sumpter continued to lead the championship, but still hadn't managed to win a race. No pressure. He responded

by taking pole in a drying quali session, with Smith and Bryant second on the grid and series new boy Rory Butcher third in William Paul's silver car. Butcher – adding to the already-high representation of talented Scots in the series – led the early part of the race until normal service resumed around mid-distance.

Sumpter took the lead followed by the Smith and Bryant car, and the Stanley and Cook car. They finished in that order at the end of the race and for the season as a whole.

It wouldn't be motor racing if there weren't one or two moans and groans, and there are. But only one or two. The first is that scrutineering can be idiosyncratic. It's absolutely right that the cars are subject to close inspection, but some of the observations made, and faults found, have been baffling.

There has also been a long-running issue with exhausts.

Above left and right: The colours of Castellet. Nobody could accuse the 2-litre Cup of being boring – the whole series is a photographer's delight, with immaculately prepared and imaginatively-painted cars

“SCRUTINEERING CAN BE IDIOSYNCRATIC...”



Left: Seeing double, seeing red. Even the track has been neatly colour-co-ordinated, it seems. Uwe Kolb leads Didier Denat



Above left: Johan-Frank Dirickx and Quinten Devreker shared the driving of the former's 'art car' 911

Above right: Winner at Paul Ricard, winner of the series. Mark Sumpter proved unassailable...

Below: 2018 champions Andrew Smith and Olly Bryant had to be content with finishing second overall in this year's series behind Mark Sumpter. They finished second at Paul Ricard, also behind Sumpter...

At the start of last season it was announced that a widely-used manifold would attract penalties in the last three rounds. Views may differ as to whether it was a good or bad decision and quite how and why it came about, but never mind.

The practical point is that it wasn't immediately obvious what replacement would be acceptable. Neither was it easy for many of those affected to switch from one set-up to another part way through the season.

I won't bore you with the details, mainly because I plan to do so in future, but the good news is that the issue has been resolved. A control manifold has been announced for next season and we now have the winter to fit and fine-tune the new set-up. Experience tells me it may still end up being a last-minute thing, but that too is motor racing.

None of the above should detract from the huge appeal of

“GREAT RACING ON FANTASTIC CIRCUITS...”

the series, which is great racing on fantastic circuits in, and around, the early 911s we all enjoy. The quick drivers – last season's race and championship winners, for example – really are quick, the driving standards are high and the

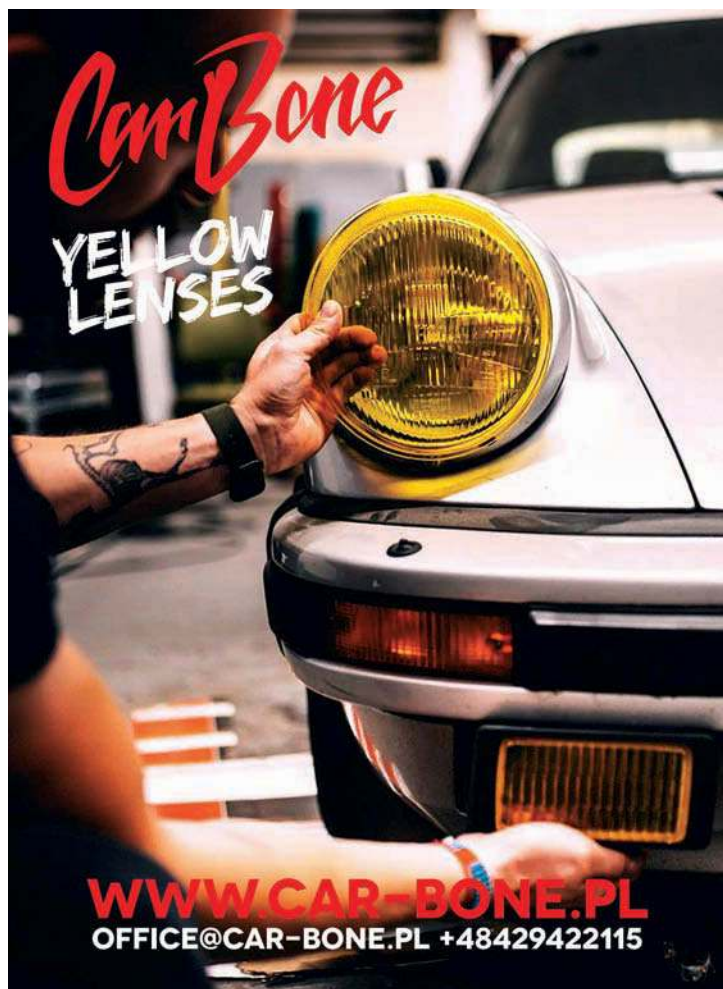
paddock is friendly and fun. Importantly, the coffee is also very good. I can heartily recommend it all!

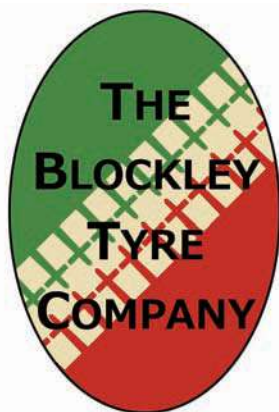
As for next season, it starts where last season finished – at the Dix Mille Tours du Castellet meeting at Paul Ricard, which is brought forward to early-April. Then it's back to Spa-Francorchamps in late-May followed by Dijon

in early June.

Next, there's a gap for Le Mans Classic in early July – on which subject, watch this space – before a return to Monza in late September. The season ends with a visit to Estoril in mid-October. More details can be found on the Peter Auto site, which you can find at www.peterauto.peter.fr. **CP**







The best tyres for vintage, historic and classic cars

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

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



So, this is the Blockley Challenge...

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

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

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



The Blockley Tyre Company Ltd

www.blockleytyre.com

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

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

Words: Karl Ludvigsen Photos: Ludvigsen archives

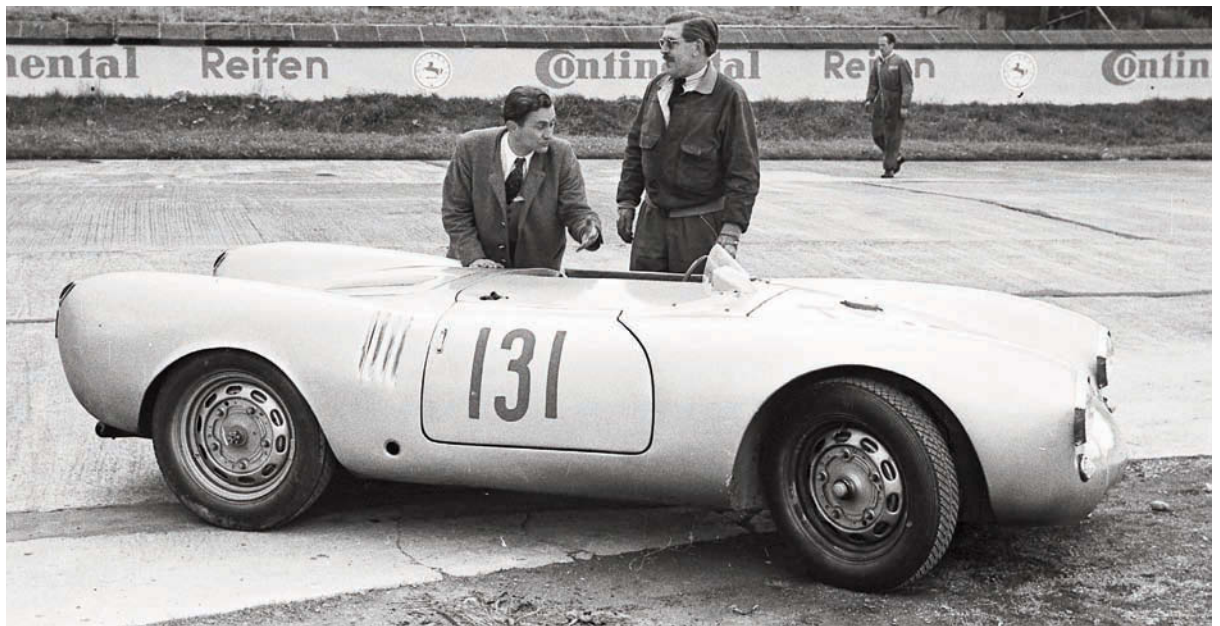
FUHRMANN'S FORMIDABLE FOUR-CAM

Porsche's ascent from its pushrod-Beetle engine origins was sudden and dramatic, accelerated by an ambitious engineer. Ernst Fuhrmann's ingenious design powered successful racers and set a new high standard for Porsche's road cars



Ernst Fuhrmann, left, and Richard von Frankenberg – racing driver and Christophorous editor – sharing an amusing moment

Right: Fuhrmann, left, and Porsche sports director Huschke von Hanstein with a Porsche 550 at the Nürburgring in 1953. This was the first outing for the new Type 547 engine, which was run in practice only



In the summer of 1952 Porsche's engineers began designing a new air-cooled engine with much more potential than the pushrod unit they had so cleverly adapted from Volkswagen's pushrod four. They had done well with the latter, which produced 78bhp on gasoline for long-distance racing and 98bhp on alcohol with a high compression ratio for sprinting. But it had reached its limits at a time when the opposition was getting its act together.

The design engineer in charge of this project was the talented Ernst Fuhrmann. Granted a doctorate in engineering by the Vienna Technical Academy, he survived after the war as a watchmaker and locksmith before joining the Porsche team at Gmünd in 1947. There he demonstrated a knack for designing high-performance engines with his work on the Grand Prix Type 360 Cisitalia and his special camshaft profiles for competition Porsches.

Fuhrmann had his own reason for wanting to design a complete engine: it was a chance for him to show what he could do. Backed by racing and press chief Huschke von Hanstein, who welcomed anything that would give his race and rally Porsches more power, Fuhrmann created an engine that was to be one of the most unusual in the annals of motoring and motor racing.

In this project granted Type number 547, ground rules for the engine's design were simple enough. It had to be air-cooled because Porsches had no provision for water cooling. And its displacement should be 1.5-litres to suit that international racing and record-breaking class.

Its actual size edged right to the class limit at 1498cc, arrived at with a larger bore and shorter stroke than those used in the pushrod 1.5-litre engine: 85 x 66mm (3.35 x 2.60 inches). The

resulting stroke/bore ratio of 0.78:1 was exceptionally low for that time. Indeed, only certain racing Ferrari engines were equally oversquare. Only after two decades would such a low stroke/bore ratio be considered conventional.

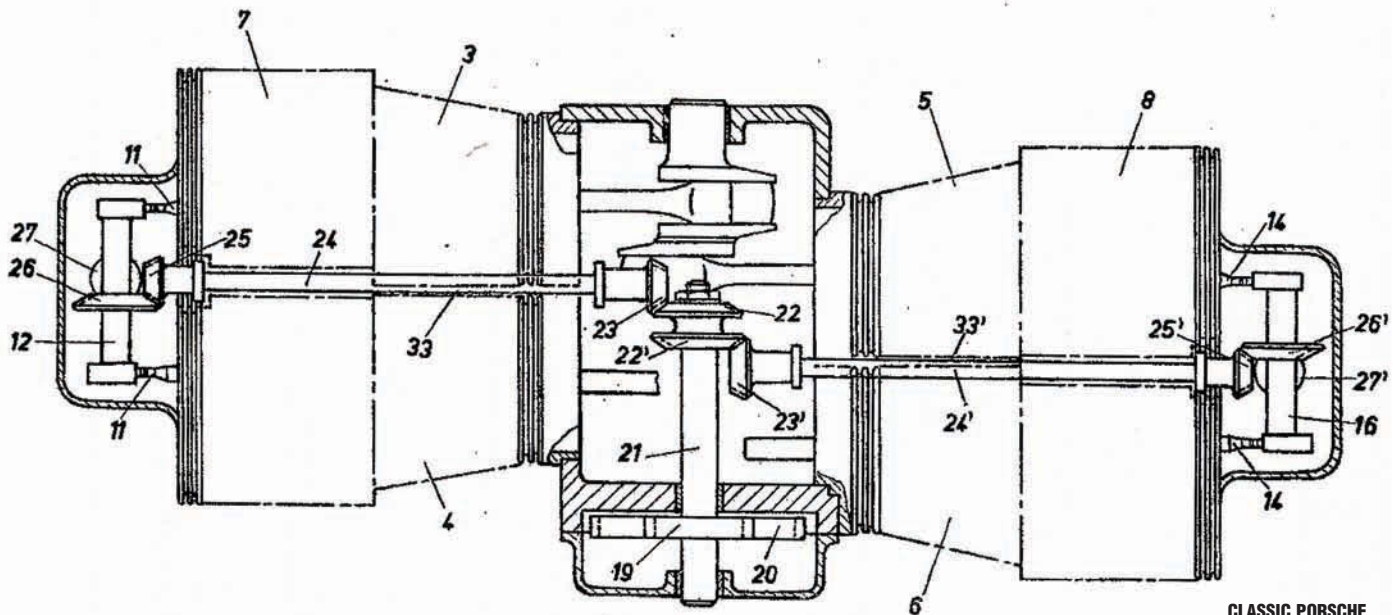
A short stroke was the personal decision of Ernst Fuhrmann, to whom 'short stroke = high speed' was self-evident. To make room for the larger bore, the distance between cylinder centres was increased from the 102mm of the pushrod Porsche fours to 122mm. The Type 547's short stroke gave increased overlap between the main and rod bearing journals. This made the crankshaft stronger at that critical point. It also helped keep the width of the flat-four engine within reasonable bounds – no minor achievement in view of the engine's elaborate valve gear.

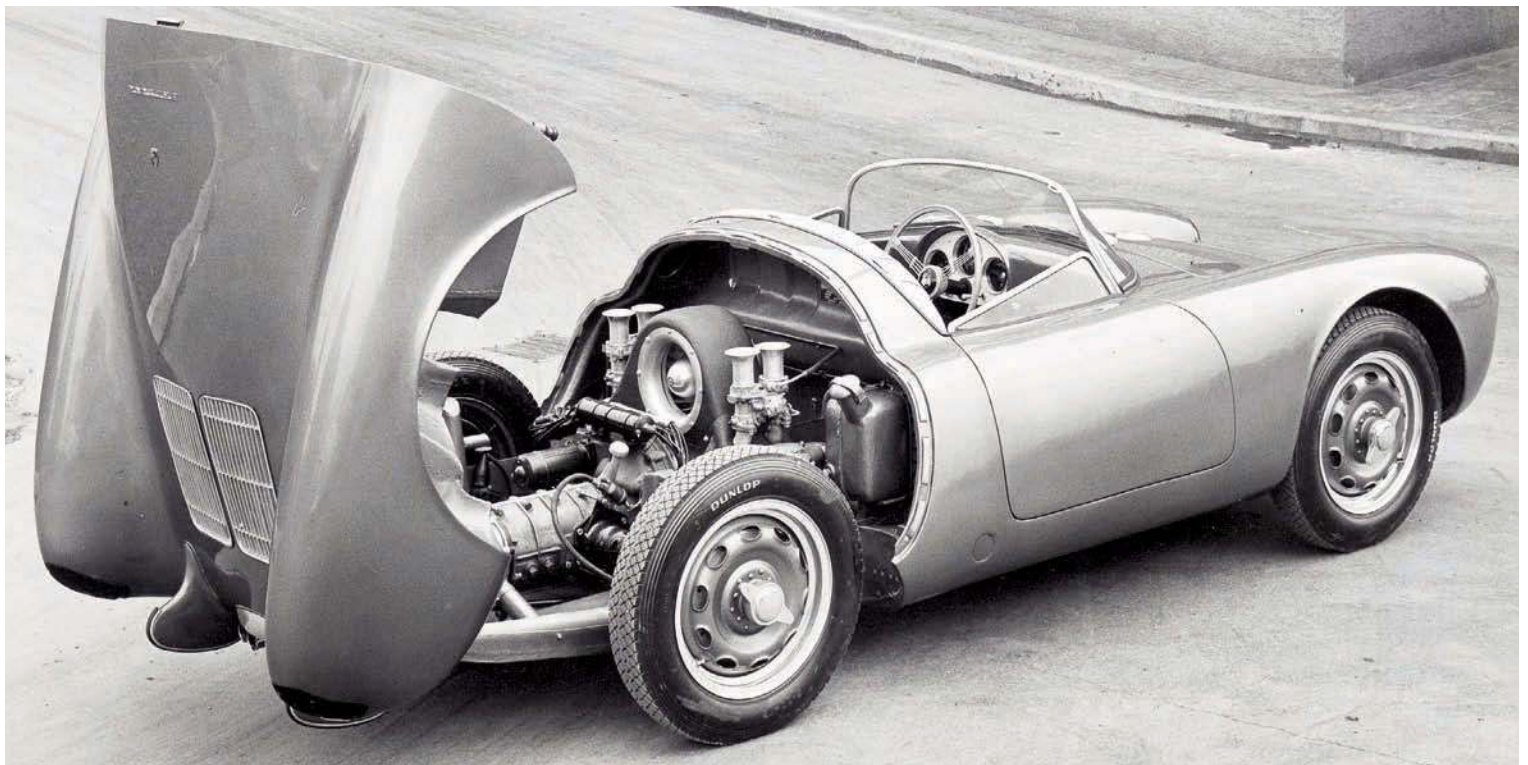
Fuhrmann chose a classic hemispherical combustion chamber to provide room for the large valves made possible by the engine's generous bore size. The valves were in a vertical plane in which each was inclined at an angle of 39 degrees from the cylinder centreline. Head diameters were sharply disparate at 48mm for the inlet valves and 41mm for the exhausts.

Few challenges in the design of this engine were more taxing than providing a light, simple and positive means of opening and closing four widely spaced pairs of valves. Ernst Fuhrmann's solution was inspired by the flat-12 engine of the Grand Prix Cisitalia. Like the last pre-war Auto Union, the Type 360 flat-12 used shafts instead of gears or chains to drive its overhead cams. Fuhrmann chose this system for the Type 547. The drive was taken to one camshaft on each bank – as in the Cisitalia engine – and from there was carried to the adjoining camshaft.

The drive to the cams was taken from a gear at the flywheel or output end of the crankshaft, a point considered by many

Below: To keep his Type 547 engine short so that it would fit in the 356, Ernst Fuhrmann cleverly tucked its cam-driveshafts underneath, in the spaces between its cylinders. He shared this patent with Ferry Porsche





designers to be a more stable take-off location than the more often-used nose of the crank. There a pair of helical gears drove a half-speed shaft in the sump, directly below the crankshaft.

Below the engine's centre main bearing, the half-speed shaft – called the countershaft by Porsche – carried back-to-back spiral-bevel gears. These in turn rotated smaller gears on hollow shafts which extended straight out to the left and right. At its respective side of the engine, each shaft turned a gear at the centre of the lower exhaust camshaft. From that point another shaft rose vertically to turn spiral-bevel gears at the centre of the inlet camshaft.

Several aspects of this cam-drive system were especially ingenious. The spiral-bevel gears were sized so that the four shafts into and inside the heads spun at crankshaft speed, though the cams themselves turned at half that speed. By doubling the speed, the shafts were made to transmit the same power with half the torque – the parameter that determines how thick and heavy the shafts have to be. Hollow and remarkably thin, all the shafts ran in lubricated bushings instead of heavier and more costly ball or roller bearings.

Also shrewdly calculated by Fuhrmann was his positioning of the long shafts beneath the engine. All previous Porsche-designed engines that used shafts to drive their camshafts placed them at the end. For Fuhrmann, however, a key criterion was keeping the engine short, short enough to be substituted for

the pushrod four in the production cars. This was his own idea, he said: 'My interest was always to have this engine in my personal car.' No one, he asserted, had given him guidelines for the size of the racing engine.

'This was the decision for the operation of the camshafts,' Ernst Fuhrmann told Randy Leffingwell, 'the shaft through the middle so the engine could become shorter. There was another reason. If the engine becomes warm or cold, it was symmetric heating or cooling. This is why the engine was really stable against overheating.' That the shaft positioning was not entirely Fuhrmann's decision is shown by the patent for the layout that was applied for on 6 November 1952 by Ferry Porsche as well as Ernst Fuhrmann.

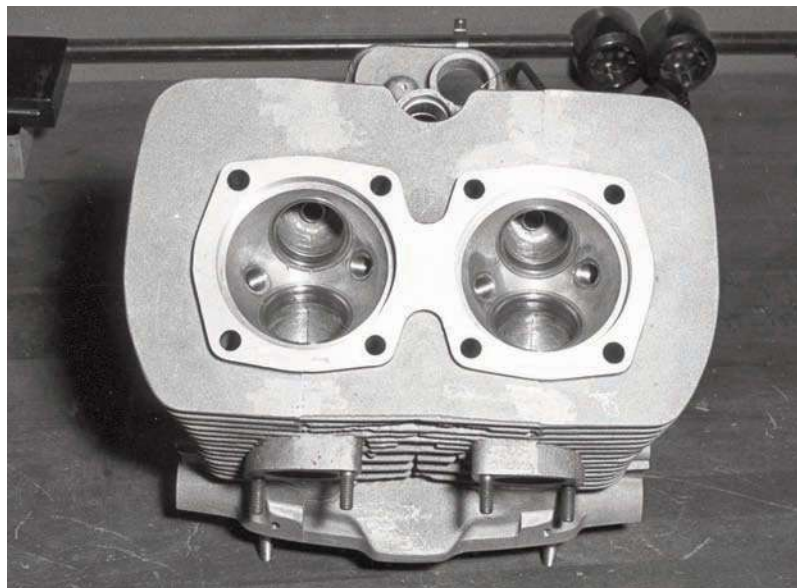
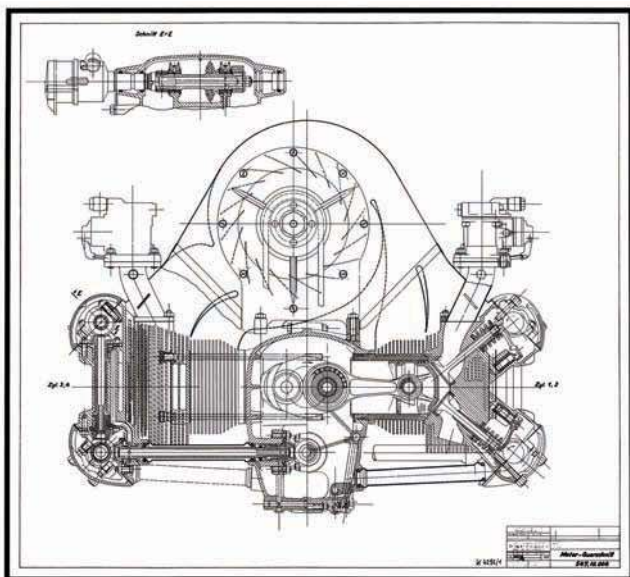
Oil reached each cylinder head through the hollow centre of the driveshaft to that head. Once in the head, oil was carried to the bushings and cam lobes by drillings and the hollow core of each camshaft. The cam lobes proper were made individually and keyed to the shaft that carried them. This method, which resembled motorcycle-engine practice, made it easier to choose the right cam contour as well as the best material for the lobe surface.

To transmit the cam's action to the valve Ernst Fuhrmann improved upon another technique that had been used in the Type 360 engine designed for Cisitalia. This was a pivoted finger placed between the cam lobe and the end of the valve to absorb

Above: The 547's installation in another 550 prototype of late 1953 was calculated to excite public interest in the eventual production of a Type 550 Spyder with its new four-cam engine

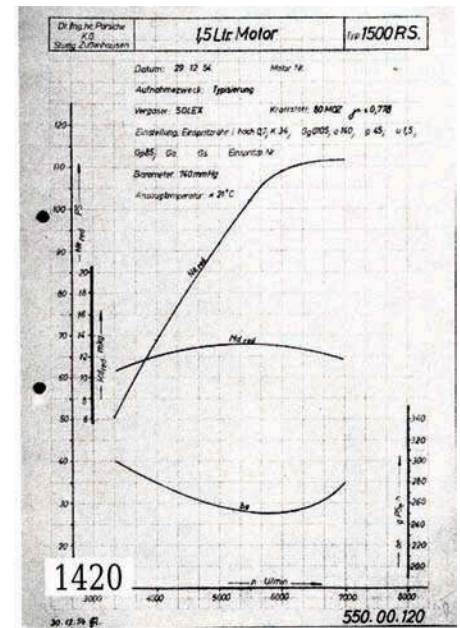
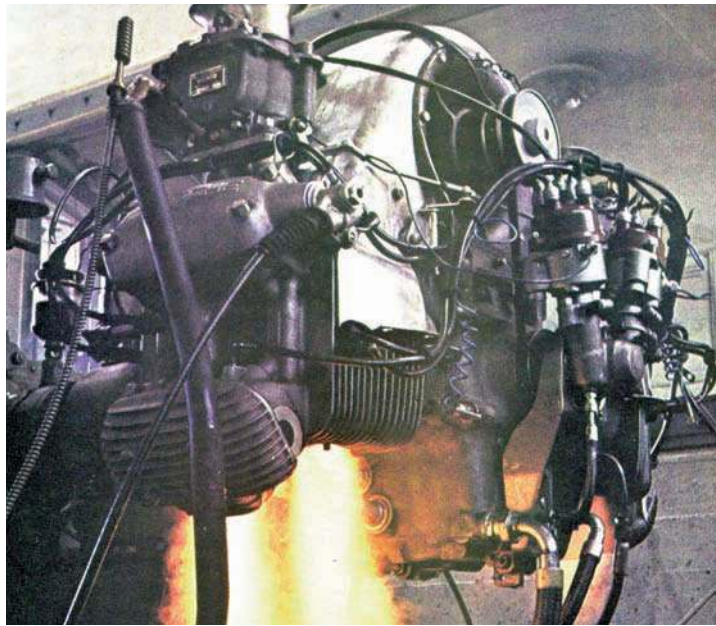
Below left: Novel valve gear, heavy head and cylinder finning, one-piece connecting rods and shaft drive to the camshafts of the Type 547 are all shown in this general-arrangement drawing of February 1953. A detail pictured the distributor drive

Below right: Inlet valves were substantially larger than the exhausts in the Type 547 cylinder head. The complex casting was identical for both sides of the engine, effecting a production economy



Right: With its twin distributors vee-driven from the crankshaft nose to gain more timing precision, a later version of the Type 547 showed during a dynamometer run

Far right: Created for the type approval of the 550 Spyder, known as the 1500 RS, this power curve of December 29, 1954 showed peak power of 122bhp at 7000rpm. Peak torque was reached at 5300rpm



side thrust from the lobe. A single shaft could not be used as a hinge for pairs of side-by-side fingers because one of the cam-drive shafts passed between the fingers. Instead Fuhrmann used a spherical pivot, with the end of the finger held against its pivot by a coil spring.

Rather than being situated directly above the valve stem, the cam was offset 10 mm toward the finger pivot. Valve clearance could thus be adjusted by raising or lowering the pivot by turning the threaded stud on which the pivot was mounted. This simple valve gear, novel at that time, was later put to use in many production overhead-cam engines.

Flats for clearance to the open valves were machined in the tops of the domed pistons, cast by Mahle of 124 aluminium alloy. Deep-skirted, each piston had one oil ring below its wrist pin and three compression rings above it. Wrist pins were free to float in both the piston and the small end of the connecting rod.

Because the crankshaft was an assembled Hirth design with roller bearings, the connecting rod could have a one-piece big end. Although plain aluminium main bearings like those used in the 1500 Super engine were tried experimentally, the final Type 547 design specified rollers for the three main journals as well as the big-end bearings.

The crankshaft for the four-cam engine was completely assembled by Hirth from ten main pieces. Four of them were the rod-bearing journals, held together by five finely threaded hollow bolts. All parts were machined to such standards of precision that they could be used interchangeably in a crank assembly with no need to machine or finish-grind the complete article. As in the Cisitalia GP engine, a serrated Hirth joint was chosen to

attach the flywheel to the crankshaft.

Each throw of the crankshaft was as heavily counterweighted as the space between the opposed cylinders would permit. Because this space was not quite adequate, cylindrical slugs of high-density alloy were inserted into the cheeks of the four counterweights. Lubricant – SAE 30 oil – was pumped to the three main bearings through brass metering jets. As oil escaped, it was centrifuged outward and caught by slinger rings, from which it was carried by passages to the connecting-rod journals.

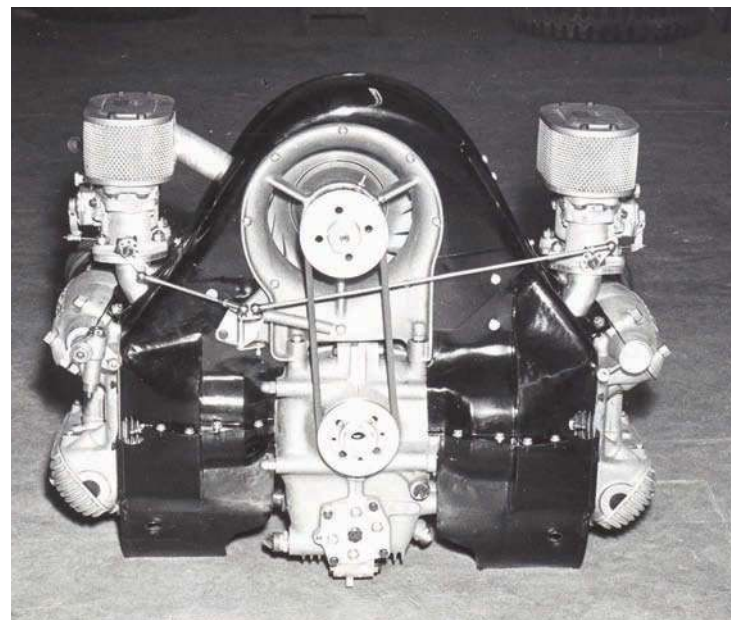
Oil flowed to the various galleries from the pressure section of a pump driven by a gear at the tip of the half-speed countershaft. Together with a scavenging pump of more than twice the capacity, it was housed in a cylindrical casting which fitted into a matching cavity formed by the two halves of the crankcase. This ingenious design detail was transferred directly by Fuhrmann from the engine of the GP car built for Cisitalia.

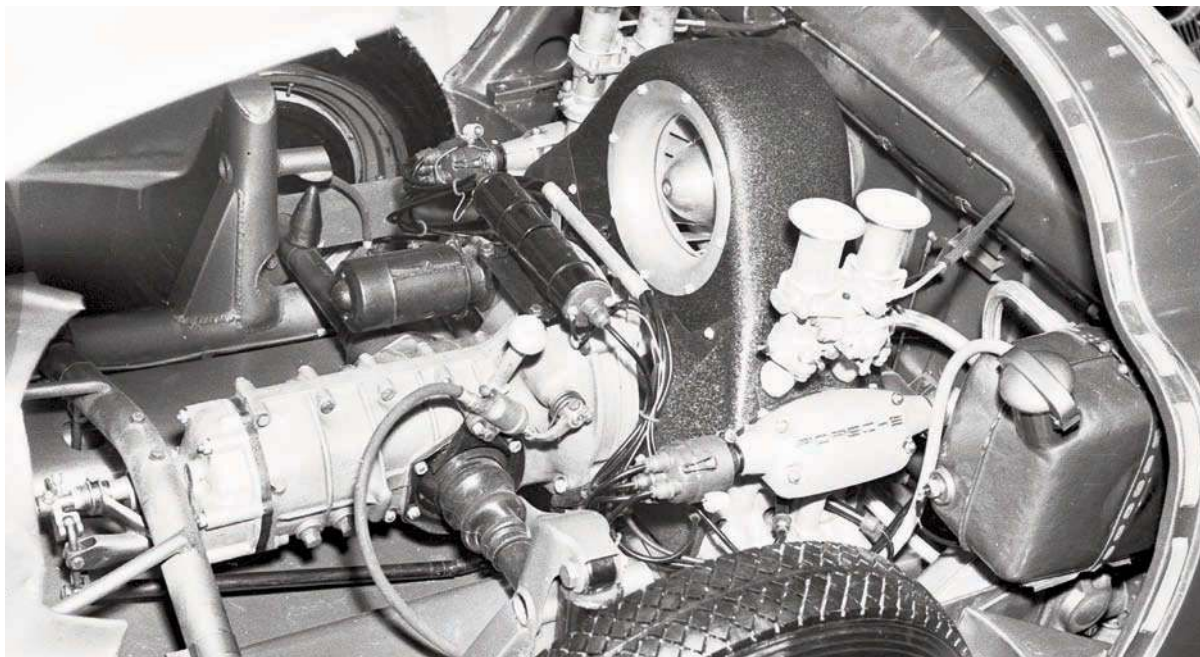
To keep the engine's profile low and to provide enough oil and oil-cooling capacity, the Type 547 was given an external oil reservoir and a dry-sump lubrication system. The narrow bottom-finned sump was cast as part of the aluminium-alloy crankcase, which was a two-part assembly split vertically down the middle. The individual cylinders, cast of aluminium with chrome-plated bores, were produced by Mahle. The Karl Schmidt firm made the intricate cylinder heads, whose deep finning was formed in aluminium by permanent-mould casting.

Arranging adequate air cooling for the heads of this high-performance engine posed a major problem. Air would not flow downward with equal force over the seats and ports of both inlet and exhaust valves as it did in the other Porsche engines. It

Below left: An example of the Type 547 as outfitted for the roadgoing 356 Carrera showed its vee-driven twin distributors. It was a great engine that demanded high levels of expertise in its preparation and servicing

Below right: The Porsche team drew on its best experience in the design of the Type 547's double-entry cooling blower, with the generator at its centre. A single vee-belt was adequate to drive the blower with its smoothly shaped housing and shrouding





Left: Close-up of the engine installation in a 550 prototype in 1953

would, instead, pick up heat from the upper, inlet side of the head before continuing downward to cool the even hotter exhaust-valve area.

This situation was acceptable to Fuhrmann because he wanted the inlet side of the engine to be cool to maintain high volumetric efficiency for best power. Total cooling-fin area was increased from 2600 square inches on the normal Porsche engines to 3600 on the Type 547, most of the increase accounted for by the cylinder heads.

For a suitable cooling blower for his engine Fuhrmann drew on the knowledge of an expert in the design of air-cooled engines, Franz Xaver Reimspiess. After 1945 Reimspiess had gone to work for Steyr in Austria before re-joining Porsche in Zuffenhausen in 1951. There he developed and patented the type of dual-fan blower chosen for the Type 547, which needed efficient, low-drag cooling with a large volume of air flow at high crankshaft speeds.

The fan was of radial-outflow design with backward-curved blades, the most efficient blade design although also the most space-consuming. The fan was large enough to be double-sided, drawing air from both front and back of the engine. The generator acted as the fan-drive shaft and support. Front and back sections of the fan fed completely separate cooling ducts to the front and rear opposing cylinder pairs of the engine.

Instead of the square edges that a production design would dictate, the aluminium fan shrouds were given smooth curves that enhanced airflow both internally and at the equally important entries to the fans. Efficiency was also enhanced by moderating the fan speed. Drive belts of the pushrod 1.5-litre engines turned

the fan at 1.8 times crankshaft speed, or 9000rpm when the engine was turning 5000. The Type 547 engine was given a one-to-one pulley ratio so its fan was spinning at only 7000rpm when the engine was revving that high.

These subtle touches added up to a fan and shroud system that could pump almost twice as much air as the Porsche 1500 blower while demanding only slightly more power to do it. At 7300rpm the Type 547 fan needed 8.8 horsepower to drive it and delivered 2750 cubic feet of air per minute. Even at the lower speed of 6200rpm the Type 547 blower was still delivering 2330 cubic feet per minute while absorbing 6.0 drive horsepower. The moderate horsepower requirement meant that this exotic engine's fan could still be driven by a simple vee-belt.

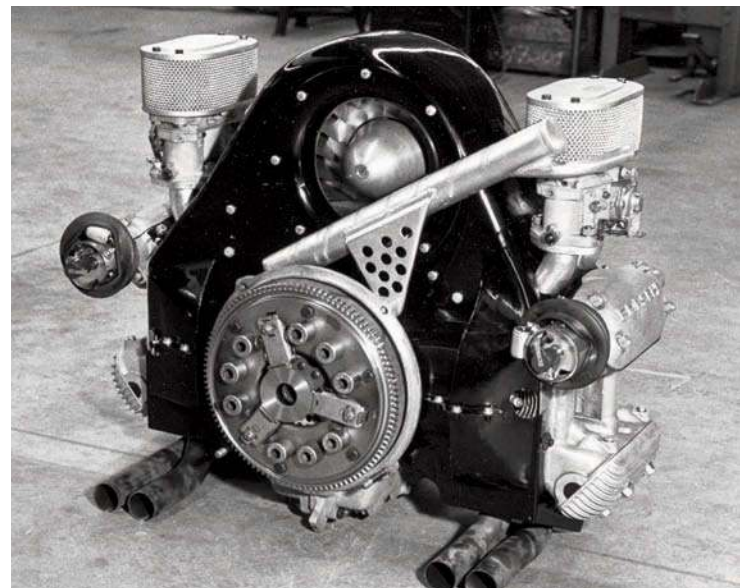
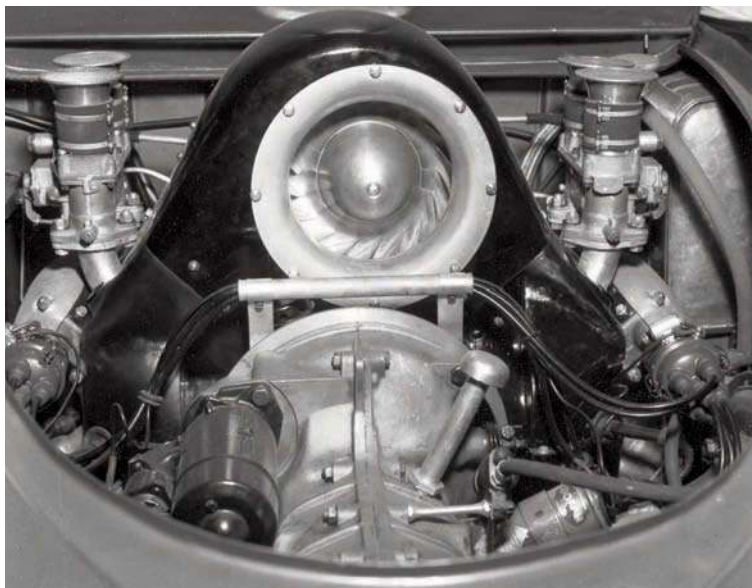
Reminiscent more of contemporary Italian designs than of previous Porsche ideas was Fuhrmann's inclusion of two spark plugs in each combustion chamber. Having two plugs gave him a better chance to fit very large valves while also igniting the compressed charge more effectively in the spread-out combustion chamber of his big-bore engine.

Dual ignition called for two Bosch distributors, one firing the inner pair of plugs on each head and the other the outer pair. The distributors were driven from the ends of the upper, inlet camshafts, which had fittings at both ends so the distributors could be on either the front or the back of the engine to suit the installation. This also allowed the same basic cylinder-head casting to be used on both sides of the engine – an important economy.

These were the principal features of the new design that took shape on the Fuhrmann drawing board that summer of

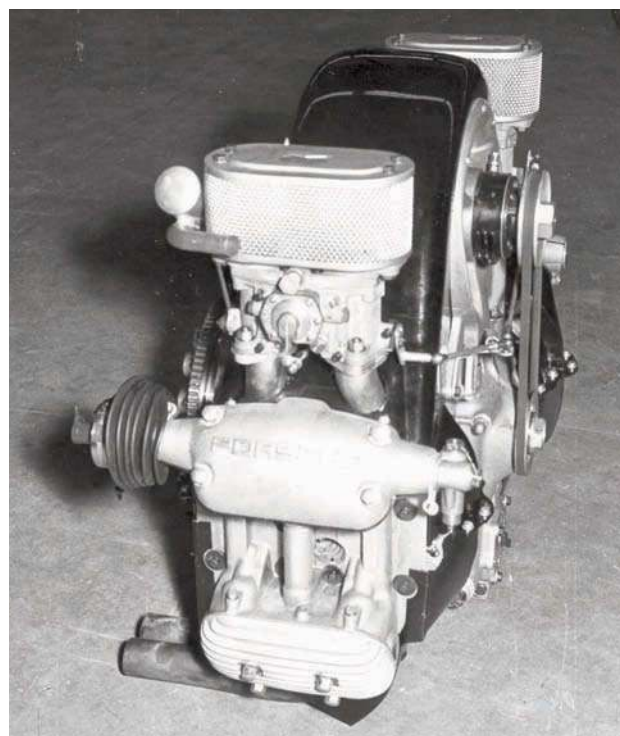
Below left: The press and public's first glimpse of the Type 547 was in a 550 prototype displayed at the 1953 Paris Salon. The backward-curved vanes of its cooling blower were visible

Below right: On the clutch side of the Type 547 its crankcase vent tower and the two distributors for dual ignition were exposed. This was a workable position for the distributors but the long train of shafts and gears introduced timing variability that was later eliminated by driving the distributors from the crank nose



Right: Special Solex carburettor is visible above the head of the Type 547 four. Spiral-toothed gearing was used in the camshaft drive. To the left was the drive to the distributor

Far right: Although he was not instructed to do so, Ernst Fuhrmann kept the Type 547 compact enough to fit into the engine bay of a Type 356. He installed the first prototype engine in his own 356 to demonstrate its suitability, leading to the creation of the 356 Carrera



1952. By autumn it was sufficiently detailed to be built and tested. Although work was interrupted by the move to a new factory that winter, components for at least three engines were completed and the first such unit assembled during March 1953.

On 2 April 1953 the Type 547 ran under its own power for the first time in a test cell at Zuffenhausen. 'We had some small troubles to overcome,' recalled the designer. 'We had a foaming of the oil that came out of the housing – minor things, but very important. But there was no real problem that forced us to make a change in the design. It was very quickly done.'

Developed in parallel with the new engine were new carburetors from Solex – the 40 PII units that were then being used on the modified 1500 Super engines in the first 550s. At first, said Ernst Fuhrmann, 'we had been using Weber carburetors. They were a little ahead of the time in racing carburetors. But the owner of Solex was a personal friend. He complained to me that we didn't use his carburetors on our cars. He designed a special carburettor for that engine so the business went back to him.' In fact the works racing Spyders used Weber carburetors.

The bespoke Solexes combined in one French-made body two 40 mm downdraft throttle bores which were separated by

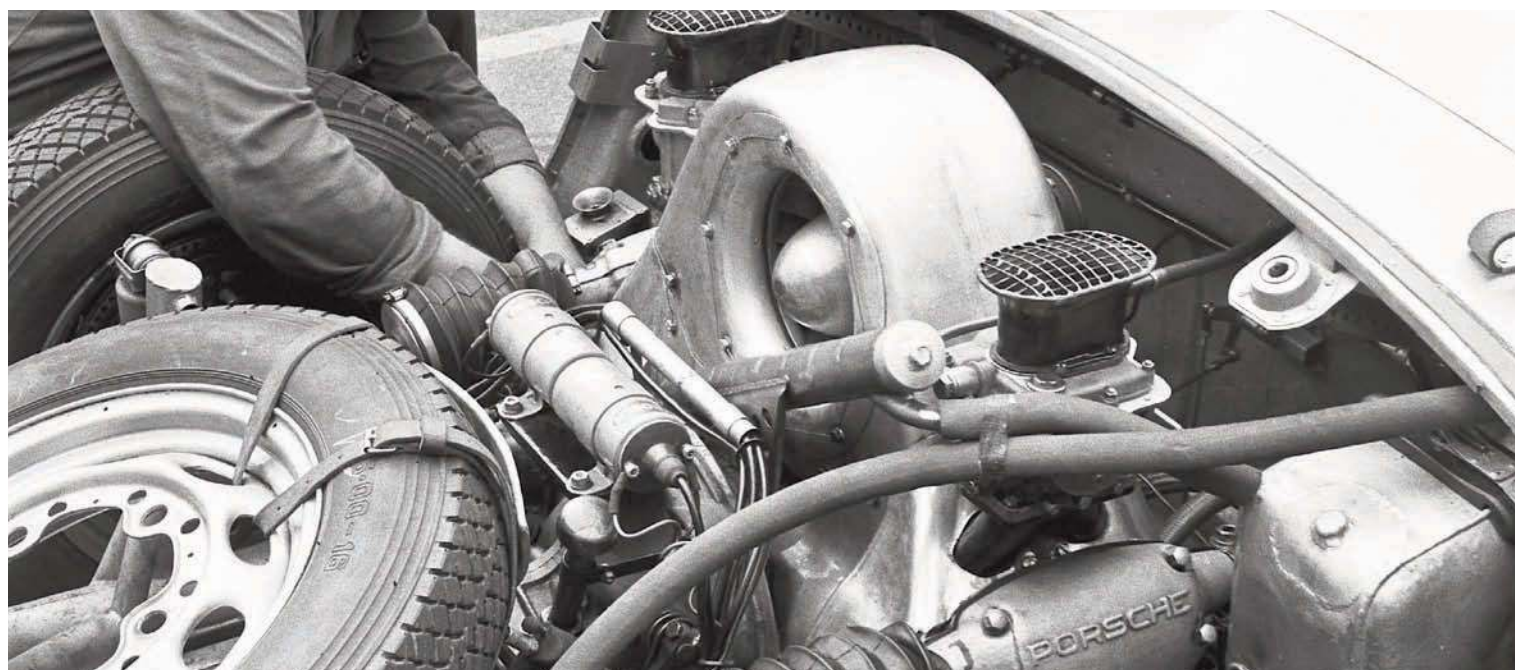
a single central float bowl and shared a single accelerator pump. For the Type 547 the bores were fitted with venturis 34mm in diameter.

This completely novel engine was first seen in public at the October 1953 Paris Salon in the rear of a Type 550 prototype. Although Porsche said it produced 110bhp at 7000 rpm, it was already giving 117bhp in hill-climb tune. On 9 August 1953 it powered a 550 at the Freiburg hill climb in its first racing appearance. Hampered by a peaky power curve, driver Hans Stuck had to be happy with third fastest time overall.

'I thought about the needs of the normal car, too,' said Fuhrmann, 'as I was working on the engine. In fact I put the first one in my own car so I could have a fast car to drive. People around here drove it and said, 'That's not so bad!'' That was the launching pad for the 356 Carrera production model, which was introduced at Frankfurt in September 1955.

Once into its stride in Porsche's 550 Spyders the four produced 125bhp at 6500rpm. By 1961 for Formula One use it was delivering 150bhp and could be revved to more than 8000 rpm. A special development engine even registered 185bhp. Such was the evolution of what became known as the 'Carrera four-cam'. Looking back, Ernst Fuhrmann described it as 'a folly of my youth'. A formidable folly! **CP**

Below: A Spyder being readied for the 1954 24 Hours of Le Mans had rubber bellows around its distributors to ward off the usual rain. Positioning of the two ignition coils above the clutch housing became standard for the Type 547



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: club_autosport@outlook.com or richard@porsche.co.uk

Park Lane, Halesowen, West Midlands, B63 2RA

Lakewell.com
CLASSIC PORSCHE INTERIORS

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

TRIM & INTERIOR PARTS TO OEM SPECIFICATION

LAKEWELL PORSCHE INTERIORS
KLEIN HEIDESTRAAT 71
B - 3370 BOUTERSEM

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



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/



Porsche Service & Restoration



Engine and Gearbox Rebuilds

Servicing ★ Machining ★ Bodywork

Your Lifestyle. Our Profession

01295 812002

www.greatworthclassics.com



Early 911S Registry

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



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

For online membership:

www.early911sregistry.org

RESTORATION

Design EUROPE



QUALITY PORSCHE AUTOMOBILE PANELS

www.restoration-design.eu

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

OLD SCHOOL REUNION

The 2019 Porsche Werks Reunion was the largest West Coast Porsche gathering during Monterey Car Week, with over 650 cars in attendance. *Classic Porsche* dropped in to take a look at the mouth-watering array of classics on display...

Words & Photos: Kristina Cilia

Early morning fog couldn't slow down eager participants from polishing their cars or throngs of spectators with coffee in hand as they began perusing some of Stuttgart's finest along the fairways at Corral de Tierra. Now in its fifth year, the much anticipated Porsche Club of America's Werks Reunion is a loosely curated and judged casual gathering of the Porsche marque. This year's show celebrated 30 years of the 964 generation Porsche 911. On display were two 911 RS Americas, a Rubystone Red Carrera RS, as well

as many other fine examples.

Once again, the Michelin Tire Company was a key sponsor for the event and displayed several 964-bodied 911s reimagined by Singer in a display titled 'Devotion to Detail'. Guntherwerks, another sponsor, displayed their reconceptualised 993 with loads of bespoke features ranging from a custom air-cooled flat-six, carbon-fibre body panels, LED headlights and an interior customised with Alcantara, leather and aluminium accents. Both displays were big highlights of the day. Not to be outdone, Porsche Cars North



Left: 1960 356 Roadster enjoying its day in the sunshine. Standard of vehicles on show was nothing short of breathtaking



Far left: A 1975 Viper Green 911S backdated to 1973 S-spec and fitted with a 310bhp 3.4-litre 'Sports Purpose' hot-rod engine



Left: This Porsche 914 was part of the line up on display at the Porsche Cars North America booth

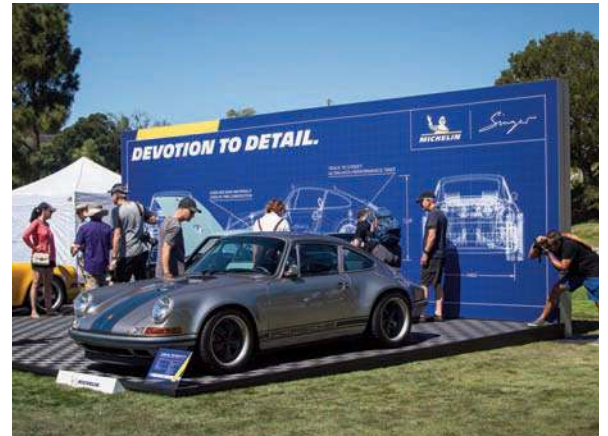
Left: Tough-looking 1968 Porsche 912 'R/TR' inspired hot-rod on display in the Concours at Werks Reunion. Built by 3 Pedal Posse

Right: Local VFW (Veterans of Foreign Wars) Color Guard presents the colours during the American National Anthem

Far right: This one-owner 1964 356 C coupé in Champagne Yellow was purchased from Wester VW Porsche in Monterey. On 31 December 2017, the vehicle suffered an engine fire at which point it underwent a complete restoration

Far right: All original, numbers-matching 1965 356C coupé has covered just 83,000 miles from new

Far right bottom: Michelin brought along several Singer Porsches, including this Tonopah Silver 1991 911



Above: This Starke Speedster is coach built out of hand laid carbon- and glassfibre composite over a 2010 Porsche Boxster S chassis with a 320bhp flat-six and PDK transmission

Right: Werks Reunion spectators inspecting one of the Singer 964-generation 911s at the Michelin display

Far right top: 1959 Ruby Red 356 Convertible D has remained in the same family since new

Far right: PCA Werks Reunion Judges speak to Sara and her husband Ted, the current owners of the Convertible D. Sara is the granddaughter of the original owner





America had a brilliant line up of cars featuring a 911 GT3 Cup racecar surrounded by a Macan, 981 Boxster, 911 and Ravenna Green 914.

By mid-morning the California sunshine shone bright on the venue as PCA judges were busy inspecting the cars entered into the competition. This year the fun was extended to PCA Juniors through a new Hagerty sponsored 'Youth Judges' program which got the kids involved in the event by learning about and judging cars entered into the Concours competition.

Dr Wolfgang Porsche was there with his wife Professor Dr Claudia Hubner, along with the son of Butzi Porsche, Mark Porsche, who wandered this year's event for the first time. Porsche Cars North America President and CEO Klaus Zellmer spoke to the crowd about the automaker's next electric vehicle, the Taycan. One of the guest speakers was influential Porsche enthusiast personality comedian Spike Feresten and friend Paul Zuckerman, who were on hand to speak about their drive to Werks Reunion in a rare Zagato designed 356.

Above left: This Zagato-designed 356 was brought to Werks Reunion by comedian, Porsche enthusiast, and pod-cast hosts Spike Feresten and Paul Zuckerman

Above right: Custom colours and hood crest on a 964



Left: 1971 914-6 converted to 'GT' style, rotisserie-restored and finished in its original colour of Adriatic Blue. Red leather interior featuring blue stitching and a hand-stitched steering wheel. All work done by Patrick Motorsports

Below left and right: This 1958 Porsche was purchased new by Elaine Cotter and raced by her in the Chicago area until 1974 (she had won 22 SCCA races at that time). The second owner purchased it a few years ago and has only recently got it running to bring to the PCA Werks Reunion Monterey for its second outing. He has no plans to restore it





Far left: Robert Abbott's love of rally cars (and fear of pot-holes) prompted him to customize this 1985 911 Carrera with a 'rusty' vinyl wrap, roll bar, raised suspension, roof rack and TRE rally light pods. A custom leather interior with Recaro L heated seats, Mercedes-Benz carpeting and a shovel round out the look

Left: First production 1970 914-6 used as an engineering development car. Some features include pre-production front fenders and 911 transmission, full factory race suspension and competition gauge package



Far left: A Werks Reunion spectator checks out the low mileage 1968 Bahama Yellow Porsche 911 purchased from the Brumos Collection by artist Kelly Telfer

Left: 1992 Rubystone Red 964 Carrera RS Lightweight

2019 Werks Reunion Award Winners

P1 Class: 1959 356A. Ted Merendino
P3 Class: 1966 912. Herb Fischer
P4 Class: 1974 911 Carrera. Greg Pantelis
P5 Class: 1991 911 Carrera 2. Pat McCann
P5A Class: 1997 911 Carrera 4S. Kit Stevens
P6 Class: 2009 911 Carrera S. Dave Shelton
P6A Class: 2019 911 Turbo S. Marc Giammona
P7 Class: 1971 914-6. Tony Samojen
P8 Class: 1985 944. Tom Tyer
P9 Class: 2018 718 Cayman. James Gatewood
P10 Class: 2014 Panamera GTS. Mike Alexander
P12 Class: 1977 911. Al Price
P13 Class: 1962 356B. Robert Newton
P14 Class: 2018 911 GT3 Touring. Thomas Park

As the show wound down by mid-afternoon, the place winners drove up to the main stage to receive their trophy. Werks Reunion has become a great tradition to this exciting week-long extravaganza that is Monterey Car Week! **CP**

Corporate/Sponsor Award Winners

Leland West: 2018 911 Carrera 4S. Phil Gillin
Griot's Garage: 1975 911. Ralph Francis
Porsche: 1968 912. Richard Shelton
Porsche Design: 1989 911 Carrera. Jim Halfield
LN Engineering: 1997 911. Sydney Koffman
Cobb Tuning: 2002 911 Turbo. Eric Parizling
Penngrade: 997 Turbo. Juan Fernandez
Pelican Parts: 1969 911S. Greg Taylor

Bottom left: Engine of the 911 R/TR from 3 Pedal Posse

Below: One of Christopher Runge's coachbuilt cars passes through the Werks Reunion Concours at Corral de Tierra

Bottom: Whatever your taste in classic Porsches, from 356 outlaws to perfectly-restored 911s, there was plenty to see!



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!

GIFT SUBSCRIPTIONS ALSO AVAILABLE

CALL +44 (0)1778 392026

**OR SUBSCRIBE ONLINE AT
CLASSICPORSCHEMAG.COM**



	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

*BASED ON UK 18 ISSUE SUBSCRIPTION

**GIFT
SUBSCRIPTIONS
AVAILABLE**





**PASSION.
EXPERTISE.
QUALITY.**



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



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



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

Words: Alex Grant Photos: Andy Tipping

MEISTER-CLASS

With an 'engineering-led' approach to Porsche projects of all ages and tastes, from routine maintenance to bespoke rebuilds, Warrington-based Ninemeister is forging a global reputation for quality





Above left: Just one of many track-ready 911s prepped and cared for by Ninemeister

Above right: Colin Belton is the man behind the business

Below left and right: All levels of service work can be carried out, on every model of Porsche, young and old

If businesses are a barometer for the strength of a community, then the bustle within the cavernous workshop of Ninemeister's Warrington head office bodes well for Porsche enthusiasts. Lined wall-to-wall with almost every model to wear the crest, the skillset on offer has become globally sought-after. From classic to modern, race to road, modified to concours-standard, every shade of grey can feel at home here.

Founder and managing director, Colin Belton, wouldn't have it any other way: 'I would say we get probably the most difficult product mix in the business,' he tells us, smiling. 'Since we moved here five years ago, we've expanded to fill all of the available space, all carefully planned. We pride ourselves on offering the most involved one-stop shop service you could possibly find, which means

we can build whatever the customer wants and keep old Porsches on the road.'

The Ninemeister name first appeared during the early 2000s but, for Colin, it's the embodiment of a life-long interest – a childhood spent working on cars and bikes with his father, later channelled into building and racing two-stroke engines for remote-controlled powerboats. University training offered an opportunity to hone that interest further, graduating as a mechanical engineer, and by that point with some hands-on experience with his own project cars.

Unusually, this didn't follow the often-trodden path of beginning with air-cooled Volkswagens. Instead, Colin started out with fast Fords, utilising that natural de-construct, re-construct ability to make his and his friends' RS models get from A to B with a little more gusto. Expertise which, when





those friends near-simultaneously moved on to tuned 911s, inevitably got ideas going for a business venture; 930 Sport was formed in 1992, initially focused on (but not limited to) performance upgrades for early Turbos.

This was more than just a mild change of direction, he says. Business boomed and, having gone solo to form 930 Motorsport in the late 1990s, that engineering background underpinned a range of '9M' branded parts developed in-house – starting with inlet manifolds and throttle body setups. It also forged some of the close relationships which still enable him to unearth hard-to-find parts and undiscovered barn finds in the meantime.

Fast-road tuned Porsche projects also became a gateway into motorsport, with Colin becoming both a competitor and named sponsor for the Porsche Club GB Speed Championship in the late 1990s. The tool for the job was a co-owned 993 RS, in turn defining the need for a new business identity that reflected the broader mix of machinery going through the workshop. And so, Ninemeister was born.

Two decades forward, and it's become the broadest of broad churches, and the business now spans two sites in Warrington. One is its meticulously tidy 19,000 square foot head office, complete with a workshop, project showroom

and customer reception, while the other is its former home, and still occupied by the bodyshop, dyno room and fabrication facilities. Instead of focusing on particular niches of the Porsche lineage, the team is tooled up to take on almost any scale of job that comes through the doors, regardless of the age or condition of the car, and it isn't shy when it comes to taking on new challenges.

Within this, Ninemeister has three strands. At its heart is a bustling service and maintenance operation, based on transparent menu pricing and supplying only genuine parts. It's a department where the lion's share of work comes from late-model air-cooled cars, though Colin says it's increasingly kept busy by water-cooled models, too – including transaxle, midship and SUV models, as well as the Panamera. In addition to routine maintenance, the shop features a Hunter wheel alignment system to check incoming cars are performing at least as well as when they rolled off the line.

The growing share of air-cooled machinery coming through the doors is a sign of the times, he explains: 'A lot of the die-hard enthusiasts are now in 996s and 997s, because they're affordable and manageable on a sensible budget. That's the entry-level Porsche market, and we're looking after it really well. That £10-£20,000 range of 996, Boxster and

Above and bottom left: Crowded engine room hints at the volume of business which passes through Ninemeister's workshops. Air-cooled, water-cooled – they handle it all



Below right: 964 bodyshell midway through assembly following complete rebuild



Above: Turbo awaits attention ahead of Ninemeister's well-known and hard-used 993 RS race car – a regular in Porsche Club events

Cayman is a fantastic place to be, and we're seeing a lot of clients happily buying their first ever Porsche in that range.'

Naturally, given the company background, engine builds are still a major part of the workflow, too. The workshop offers a full spectrum of engine builds, from a top-end refresh, bolt-on parts and ECU remaps to a ground-up capacity-boosted overhaul, supported by its own range of components. Most notably its billet cylinder heads – engineering based on Formula 1 knowledge and tactile enough that the company recommends buying a spare as a desk ornament. It's a sign of the quality customers have come to demand.

'As prices have gone through the roof, expectations have gone through the roof, too,' Colin continues. 'So you don't do a quick engine rebuild anymore – it's got to be perfect and brand new, with all original parts. For a lot of the older cars, people are really looking for that originality.'

But, he adds, usability often comes first: 'A lot of our work now is going through the whole car and making it usable, drivable, and reliable for the next 10 or 20 years. You have to spend that kind of money to get good cars – there are no

shortcuts.'

That high level of expertise and the sheer breadth of equipment in-house means the business can also undertake larger restoration and resto-modded projects, too. These '9M Cars' are taken back to bare metal and painstakingly rebuilt from a jigged chassis to the customer's specification, using a unique mix of classic and modern parts and steered by the advice of the team. Such is the level of care and fabrication that goes into them, it typically takes around 18 months from receiving the donor chassis to delivering the finished product back to the customer.

Colin says it's attracting a very specific customer base: 'The owners are not collectors, they want bespoke vehicles. They love the old 911s, but they don't want old 911 reliability, old 911 heater systems and old 911 brakes. They want cars that look like an old 911, but have the modern qualities in terms of build and functionality, great handling, easy to drive and economical. Those are really my clients.'

From routine maintenance to ground-up custom builds, there's a common thread. The workshop is clean, and meticulously organised, and each build is planned in detail

Below: Orange Turbo appeared on the cover of the last issue of the magazine. This shot gives you some idea of the variety of Porsches that pass through





with components laid out before a single bolt is turned. It's a move aimed at handling customers' projects with the sort of care and attention Ninemeister's employees would put into their own cars.

'I use a very engineering-led approach – we break things down and keep breaking them down into assemblies and sub-assemblies, until you get to the stage where you're at component level. So I build a car on a spreadsheet, interpreting the client's requirements and putting that into a specification,' says Colin.

This is clearly resonating with customers. Roughly half of the longer-term builds have been shipped in from abroad, with customers spread from America to Australia, Norway to Hong Kong and all across the European Continent, too. Almost every part of the process is handled in-house, with the remainder trusted to carefully-selected partners. With the geographic spread of its customers, Colin says there's no room to take chances.

'I decided from early on if you're going to use sub-contractors then you need people you can trust,' he explains.

'We're sending cars around the world, so I want to know absolutely everything on that car is right. I take full responsibility for every single aspect of every part of the job that we do – and very few shops are prepared to do that. The customer never has an argument to put something right, because we just do it, and as a result the majority of work has been brought in-house.

'We have everything we need to build a brand-new car and make everything for it. The only thing we don't do is sew leather together and make seats.'

The expanded premises only gives more opportunities to show what's going on. Ninemeister's workshop has hosted club nights giving fellow Porsche enthusiasts a chance to see how the process

unfolds, and to soak up some of the diversity that makes the scene so interesting. As barometers go, it's painting a positive picture.

'We're seeing discerning clients who know what they want and need somewhere to do it,' says Colin. 'That's where Ninemeister steps in. We only do perfection. Compromise has never been a word I like.' **CP**

Above: From simple servicing to full-on rebuilds and restorations, Colin Belton is happy to discuss all your needs

Contact:

Colin Belton
Ninemeister
12 Chesford Grange
Warrington
WA1 4RE
Tel: 01925 242342
www.ninemeister.com

Below left: Lime Green 911 hot-rod certainly added a splash of colour to our visit!

Below right: Superflow flow bench is used to optimise cylinder head modifications

**“COMPROMISE
HAS NEVER
BEEN A WORD
I LIKE...”**





PRS 356

RESTORATION • PARTS • SERVICES








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

WWW.PRS356.COM

**OFFICIAL
SIMONSEN
PANEL DEALER**








WWW.PRS356.COM

01277 630099

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 (Florida, USA). C68/002

911



Carrera 3.2 Coupe Sport, classic Porsche Carrera Coupe Sport 1988 model in excellent condition, finished in Marine Blue with cream leather interior complete with G50 gearbox and whale tail. Porsche main dealer service history, 148K recorded mileage with previous top end rebuild at 100K. Sympathetically owned, used and maintained, £39,500. Tel: 07715 174299. Email: rcontheroad@outlook.com (Bristol). C68/004



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 (Germany). C68/024



Superb original UK RHD 1973 911E, in the best colour with many factory 'S' options inc original Sport seats, steering wheel, front valance etc, drives superbly through its silky smooth 5 speed magnesium box and rebuilt MFI engine, £69,999, please call for more information and photos. Tel: 07823 483957. Email: markericwalford@yahoo.com (East Sussex). C68/005



3.2 911 Carrera Coupe, 1985, mileage 90,750, full service history with a well respected Porsche specialist, recent flawless MOT, the colour combination is Grand Prix White with black Napa leather with white piping and Porsche script in head rest. I have owned this classic for 19 years and enjoyed every minute of having it, this classic 911 is a fantastic example of a well looked after Porsche. My classic has never been used in the wet weather and it has always been garaged with a custom made car cover, it also comes along with a full Porsche tool kit, loads of receipts, additional information on request, more photos on request, view by appointment only, £59,995. Tel: 07908 294121. Email: xanderdavis1@aol.com. C68/003

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 sun-roof, 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 (Dublin). C68/025

912

PORSCHE 912

**Sales
Service
Spares**

revival-cars.com
07768 791802
WEST LONDON



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



classic911market.com/en



912-6 no rust project car, 1966, 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 aluminum cross arm, late A-arms, shocks, hubs, through body sway bar and aluminum rear trailing arms, contact for more photos, £9999. Tel: +1 785 280 2768. Email: jason@schmitt-rs.com (USA). C68/006

Other Marques



Volkswagen Corrado VR6, 1995. Subtly modified including rare Vento Cup alloy wheels, Weitec coilover suspension, Milltek exhaust, BMC air intake system and removable Momo Tuner steering wheel. Rebuilt gearbox and engine top half. Black cloth interior. 160,000 miles. MOT September 2020. Extensive history file including original bill of sale, £4600. Tel: 07463 796312 (Surrey, near M25 J8). C68/009

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. C68/026

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@classicporscheaparts.co.uk. C68/001

Fuchs wheels, genuine Porsche Fuchs alloys (not replicas), two 7"x16", five 6"x16", original anodised finish, six in excellent condition, one 6" needs refurb, black centres, all with 911 part nos. £1950, sensible offers please. Tel: 01949 861421 (Leicestershire). C68/013



Rear 911 reflector, this is a 911 rear reflector with built in fogs, fit '80s 911, condition is used (good), £180. Tel: 07514 253000. Email: gcharlesworth@sky.com (West Yorkshire). C68/010



Eckel roof rack, the Eckel roof rack was an original Porsche option, this one being black and dating to the '80s. Eckel is a German company specialising in roof racks, this rack is made specifically for the Classic 911 with longer legs at the back and correct angled supports to allow a flat load. It's in excellent condition and is not new, the car looks great with either skis or bikes on top. There is also a key that locks the rack and makes it secure, £450 ono. Tel: 01225 309161. Email: robertpinckney@hotmail.co.uk. C68/012



Two engines for sale, 1: 911 RS motor MFI 1974, recent complete overhaul including MFI pump at the cost of £2400, engine is complete with stainless heat exchangers and clutch but no main exhaust, asking £30K. 2: Porsche 356 engine, complete, excellent condition, everything including clutch but no main exhaust, asking £7000 ono. Tel: 0044 1625 582303. Email: ericlanz356@gmail.com. C68/011

BP4W race engine for sale,

abandoned project, BP4W block, sports recon RS head with triple cut valves, ported and polished, BP5A camshaft. Lightened flywheel, balanced 10.5:1 pistons and rods. Stripped for inspection, requires assembly, the headwork alone cost £700, will accept £1000 for the lot. Tel: 01604 750341 (Northampton). C68/014

Used parts for early Porsche 911,

drive shafts G-50s; anti-roll bar rear; gear shift linkage; Bosch fuel pump and filter; fuel pump lead; oil tank filler neck and cap; Bosch ignition box 0227200001 serviced; drive flanges; rev counter and speedo (early cable drive); temp gauge; clock; heater cables 90142470105; rear corner seals. Other parts available. Tel: Rob, 07989 407993. C68/027

Miscellaneous

911 & Porsche World, from January 2003 to present, some are in binders, all in good condition, there are also some *Classic Porsche* amongst them, probably about 2 years' worth, the buyer to collect, £30. Tel: 02476 327052. Email: johndevenport47@gmail.com (Warwickshire). C68/015

Porsche book, world famous book on Porsches, 'Liebe zu Ihm' by Hermann Lapper, in good condition with original dust cover, pages fine, £1350, you pay shipping. Tel: 56 1633 5901. Email: garyr356@aol.com (USA). C68/016

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: roboberts7@hotmail.com (Hampshire). C68/017

PORSCHE RELATED CHERISHED REGISTRATION NUMBERS

300 RS	98 RSR
35 SYX	987 MD
930 FF	991 PD
964 GC	CAR232A
964 MC	XXX 911C
993 POR	REG 911E
993 RUF	RED 911H
997 CSS	DJA 911R
911 FEG	VOP 911S
911 FJX	CAB 911X
911 MPY	A911 DPG
911 MSD	D911 POR
911 MXD	J911 GTN
911 PYT	P911 SCH
911 RWS	S911 LER
911 SCR	E944 POR
VNZ 911	WAG 944S
WBZ 911	A993 XXX
POR 911K	P993 POR
POR 911N	POR 997T
POR 911Y	TON 997X
RSR 911K	GT03 AWH
RSR 911T	GT03 SPJ
RSR 911X	OO05 CAY
BP11 RSR	RS18 POR
RUF 911T	RS68 POR
X911 RUF	RS68 RSR

GT68 RS

All on Entitlement Certificates for immediate transfer

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



Cherished number plate 'R911

TUR', plate is currently on a car but can be reassigned very easily, looks awesome on the car, £3500. Tel: 07790 469507. Email: a5h911@aol.com. C68/007

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: roboberts7@hotmail.com (Hampshire). C68/018

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 Streather "993 the essential companion" (Bentley), £25; Adrian Streather "Porsche 911-964 - enthusiasts companion" (Bentley), £25. All items plus p&p. Tel: 07853 763025. Email: alastairtgbell@hotmail.com. C68/019

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. C68/020

Registration, 'JJI 911S' number on retention, £2000. Tel: 07810 058297. Email: s-blakeley@sky.com. C68/008



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 Bishopton but could deliver within 50 miles. Tel: 07980 455804. Email: j.knowles968@yahoo.co.uk (Scotland). C68/021

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. C68/028

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 (USA). C68/023

Wanted

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. C68/029

Wanted Porsche 911SC LHD project, rebuild/repair/abandoned project car, all possibilities considered including car needing paintwork, bodywork or mechanical repair, but complete car must be there please, prefer a non sunroof car, but will consider sunroof. Happy to travel within UK and Europe for the right car, cash waiting, please email me photos and details on what you have. Tel: 07809 164607. Email: davidjennings27@gmail.com. C68/022

EISENBRANDT

MFI – Mechanical Fuel Injection

QUALITY
MADE IN
GERMANY



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



Contact us

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

Dealer inquiries welcome!

We buy Porsche parts and Historic Porsche



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

Please contact us by email:

contact@raceparts9.com or contact@racecars9.com

ADVERTISING INDEX

356 Panels	36	Paragon GB	68, 69
Art Wheels	74	Patrick Motorsports	36
Auto Foreign Services	37	Pelican Parts	21
Automotion	45	Perma Tune	6
Bart Kuykens	58	Porsche Cars GB	7
Car Bone	74	Quickfit Safety Belt Service	58
Classic FX	82	Restoration Design Europe	83
Classic Retrofit	16	Roger Bray Restoration	36
Club Autosport	82	Selection RS	13
Coco Mats	67	Sierra Madre Collection	33
Dansk	100	Sportwagen	74
D'Eser	16	Sportwagen Eckert	63
Design 911	59	Stoddard Parts	25
Early 911S	23	Stomski Racing	17
Early 911S Registry	82	Tandler Precision	6
Elephant Racing	53	The Blockley Tyre Company	75
Export 56	16	Vintage Speed	6
FVD Brombacher	2	Williams Crawford	22
Greatworth Classics	82		
Jaz Porsche	89	CLASSIFIEDS	95-97
Karmann Connection	89	Classic Passion 911	
Lakewell Porsche Interiors	82	Eisenbrandt	
LN Engineering	99	Eric Hall	
Mittelmotor	58	PR Services	
Ninemeister	27	Revival Cars	

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

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

Copy can be 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 69 is 2 January (on sale 23 January).

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.

download now

CLASSIC PORSCHE APP NOW AVAILABLE



FREE
SAMPLE ISSUE!



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

Latest Issue & Back Issues just £3.99 each

Subscribe for one year

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

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

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



f Find us on Facebook



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 Engine

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

VISIT LNENGINEERING.EU FOR MORE OF OUR BRANDS





Great selection of Porsche® 911 fenders



1680300570 // 1680300580
590901 // 590902
90150303122 // 90150303222
Porsche 911 (2.0) 63-67



1680300170 // 1680300180
591001 // 591002
90150303123 // 90150303223
Porsche 911 (2.0-2.4) 68-73



1680300970 // 1680300980
591101A // 591102A
91150303109 // 91150303200
Porsche 911 (3.2) 85-89



1680300270 // 1680300280
591101B // 591102B
91150303109 // 91150303200
Porsche 911 (2.7-3.2) 73-85

