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Classic PORSCHE

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

Printed in England
Walstead Roche Ltd

Worldwide stockists
To find your nearest stockist:

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

For single copies and subscriptions:
classicporschemag.com
For digital copies and subscriptions:
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Classic Porsche is distributed worldwide by
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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

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My New Year kicked off with a 480-mile round trip in a day from my home in Cornwall to the Bicester Heritage winter 'Scramble' – it was the perfect way to start the year, safe in the knowledge that due to the lack of salt on the roads my Porsche wouldn't begin to self-destruct on the way home.

For those unfamiliar with them, the Bicester Scramble events are essentially low-key (but very busy) classic car meetings held at the Bicester Heritage centre – a former WWII airfield on which the original RAF buildings remain largely untouched and

“SETTING OFF AT 4.45AM ON EMPTY ROADS WAS A REAL ANTIDOTE...”

are now home to classic and vintage car restoration businesses. Here you'll find everything from pre-war Bugattis and blower Bentleys to classic Porsches. In fact, among the attendees this time around, there were probably more Porsches than any other marque, as was noted by some non-fans who grumbled about there being too many of them!

I drove up in my 914 and was glad of the functioning heater system (something of a rarity in my cars, it has to be said). Setting off at 4.45am on empty roads was a real antidote to the winter blues, and seeing the positive reaction from other road users was in stark contrast to when I owned a modern Porsche a year or two back. Everybody, it seems, loves a classic...

Keith Seume
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PURPLE REIGN

An unexpected discovery during a bare metal restoration turned out to be a hallmark feature of Workshop Seventy7's latest 911 project

Words: Alex Grant

Pics: Andy Tipping







Automotive fashions change quickly, with trends in colour, trim, and even entire model lines instantly defining an era in motoring. It's fast-moving enough that OEMs task entire teams with predicting what's next in the wider design and technology world and carefully time launches to match, and it trickles down into classic cars, too. Fashions shift values up and down without warning for standard cars – so for those restoring and sympathetically updating the oldest of the 911 stable, it's just as important to stay ahead of the curve.

'We don't build stock cars,' says David Lane, founder and CEO of resto-mod specialist Workshop Seventy7. 'It's easy to keep doing the same thing, but I don't want our Oshe cars to turn into a kit, so this one had to be different to Zero2, the first project car we built. The narrow body and the colour sets them apart. It's a very tight, 1970s

sports car style, and I really love that.'

Based out of the Royal Ordnance Depot in Northamptonshire, for several hundred years a production hub for munitions and equipment for the armed forces, David and the team might be relative newcomers but the business

is quickly gathering pace. Newly expanded into a second workshop space, it's added an in-house trim shop to its arsenal of services and word is spreading far beyond the UK.

The Oshe (pronounced 'osher') cars and bikes are the pinnacle of its restoration expertise; numbered, bare-metal rebuilds with mild-to-wild hot rod accents woven in. If Zero2, the off-white, turbo-arched, 3.6-litre F-series 911 that put the company on the map, hints at its aggressive

side, then Zero5 shows that inimitable sense of style translates just as neatly into a narrow-body 911, too.

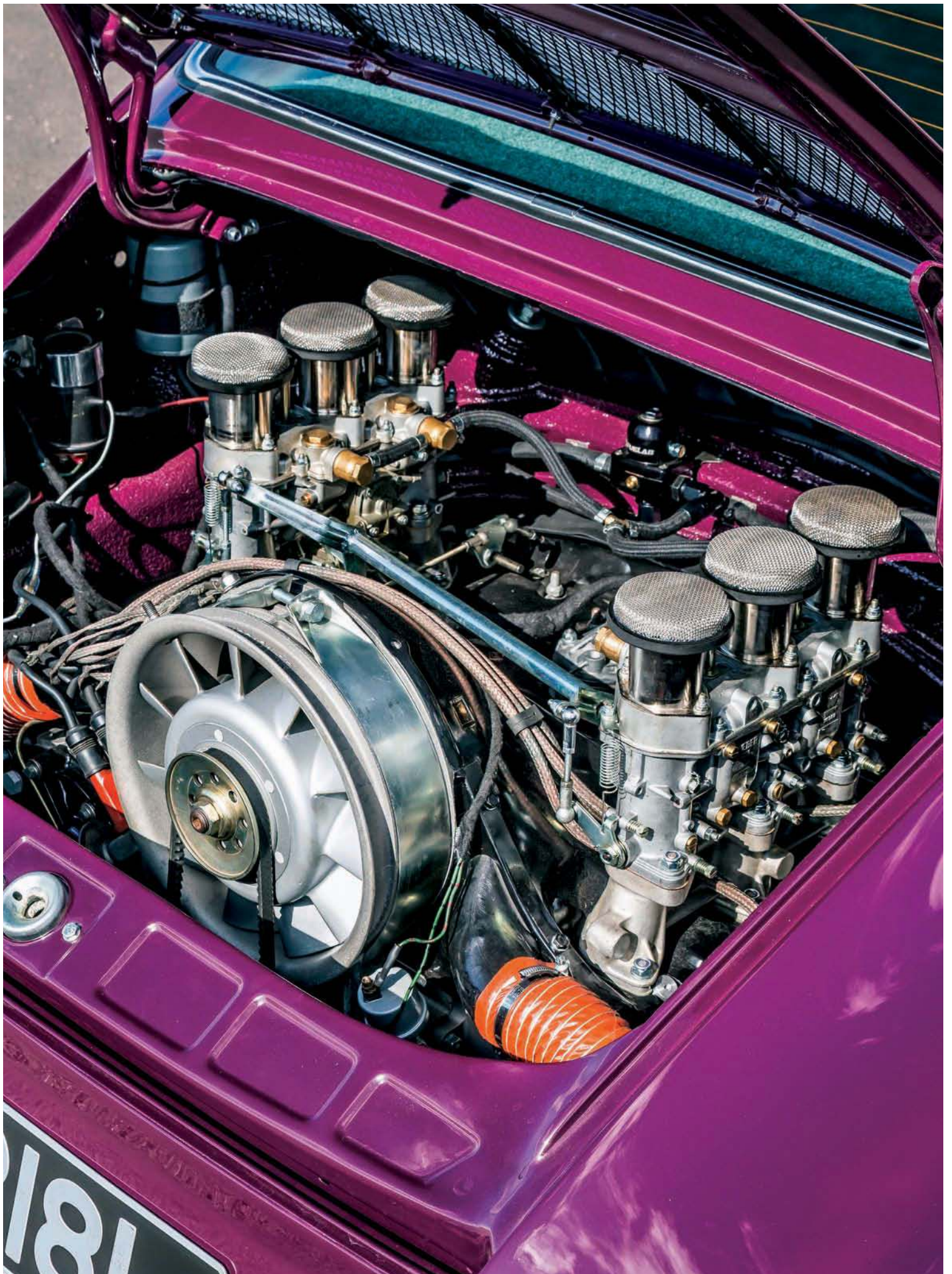
But that uncommon paint colour – one of the subtler hues from Porsche's jelly-bean Seventies paint palette – wasn't

“A VERY TIGHT 1970s SPORTS CAR STYLE, AND I LOVE THAT...”

Above: The latest project from Oshe is full of subtle details that give it a classy yet classic look

Below left: 'We don't build stock cars,' says David Lane, founder and CEO of resto-mod specialist Workshop Seventy7. 'It's easy to keep doing the same thing, but I don't want our Oshe cars to turn into a kit...'







part of the original plan. With a close eye on auction listings, David picked up an early notification of a tangerine-coloured US-import 911T around 18 months ago. Running, driving and with an MOT, it had enough boxes ticked to follow up on straight away and the owner, surprised to get a call within seconds of the advert going live, seemed clued up and helpful. This was a good sign.

'I took a little time to think about it and, when I called him back 20 minutes later he'd had three other calls about the car,' says David. 'Luckily he was keeping it for me, as I had phoned first. With at least three other people knocking on the door, it looked like a good car at a good price. So I caught the train down to Hastings and drove it back here the next day, with absolutely no problems.'

A long life on the road hadn't been overly unkind to the coupe. It had the usual body patina and spliced wiring of a well-used classic, and some period-style add-ons including RS replica seats and black Porsche decals along the top of the sills. But it also hadn't been a dry-state car before crossing the Atlantic and, out of sight, British weather had furthered some of that decay. Taken back to bare metal, the 911 revealed rot in the

doors, kidney bowls, bulkhead and scuttle, as well as underneath the rear seats. And that wasn't the only surprise it had in store.

'The more we stripped it down the more evident it became that the car had been Aubergine originally. It was a good job, you couldn't see any traces of it apart from behind one of the

grommets in the bulhead and overspray in the doors. But we were more surprised by the amount of rust – it had a multitude of sins behind the paint,' David recalls.

'I spent a few days agonising over whether or not to take it back to Aubergine, which wasn't really the du-jour colour it's become in the last six to 12 months. Going back 18 months ago it was a bit of a gamble, not knowing

whether anybody would want one in that colour.'

Bringing that decision to life was an easier process. As well as expanding its in-house facilities, Workshop Seventy7 has close relationships with a trusted group of partner companies. The bodywork, as with Zero2, was undertaken at race and supercar specialist paintshop Normandale in

Above: From behind you could be forgiven at first for thinking this is a tastefully done restoration, but the bark of the exhaust note soon suggests otherwise

“AUBERGINE WASN'T REALLY THE DU-JOUR COLOUR...”

Below left: Bespoke exhaust system made by Oliminium not only looks good but sounds good, too. Classic style is emphasised by touches of chrome

Below right: 7x15-inch Braid RSR wheels are wrapped in Toyo T1-R rubber



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Daventry using a slightly darker shade of Aubergine than Porsche applied at the factory. A distinctive choice, but the gamble has inarguably paid off.

Not all of the contents of the Certificate of Authenticity had aged as well. The original owner had specced a beige leatherette interior, replaced here with a less divisive and more luxurious black-on-grey. Built as a tourer, the 911 is fully carpeted and fitted out with redesigned Cobra Stuttgart seats, featuring raised central bolsters and a retrim in soft Muirhead leather, matched to the three-spoke aluminium-centred Momo wheel and dashtop.

Some of the subtlest details inside are easy to miss. The door pulls are hand-made from timber, designed to work as an arm rest and were trimmed in-house, while the 917-style gear knob atop the short-shifter is made from recycled skateboard decks and colour-matched to the bodywork. All of the instruments were hand-refurbished at

Workshop Seventy7, while SSI heat exchangers mean it's all-year usable, too – an aspect David was keen to retain.

Where appropriate, the original car is carefully preserved. The 2.4-litre engine is numbers-matching, and even easier to justify keeping as it has the same strengthened magnesium 7R crankcase as the '73 RS. Of course, it's been treated to the same care and attention as the rest of the car – stripped and vapour-blasted before being rebuilt by the team at Workshop Seventy7.

Doing so gave an opportunity to step up the driveability a little further. The North American market K-Jetronic fuel injection has been replaced with a pair of Weber IDA carbs more in line with the European specification, while Crane cams up the power a little further. Behind the rear panel, the crossover four-can exhaust was built by Oliminium and matches the system on Zero2 in all except bore size. It's inspired by a lightweight Jaguar E-type,

Above: The Aubergine paintwork really stands out – it was a brave decision to paint the car this colour but the end result is stunning

“SOME OF THE SUBTLEST DETAILS INSIDE ARE EASY TO MISS...”

Below left and right: Interior features redesigned Cobra Stuttgart seats, with raised central bolsters that are trimmed in soft Muirhead leather. Momo steering wheel adds a classic touch





Above left to right: Underbonnet (boot?) detailing matches that seen throughout the car; 917-style gear knob was made in-house and colour-matched to the car; 2.4-litre 'T' engine is fed by a pair of 40IDA Weber carburettors

rotated horizontally and emerging under each side of the number plate. The end result is an eagerly-delivered 175bhp and a moreish soundtrack to suit.

'It's the right kind of loud – it's a Goldilocks system. You can start it up and not annoy your neighbours, but car boys and girls are gonna see and hear it and acknowledge it. So that's kind of cool,' says David.

Having been restrained with the power output, there was no need for extensive and ride-wrecking chassis upgrades to cope. This was the first pre-'74 911 to be fitted with KW Variant 3 adjustable shocks, while steering and cornering responses are tightened further by selective polybushing of the powder-coated and zinc-plated components underneath.

In turn, the 5.5-inch Fuchs it came with wound up tucked under the arches during the build, while David came up with a solution for the laid-low coupe. It's a classic combination; 7x15-inch Braid RSR wheels wrapped in Toyo T1-R rubber, with RS-spec ATE brakes behind, making this a confidence-inspiring lightweight driver's car for the winding route home, or a laid-back tourer for long-distance hauls.

'It's only 1080kg wet, so it's not heavy at all,' continues David. 'It's got a lot less power than Zero2 but, because it's so light, it's a lot of fun to drive. You can really crank it and keep your foot planted, so it feels really lively and quick.

You're constantly trying to make this car go as fast as it can, without worrying that it'll let go. That's part of the fun.'

Perhaps even more fun than he'd expected. Since Zero5 was finished earlier this year, it's spent the summer show season accompanying Zero2 as a sign of what the Workshop Seventy7 team is capable of, but it's also being used as it should between static outings. That now trophy-winning style, and the playfulness of the drivetrain and chassis is becoming a hard all-rounder to part with.

'You can end up sweating over the details and sacrifice the best part of a car like this, which is driving and owning it, so I'd like to do that for at least a year,' he says. 'So it's done and I should sell it, but I had the two cars parked next to each other at Early Edition this year, and I was struggling to choose between them. One is bigger and stronger, the other is a very pretty almost stock-looking coupe. It would be hard to let either of them go.'

One thing is for sure, though, no matter which of the two leaves the stable, it should have no problems finding a home. From wide-arched hot rods to enigmatically-hued stock-looking coupes, Workshop Seventy7 is developing a strong track record of being one step ahead of the ever-changing world of automotive fashion. It's a solid foundation for wherever the business goes next. **CP**

Below: Workshop Seventy7 enjoyed the challenge of building a narrow-bodied car at a time when most seek the wide RSR-inspired look



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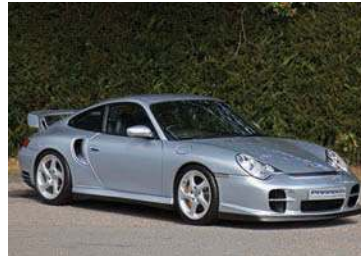
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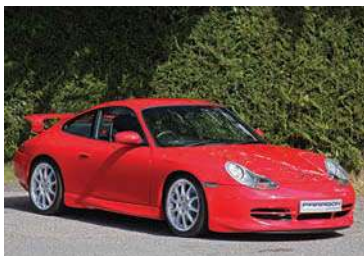
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What's happening in the classic Porsche world...

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TORQ THRUST REPLICAS FROM GROUP 4 WHEELS

For many years, the classic American Racing Torq Thrust wheel has been a favourite of racers and hot-rodders alike, but their rarity in Porsche fitment and offset has made them a high-dollar item, especially the super-light magnesium version.

Well, there's good news for anyone who's seeking that classic 'sports purpose' period SCCA look as Group 4 Wheels have announced the release of two new wheels that replicate Porsche-fitment Torq Thrusts: the TT1560 and the TT1570.

Cast in high-grade aluminium, they're both 15-inch in diameter, the former being six-inches wide with an ET (offset) of 36, the latter a special seven-inch version with offsets of either ET 23 or 32.

The ET 32 offset is designed to allow the wheel to fit under the rear of narrow-bodied cars without the need for juggling around with spacers, as is the case with the classic Fuchs 7R rims. The ET 23 shares the offset of the standard 7x15 Fuchs wheels, so will be suitable for use front and rear on most LWB 911s.

Finished with a sand-blasted centre and turned lip, the new wheels will be competitively priced, roughly in line with current Group 4 wheels, and are due for release in March 2020.

More information visit www.group4wheels.com



'BACK TO THE FUTURE' WITH CLASSICS AT THE CASTLE 2020!



It's the news we've all been waiting for: Classics at the Castle is back for 2020! Yes, after a two-year hiatus, the much-loved classic Porsche show, this year tagged 'Back to the Future', is returning to the calendar at the beautiful location of Castle Hedingham on the Suffolk/Essex border.

Organised by the original crew of Fred Hampton, Simon Bowrey and Jamie Richardson, the event promises to bring together a wide range of classic pre-1974 Porsches, from the earliest 356s to the most revered of Porsche race cars, with all models in between. Past events are fondly remembered for their low-key, friendly atmosphere, with no concours judging, no infiltration from Porsche SUVs and EVs – just a fine collection of great cars and famous names from the Porsche world.

This is what the organising trio has to say: 'In response to encouraging requests from the many longtime fans and supporters who were disappointed when the twelve-year annual presentation at Hedingham Castle of the Porsche Classics at the Castle meeting came to an end, we are, following a positive response from Jason Lindsay of Castle Hedingham, pleased to

announce that the event will make a comeback at Hedingham Castle on Sunday, 17th May 2020.

'The 2020 revival event is an independent production by the Castle and the originators responsible for the very first meeting twelve years ago, and will follow the original concept by featuring only the KG-badged Porsche road and competition models, built between 1948 and 1973, in the same, low key scenario as previously.'

So, make a date in your diary now. Castle Hedingham is located just off the A1017 Yeldham Road, Sible Hedingham, near Halstead in Essex.

If you have an interesting car – maybe a Porsche race or rally car, or a rare limited edition – then please drop an e-mail to the organisers at derfphantom356@gmail.com or you can e-mail us here at *Classic Porsche* on classicporsche@chpltd.com and we'll pass on your details.

Keep your eyes peeled for more details by checking out the event Facebook page: www.facebook.com/porscheclassicsatthecastle/

RENNSPORT COLLECTIVE

In their own words, the Rennsport Collective is not a club. It doesn't have a headquarters. There are no joining fees or subscription packages. It's a movement, a coalition, a belief in, and an enthusiasm for, Porsche's motor racing exploits – an enthusiasm that has led each member to the purchase of a motorsport-inspired car manufactured by Porsche.

July 2019 saw the inaugural gathering of The Rennsport Collective come to life, with one day spent pounding around Donington Park on an unrestricted private trackday, followed by a second day for the public to see this curated collection of cars at Donington Hall. If you came to the event, you'll know how great it was – if you didn't, check our coverage in issue #65 to see what you missed.

In their own words: 'There was lots learnt from the inaugural event. We aim to take all the positives and the lessons learnt to put together another event on Saturday, 8th August 2020. We will update with more details soon, but our website is the best place to discover what we have planned next. If you have a particularly special Porsche Motorsport-inspired car, please contact the Rennsport Collective via the website.'

www.rennsportcollective.com



FEUER! FEUER!



Introducing *Das Feuer* – an all-new event for Porsche Club members! Porsche Club Great Britain is delighted to formally announce the latest date for your events diary. *Das Feuer* is a members-only event that will bring together a rare selection of Porsche's historic road and race cars in a unique and previously unseen setting.

The name *Das Feuer* is derived from the choice of venue, the Fire Service College in Moreton-in-Marsh, where a series of industrial backdrops including architectural ruins, burnt out planes and a mock motorway – currently used to train fire fighters from around the world – will provide an extraordinary landscape in which to display some of Porsche's most fabled and coveted machinery.

Das Feuer will take place on Sunday 22nd March. Available only to PCGB members, tickets are priced at £12.50 per person, with designated Porsche parking included. Further details will be available on the club website www.porscheclubgb.com



RIP CRIS...

Just as we were preparing to go to press, we were saddened to hear of the passing of Cris Huergas, one of the founders of the legendary R Gruppe in California. Our condolences to Cris's family and friends...



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LUFT #7 HEADS EAST... DDK SWAPMEET 2020



Photo: Jeff Zwart

It's official! After years of pressure to give the 'right side' of the USA a chance to join in the fun, the organisers of Luftgekühlt – the hot new-wave classic Porsche gathering – have announced that the next edition (#7, would you believe!) is moving across to the east coast.

The event, details of which are traditionally kept 'secret' until close to the date, is scheduled to take place on 31st May 2020 at a location to be announced at a later date. All we know is that you can be sure it will be held at a pretty funky venue and will feature some of the greatest Porsches you'll ever see displayed in a unique and imaginative way. If you want to find out more, you'll need to sign up to the mailing list by heading to:

<https://luftgekuhl.com>



Following the success of last year's inaugural event, Greatworth Classics is hosting the second annual DDK Swapmeet at its premises near Banbury in Oxfordshire on Sunday, 8th March 2020.

The event was set up to replace the much lamented Husborne Crawley swapmeet, which for years had been the go-to gathering for anyone searching for parts for their Porsche – or to off-load those growing piles of post-project parts onto another deserving enthusiast!

Last year's event was a hit and the demand for a re-run was enough to get Angus Watt, owner of Greatworth Classics, to agree to hosting the event once again. 'Come along to catch up with fellow Porsche fans,' he says, 'and have a coffee and a bite to eat. Browse and buy those crucial last bits to complete your project – or book a trader's pitch and start clearing that garage!'

For further info or to book your spot, call Angus Watt on 01295 812002. angus@greatworthclassics.co.uk

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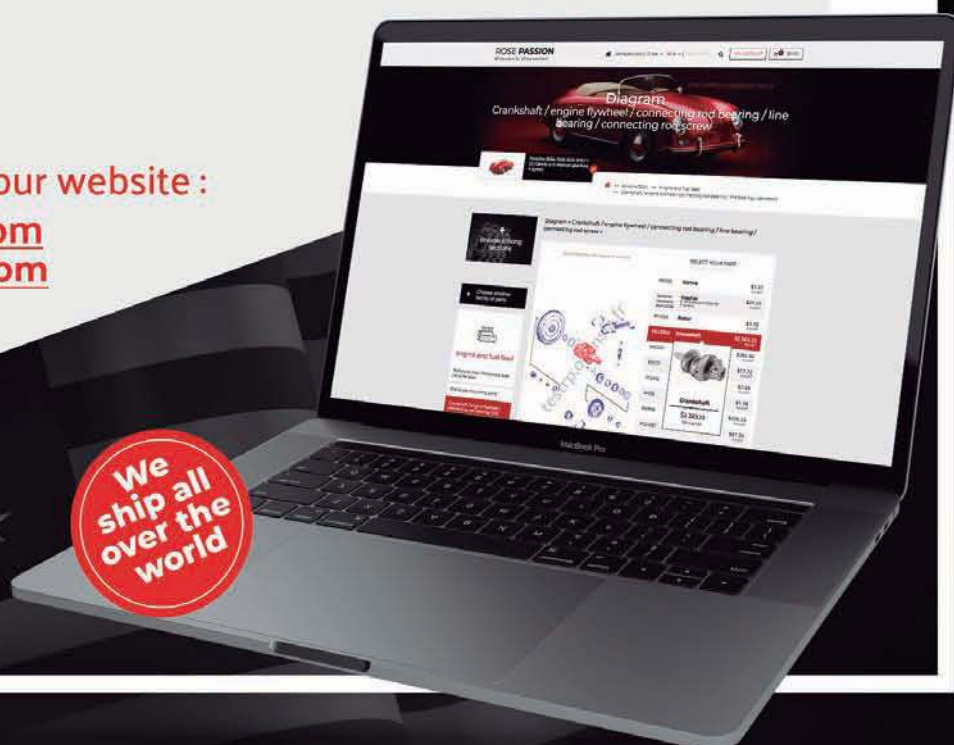
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DELWYN MALLETT

MALLETT GETS HIMSELF EMBROILED IN RED TAPE WHEN HE DISCOVERS THAT HIS RIGHT-HAND DRIVE SPEEDSTER IS NO LONGER SHOWING ON THE DVLA COMPUTER RECORDS...

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...



Reading Robert Barrie's piece on the 'British' 904s in the last issue of *Classic Porsche* brought back memories of the 'one that got away' – the Martin Hone, Opposite Lock Club car that I nearly bought in the early '70s. Well, I have to confess that 'nearly' as an adjective is well wide of the actuality. Desperate though I was to own a Porsche 904 I couldn't persuade my relatively new wife that chopping in my BMW (the only way that I could afford it) and using a 904 as an everyday car was a sensible option! She was, of course, right.

Carol had already endured several drafty winters in my everyday driver Speedster and we had only recently graduated to a nice warm BMW 2002 saloon, so she was in no mood to give up its comfort. I'd spotted the 904 for sale in an ad at the back of the *American Road & Track* magazine and was surprised to see that the car was actually for sale in Birmingham – England, not Alabama.

My *R & T* was already a month out of date when I got it but I thought a phone call was worth a go. Still for sale, I was told that it could be mine for '1500 quid – complete with a trailer and a spare set of wheels and tyres.' Quite a few sleepless nights were spent trying to work out how I could raise the cash and keep the BeeEm but the maths simply didn't compute. As Robert said in his piece, the 904 went Stateside. And I sulked.

Around the same time I also optimistically posted a note on a 904 parked in London's Brompton Road enquiring if for sale please contact, etc. It was white if I remember correctly. There was no response so I didn't have to torture myself again.

The ex-Dickie Stoop car returned to the UK after a prolonged circumnavigation of the globe and I see that it has been reunited with its original YOU 4 registration, which has to be a stroke of good luck. I'm currently

embroiled in a struggle with the DVLA over the registration number on my RHD Speedster, which I have owned continuously for over 50-years.

In early December an e-mail pinged into my inbox from a friend drawing attention to an impending change affecting registration numbers held on 'retention'. Although I did not have any retained numbers it prompted me to check on a few of my 'grounded' classics, several of which had not received the current red V5c documents. The DVLA site confirmed that all but one was on the database – which was reassuring – but ominously and

worryingly my most cherished car resulted in a 'Vehicle details could not be found' message when I checked.

Fearing that my 99 ELB might be somehow sucked up in the DVLA's Hoovering job, I was soon on the blower to Swansea. Before getting too deep into the ensuing saga I must stress that all three of the individuals that I spoke too were extremely courteous, patient and helpful. Helpful, that is, within the constraints of a bureaucracy that suppresses common sense and compromise when confronted with the obvious.

Having explained that I have a number of cars and a couple of motorbikes that had somehow evaded the issue of current V5cs – including one that although legally mine somehow didn't have my name on the document – it proved all relatively straightforward. I left 99 ELB until last. This required being put on hold while my contact consulted 'a colleague'.

Explaining that I had owned the car continuously for over half-a-century and that I had no idea how or why or when it had dropped off the

database, I was told to send in the out of date V5 and a cheque for £25.00. This I duly did and sat back and waited. The New Year's post arrived with a cascade of brown envelopes, each with a new V5c – but one for 99 ELB was conspicuous by its absence.

A few days later a lonely brown envelope arrived. Aha! thought I. A new V5c. Inside I found my cheque but nothing else. No covering letter and no registration document. Back on the phone to yet another DVLA clerk, I felt myself being sucked into a sort of Kafka-esque vortex of red tape.

'Have you got the original bill of sale?' No. I bought it 50-years ago. 'Have you got any other documentation?' Like what? 'An old V5'. No – you've got it and didn't return it! 'Oh.'

Eventually, my side of the debate foundered on the rocky shore of bureaucratic inflexibility. The outcome was that I have to fill in a V765 form and a V55/5, get verification from the Porsche Club that my car is what I'm

claiming it to be and ignore the apparent contradictions between forms.

Curiously there's no mention of the £25.00 fee I was originally told to send!

The ultimate tribulation is that the application forms have to be sent to the K & R Team – Kit cars and Replicas, for heaven's sake! This for my totally original and extremely rare RHD Speedster! I've even considered sending my special edition Corgi model of the car complete with its 99 ELB number plate as a bribe but that might complicate matters more as Corgi inexplicably describe it as a 356B on the box. **CP**



Things seemed so much easier before the DVLA went computerised. 99 ELB's old logbook

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ROBERT BARRIE

ROBERT DISCOVERS THAT RENEWING A HISTORIC TECHNICAL PASSPORT FOR AN EARLY 911 IS NOT AS STRAIGHTFORWARD AS YOU MIGHT THINK. IN FACT HE FOUND THE PROCESS EXHAUSTING...

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



It was time to renew the Historic Technical Passport on an early 911. A simple enough task, you might think. Read on! The HTP – or, as it's more popularly known, FIA papers – confirms the car corresponds to a period spec and allows it to compete internationally. It's more or less mandatory for any serious form of historic racing. The complication in this case is a change concerning early 911 exhausts. The required manifolds are now the ones in the model's homologation papers. That is as it should be, perhaps, but not what it has been.

The homologated manifolds have not been needed until now. The car I was working with was compliant when last inspected, but not any more. I don't recall any consultation on the subject or any announcement. To be fair, I cornered a relevant FIA official at a race meeting last season and he was as helpful as he could be under the circumstances. More to the point, I've never seen a set of the original manifolds and I doubt anyone has ever raced with them.

There's a very good reason for their rarity. It seems they were only fitted to a small number of the very first cars. The relevant homologation papers are dated late-1964 and the manifolds changed early in the following year. It's an unusual situation, but it's not unique.

There are recognised anomalies and errors in many other papers – I am not sure anyone expected us to be looking at them some fifty years or more later. So, what is to be done? The solution is to amend the papers.

Appendix K – the encyclopedia of the rules and regs of historic racing – needs to carry a clause permitting alternative period-correct manifolds. That will take us back to where we were before and where we have always been. The FIA have said they will listen to evidence on the subject. We might get there in the end, but it's unlikely to be soon. For now, if you need an HTP you will also need a set of manifolds.

The search was on. I found some repro manifolds with heat exchangers in Germany. They would suit an accurate 901 restoration, but they weren't right for a race car. I couldn't find anything else and so decided to make my own. When I say make my own, what I really mean is ask the nice people at BTB Exhausts in Daventry to make some for me.

Obviously. We studied the blurred picture in the homologation papers that

constitutes the pattern and noted the end-point dimensions. They then set about coming up with something suitable. I dropped the car off and, after a short interval, came away with some new manifolds fitted. They look great.

They run straight back from the heads to the silencer in short and rather unequal lengths. I retook the relevant pictures on the HTP application and resubmitted it. I'm almost certain the manifolds were accepted. I can't be completely sure, because the application was turned down for other reasons. Are we having fun yet?

Let's assume the application is approved in due course, the question will be what to do with the manifolds. Initially, I planned to take them off, fit the

more familiar, but still period-correct, type required by the 2-Litre Cup regs and get the car ready for next season.

Incidentally, if the idea of fitting some parts to get the paperwork needed to go racing before taking them off and fitting some others when you actually go racing strikes you as odd, then historic racing is probably not for you. Not only is it odd, of course, it's also quite expensive.

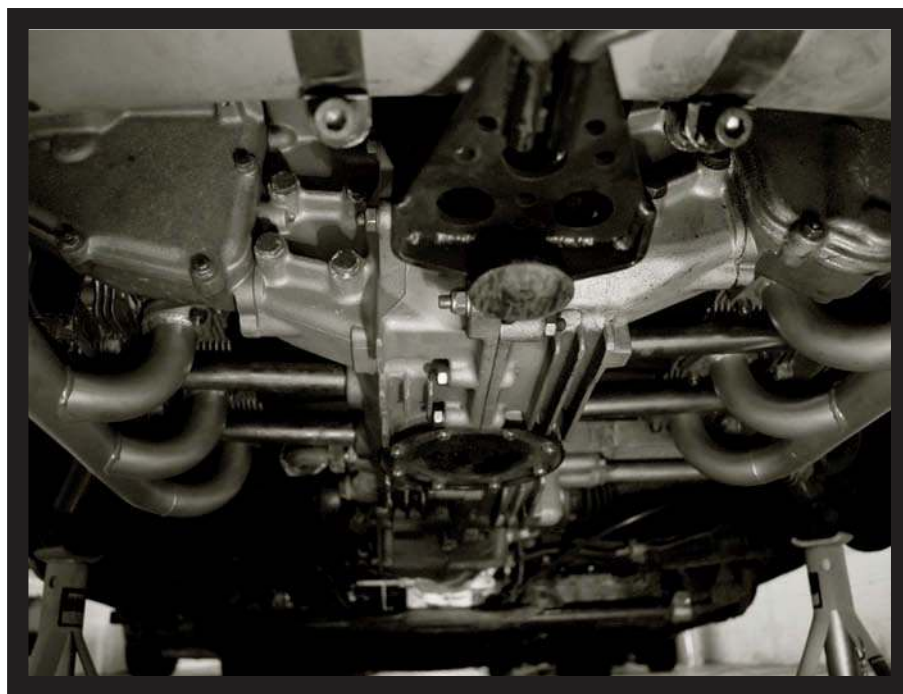
I have almost worked this out, but not quite. Instead, I have been wondering if the manifolds can be made to work. A short and gentle drive after they were fitted went better than expected. Interesting.

So the new plan is to take the car to a rolling road to see what can be done with some different jetting and a clever silencer. Silencers are free under Appendix K – it seems you can do more or less what you like. Again, if you are looking for the logic in all this then, once again, historic racing is probably not for you.

The other possibility, now the issue has been raised, is that a race organiser might decide early 911s should race with the homologated manifolds fitted. That won't be the case in the 2-Litre Cup, but a well-known circuit in the South East is considering it for one of its high-profile events next season.

I have politely suggested they might like to reconsider and they have politely replied that they might not. It's their race meeting and their call. We'll see what happens when it comes round in the spring – it may be that my rolling road work comes in handy after all!

In the meantime, if you need a set of the new exhaust manifolds, do have a chat with BTB Exhausts. And before you ask, no, I am not on commission! **CP**



A new set of exhaust manifolds to comply were needed to gain a new Historic Technical Passport...

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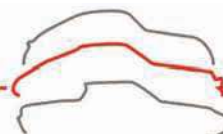
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BERGSPYDER

No Porsche has ever been so simple in concept, yet featured such radical technical solutions as those implemented on the 909 Bergspyder. But despite its technological brilliance, the 909 never won a race, although it remains something very special in the memories of its designers. Porsche's wild child returned to the mountain where it contested its first ever event...

Words: Berthold Dörrich/Keith Seume

Photos: Katja Dalek





Above: Porsche took the Bergspyder back to Gaisberg in a re-enactment of its first competitive outing back in September 1968. Photo gives you some idea of how vulnerable the driver was...

The history of 'mountain racing' is peppered with famous names: Mont Ventoux, Pikes Peak, La Turbie, Rossfeld, Ollon-Villars, Klausenpass, Großglockner... And although ranked lower in the echelons of legendary venues, the Gaisberg near Salzburg is another of them. It was never witness to major dramas. Certainly, as was often the case with almost all major hillclimbs, lesser-known racers died against its rocky outcrops, or after veering off the road into its deep gorges. But its slopes never claimed the lives of any of the great names in racing.

The Gaisberg itself is rather unspectacular compared to the Alpine giants, which can be found a few kilometres further south and climb to over 3000 metres – it barely rises to 1300 metres and is forested all the way to the top. In fact, it was better described using the English term 'hillclimb', rather than the more exciting term 'mountain racing' favoured by those more familiar with the famous Alpine passes.

And yet here on 8th September 1968, what was probably the most uncompromising Porsche racing car ever built made its first public appearance. It would also prove to be its penultimate appearance – in fact, this marked the penultimate appearance of any works Porsche at a mountain race as the era of the Porsche team competing at the big mountain races drew to an end. Porsche had confidently won the championship the previous year and was on track to win it again in 1968, although by then the decision had already been made to concentrate on winning the long-distance sports car world championship title from 1969 onwards.

But back in 1968, and since the regulations governing the European Hillclimb Championships had the previous year dispensed with the requirement for vehicles in the two-litre class to meet a minimum weight, race engineers across all teams began to pay special attention to how the already delicate mountain race cars could be made even lighter.

For Porsche's racing department, reducing all-up weight had been a prime objective since the start of the 1965 season, with British constructor Colin Chapman's mantra of 'adding lightness' being their inspiration. It is said that Chapman's obsession with low weight led him to state 'the best car is the one which breaks just after the finishing line' – certainly his Lotuses had a reputation for fragility unrivalled by the likes of Porsche or Abarth.

Porsche's main rival at this time was, unsurprisingly, the Italian Ferrari team, the Scuderia's red sports cars being the ones to watch on the mountains for several years. Driven by Ludovico Scarfiotti, the V6-engined Dino 206P with its Formula 1 'genes' had been the car to beat since the beginning of the 1965 season while, to add insult to injury, Porsche veteran Hans Herrmann drove an Abarth with some success.

Porsche's 904- and 910-based eight-cylinder cars were to prove too heavy to remain competitive against such opposition. In 1964, Porsche went so far as to buy in lightweight chassis from British-based Elva, to create the Elva-Porsche, a situation which, it is said, didn't please the incoming Ferdinand Piëch. After all, it was tantamount to an admission that while Porsche's race shop could build



engines, it couldn't build a good chassis.

Piëch took up his role as head of development for Porsche racing in 1965. With his meticulous attention to detail, he encouraged his employees to build the lightest possible car to tackle the hillclimb championship. 'We went further in mountain racing than aerospace,' said Piëch in an interview. At a time when the Americans were preparing to land on the moon, Piëch boasted that the springs used on his mountain racers were made of titanium, whereas the wheels of the moon vehicles were still only made of steel...

By 1967, Porsche had become more competitive with the 910 Bergspyder, which weighed in at a modest 500 kilos, and by the end of the season the Spyder is said to have weighed just 419 kilos, having been placed on a diet by its creators. But there was more to come. Local spectators attending the Gaisberg hillclimb in September 1968 paid relatively little attention when Porsche rolled out two completely new racing cars alongside the tried and tested 910. Hermann Schwarz, editor of the book '90 Years of the Gaisberg Race' recalls: 'At the time, the paddock was in the Porsche yard right next to the Salzburg train station. We went there as boys to look at them but to us the 909 was just another Porsche racing car.' You couldn't tell from looking that the 909 weighed just 385 kilos – a 'fighting weight' that no Porsche has ever undercut.

The fact that nobody paid the 909 much attention is no

surprise as Porsche hadn't made any fuss about the new car ahead of its race debut. The low-key nature of the 909's presentation served to disguise the many technological tricks that Piëch and senior race engineer Peter Falk had incorporated in the design in an effort to redress the balance of power between Porsche and its rivals. Strictly speaking, by this time Ferrari was no longer the dominant force in the series and it is arguable that the 909 was a way for Piëch to test some of his more radical ideas ahead of the new season.

In retrospect, Peter Falk confirms that this was indeed the case: 'On the one hand, the engineers always wanted to try out their ideas, and to make the most of the technical possibilities. On the other hand, the Porsche 917 was already in development in the summer of 1968, by which point it was already clear that it would not be suitable for events such as the Targa Florio or those held at the Nürburgring, hence the need for a small, manoeuvrable sports car.'

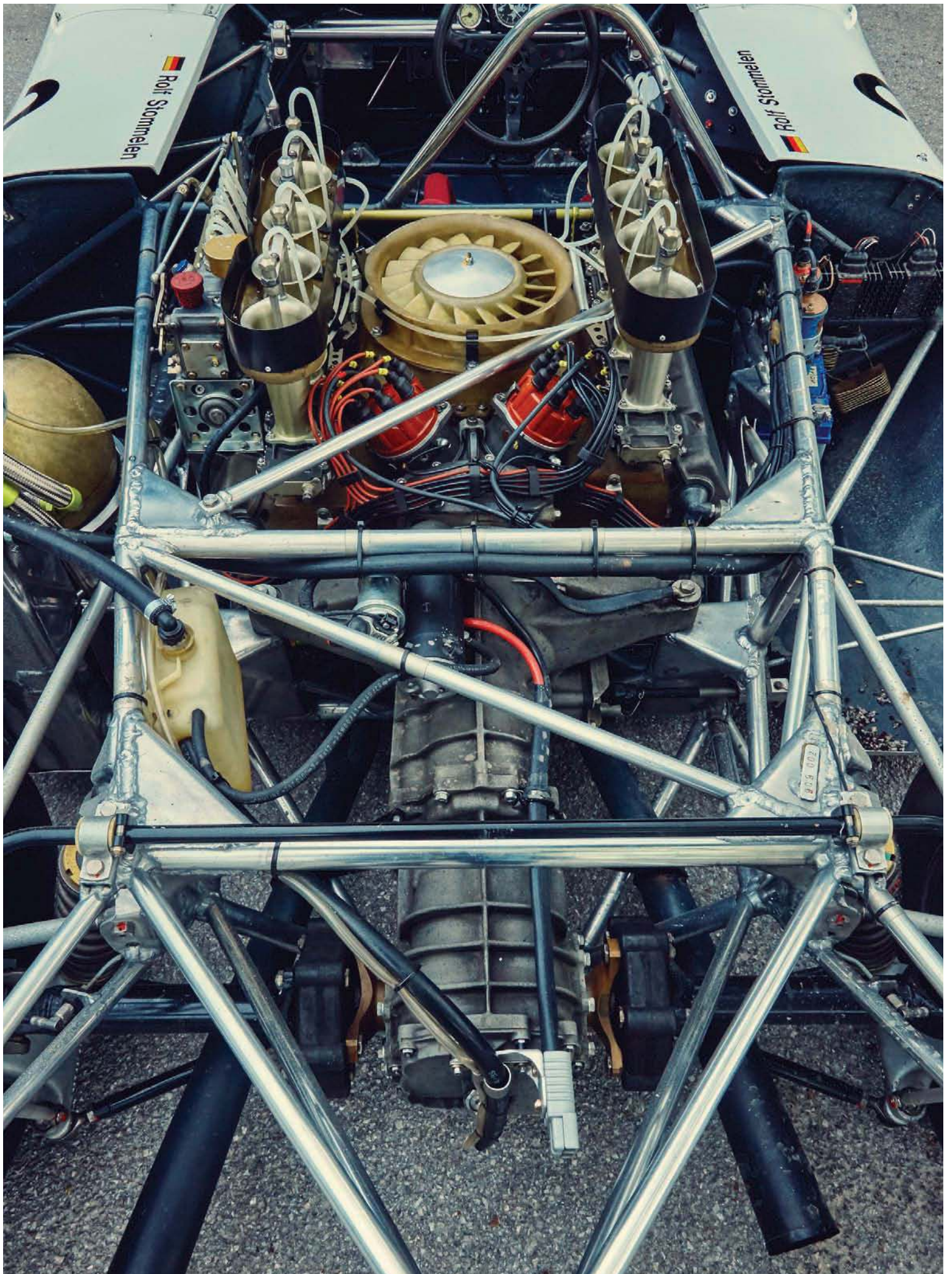
The European Hillclimb Championship with its comparatively relaxed regulations offered the opportunity to test more radical ideas under race conditions. Perhaps the fact that the successful 910 Bergspyder originally started life as a circuit racer meant it had never been developed in the way that Piëch had in mind. Something more had to give! At the end of the 1968 season, the 909 emerged as the most

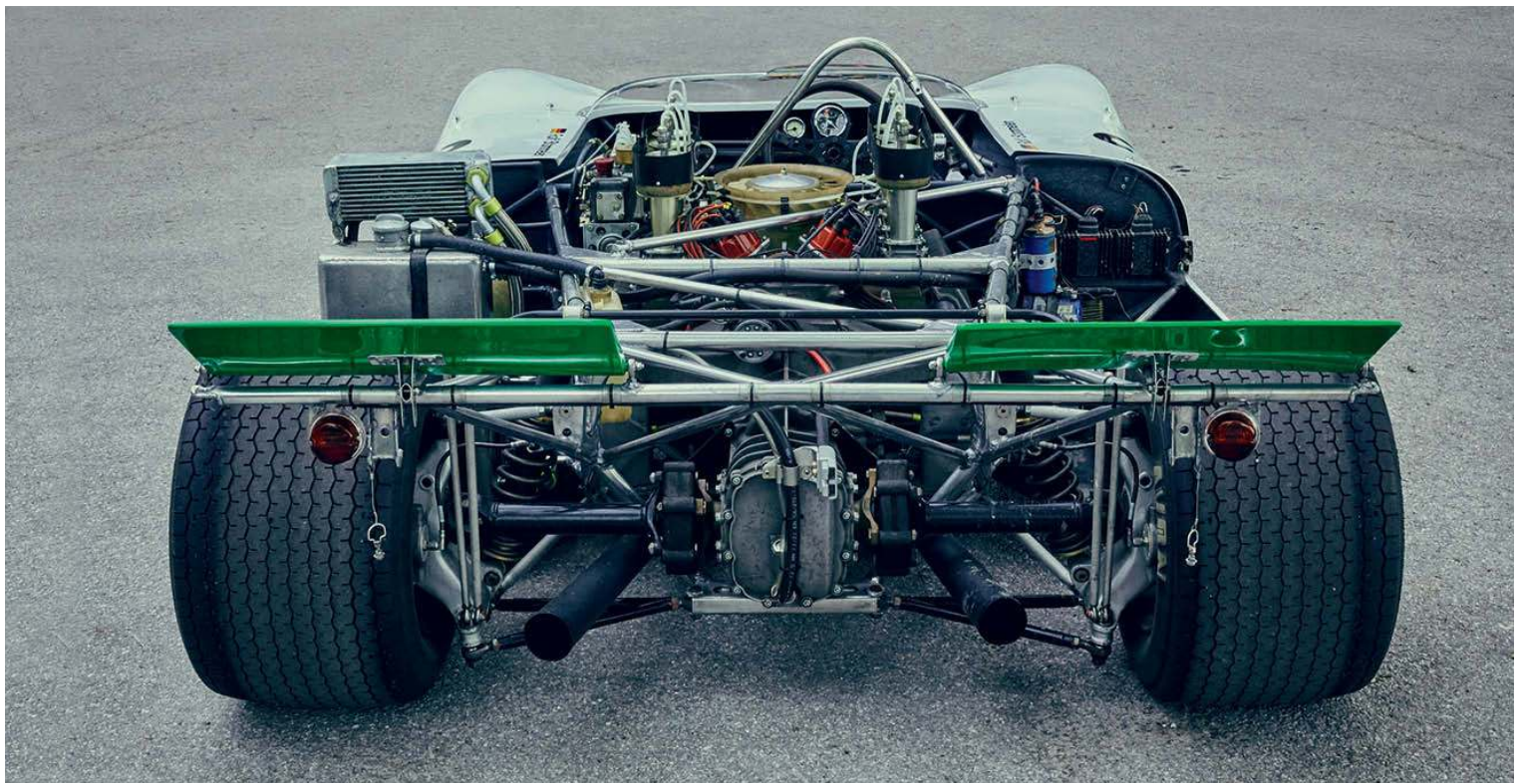
Above: Wind-cheating profile combined with ultra-low weight helped give the 909 Bergspyder a competitive edge, although sadly it was never a race winner

Opposite: Engine is a Type 771 2.0-litre flat-eight producing 275bhp at 9000rpm. Note the differential unit is placed at the rear of the gearbox, to move engine further forward

Below left to right: Gaisberg hillclimb celebrated its 90th birthday last year; Ferdinand Piëch was the driving force behind the 909 project; Rolf Stommelen finished runner-up to team mate Gerhard Mitter in 1967 and '68







radical racing car ever built by Porsche. The fact that it never proved particularly successful is, in retrospect, mainly due to the fact that, with its numerous innovations, the 909 never benefited from sufficient test and development time.

It was, though, an intriguing design in so many ways, compared to the 910. In order to put more weight on the front wheels, the engine/gearbox unit had to be moved forward significantly. The designers succeeded in doing this by placing the differential behind the gearbox. The driver then sat in the car as far forward as possible, a design which became customary later in many racing cars but with little regards to driver safety.

In the event of a collision, the legs and feet protruded beyond the front axle and were surrounded by a paper-thin GRP body – a layout which is quite unthinkable today. Incredibly and ‘completely without cynicism’, as he notes in his autobiography, Piëch saw the advantages of this layout in his mind thus: ‘If you have your feet so far forward, you will make every effort to avoid an impact.’

Instead of using traditional coil springs, Peter Falk designed the front suspension with an extremely light

titanium Z-shaped torsion bar, which allowed fine adjustments to be made. It was all part of the plan by which Piëch encouraged his team to work at unbelievable speed in the pursuit of saving weight. Klaus Bischof, later head of historic motorsport at Porsche, who was a young mechanic at the time, remembers: ‘After the (909) was completely

assembled, Piëch asked us to completely disassemble it and spread everything out neatly on white sheets. He then checked with a magnet to make sure that no part, no screw, nothing was made of steel. Since we knew how pedantic he was, we made sure we paid attention to everything. Or so we thought. The casing of the oil pressure gauge turned out to be made of steel and had to be

replaced immediately with a plastic one – then we threw the instrument away altogether because the drivers didn’t look at it in the race anyway!’

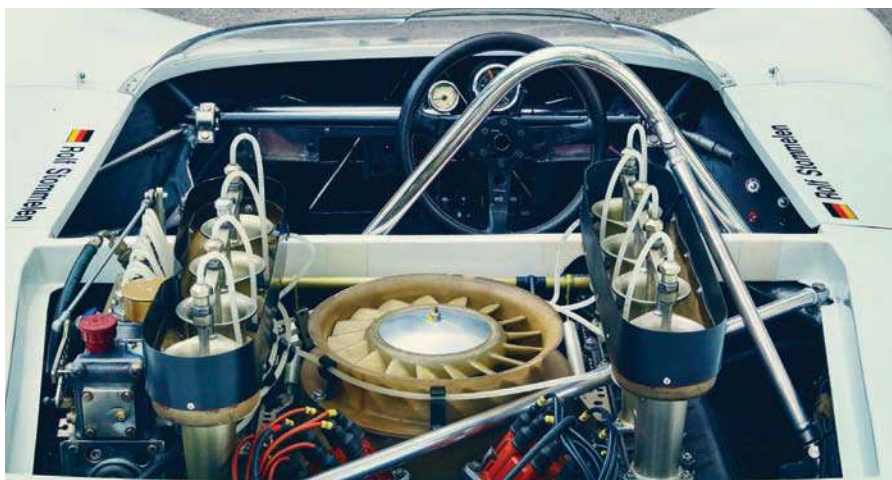
Porsche had increased its factory line-up to three drivers for the 1968 season: Gerhard Mitter and Rolf Stommelen had already become rivals in the Porsche team on the mountain

**“HE CHECKED TO
MAKE SURE
NOTHING WAS
MADE OF STEEL...”**

Above: Lightweight aluminium frame could be picked up by one person, while the glassfibre body panels were paper-thin

Below left: Vestigial rollbar offered minimal protection in the event of an accident – but weighed little...

Below right: Spherical fuel tank was pressurised using a football bladder, but the system proved troublesome. Without Piëch’s permission, the mechanics installed an electric pump (just visible to the left of the tank) to solve fuel delivery problems



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courses for some time and fought closely. How close the two were to each other had been proved the previous season, when they ended up with the same number of points. Mitter had only become European champion due to better placings.

For Piëch this was obviously not competition enough – he seemed to want total dominance. There is no other way to explain it, as Porsche also hired the previous season's Ferrari star driver Ludovico Scarfiotti for the '68 season and thus competed with three factory cars. One can only imagine what reaction this coup must have triggered at Modena...

However, when the Porsche team arrived in Gaisberg in September 1968 in the warm late summer weather, the line-up had been tragically reduced to two drivers. Scarfiotti unexplainably went off the road in testing for the second race of the season at Rossfeld and died when his Porsche 910 broke up after hitting trees 50 metres below the course. After intensive investigations it was decided that the accident couldn't be

attributed to a material defect as a result of the Porsche's extremely lightweight construction. Had that been the case, who knows if the 909 would ever have been raced?

For the first practice runs, the two brand new 909 Bergspyders were lined up at the start in Guggenthal, Mitter's 909-001 bearing the number 95T and Stommelen's 909-002 the number 96T. The 'T' signified that the cars were used for 'training' – in case the 909s didn't perform as expected, Porsche had brought two 910 Spyders (wearing the start numbers 95 and 96), which had proved to be reliable and dominant so far during the season. This was also an obvious opportunity to determine their real potential in a direct duel with the 909.

'Mr Mitter judges the car to be unpredictable at the limit,' the racing department later noted in its test and calculation report. 'He definitely wanted to drive the 910,' was the conclusion after two training runs. The 909's front brakes locked up and it was very nervous on the bumps on the way

Above: An engine, four wheels, a gearbox and a steering wheel – what else does a driver need? 909 was minimalist in the extreme

“MITTER JUDGES THE CAR TO BE UNPREDICTABLE AT THE LIMIT...”

Below left: 909-002 was driven by Rolf Stommelen at Gaisberg. 909-001 was the car driven by Gerhard Mitter

Below right: Adjustable tail flaps were linked to the rear suspension uprights





Above: It was a brave man who drove the short-wheelbase 909 to its limits. Austrian Le Mans winner Richard Lietz had the privilege of piloting the 909 on its first drive on the Gaisberg mountain course since 1968



Below: Now imagine where the driver's feet are in relation to the front wheels. The consequences of a frontal accident don't bear thinking about. Piëch said 'If you have your feet so far forward, you will make every effort to avoid an impact...'

up the Gaisberg course. In addition, the engine was anything but perfect. Stommelen's car also gave cause for concern during the practice runs, lost traction several times at the start or when shifting from 1st to 2nd gear, and then suffered gearbox problems. Stommelen, nevertheless, decided to use the 909. 'It feels safer in the 909 compared to the 910', noted the Porsche driver. Peter Falk suspects another motive: 'Mitter was always fixated on the result. Stommelen always had one eye on the public image...'

In the end there was no happy ending. For the race on Sunday, the mechanics fitted Stommelen's 909-002 with the engine from Mitter's car, which had proved to be more reliable. They suspected that the engine problems had probably been caused by another revolutionary idea from Piëch's bag of weight loss tricks.

There was no normal fuel tank and pump fitted to the 909. Instead, the fuel was contained in a spherical tank made of titanium into which the bladder from a football was inserted. The tank was filled with the minimal 14-litres required to complete the hillclimb course and the football bladder then inflated, pressurising the tank to between 6 and 10 atu. This dispensed with the need for a conventional fuel pump.

It was an ingenious system, but one which was obviously not yet fully developed – or as Peter Falk describes it: 'The highlight that unfortunately did not become the highlight. An extremely expensive piece that Mr Piëch insisted upon because it was his idea.' The design failed several times

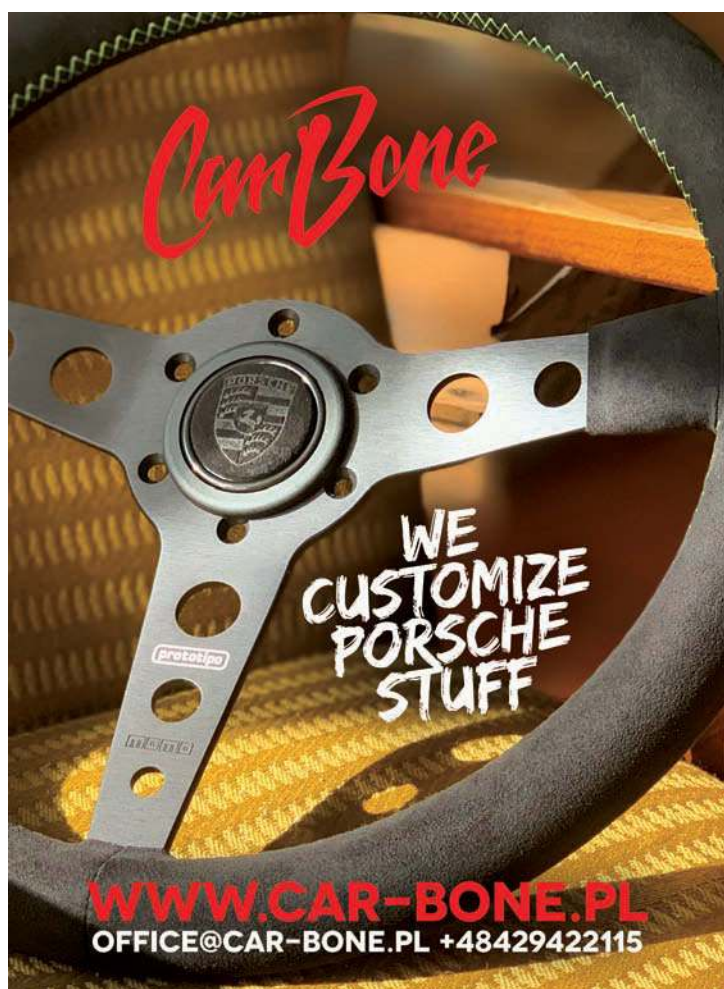
because either a valve on the titanium tank leaked or the rubber bladder was covered in glue preventing the tank from being filled completely.

Even if the suspected problems could not be proven in tests after the race, the system was obviously so dubious in the eyes of the engineers at Porsche that it was never used again after that first run at Gaisberg. In the last event held on Mont Ventoux, Mitter started one last time in 910-034, while the engineers fitted a conventional petrol pump to Stommelen's 909, much to the annoyance of Piëch. Peter Falk remembers: 'Piëch was convinced that his idea had to work, but it was clear to us that we couldn't sort it out in the two weeks between races. We never got permission to install a fuel pump, so that's why we didn't ask for it – we simply went ahead and fitted one.'

The revolutionary 909 failed to win at Gaisberg, or at the last race of the season at Mont Ventoux. Instead, Gerhard Mitter won both races in the 910 and became European Hillclimb Champion ahead of teammate Rolf Stommelen. Ferrari won the European Championship title the following year without serious competition, but by now the days of great duels on the mountain were over.

Porsche turned all its attention to endurance racing – the 917 which debuted the following year was from now the main centre of focus as far as Porsche's racing department was concerned. Only in the extremely successful 908/3 did the spirit of the 909 Bergspyder live on... **CP**





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LIVING LEGEND

A three-year nut and bolt restoration is often a route to fair-weather usage for classic cars, but Ron Harris had other ideas for this '57 outlaw

Words: Alex Grant
Photos: Andy Tipping







Above: Owner Ron Harris has put over 40,000 miles on his 356 since it first hit the road back in the mid-2000s. Ron is not afraid to drive it wherever, whenever...

Preservation takes many forms among classic car owners, but the Porsche community is defined by its polar opposite interpretations of the word. Values might be rising across the board and there are a growing number of bought-as-investment cars disappearing into lockups, but the durability and driver appeal of those early cars is as much a lure as their ability to reap a profit. For every Porsche retired to a climate-controlled lockup, you'll find another still facing four seasons and four-figure mileage in the hands of someone for whom usage is the best way to keep that engineering alive. Usability is a hallmark of the brand.

If you fall into the latter group, then a quality custom build speaks volumes – these are the cars that survive not only the rigours of road use, but the evolution of taste in the meantime without becoming dated. So it might surprise you to hear that this outlaw-styled 356A and the sympathetically-deployed modern technology within it were not only put together in the mid-2000s, but that owner Ron Harris has put more than 40,000 miles of road use on it since. That appeal hasn't dulled at all.

'I had an idea that it would be great to build an outlaw for the road, but with the benefits of modern technology and safety,' he explains. 'It's been a great little car, and a real part of my automotive and personal history.'

A little of that automotive history goes right back to Ron's childhood. Raised in Long Beach, he recalls spending his

formative years spectating at the nearby Lions Drag Strip, promising himself that he'd end up on the other side of the barriers one day. It wasn't to be – family and work commitments put up bigger barriers than the raceway, not least of which taking over his father's sizeable Better Beverages fountain drinks supply business in 1969. By the time he bought a '70 911T, in 1973, child-carrying capabilities outweighed driver appeal enough to cut ownership short, let alone allow time for any upgrades.

It wasn't until 1983 that practical needs softened enough to allow space on the driveway for an irresistibly-priced '65 356 SC. Waiting patiently had laid foundations for a long partnership – 25 years of ownership which would introduce him to the Porsche 356 Club of Southern California, progressing through membership to become president. It would also, by chance, introduce him to this 1957 'A'.

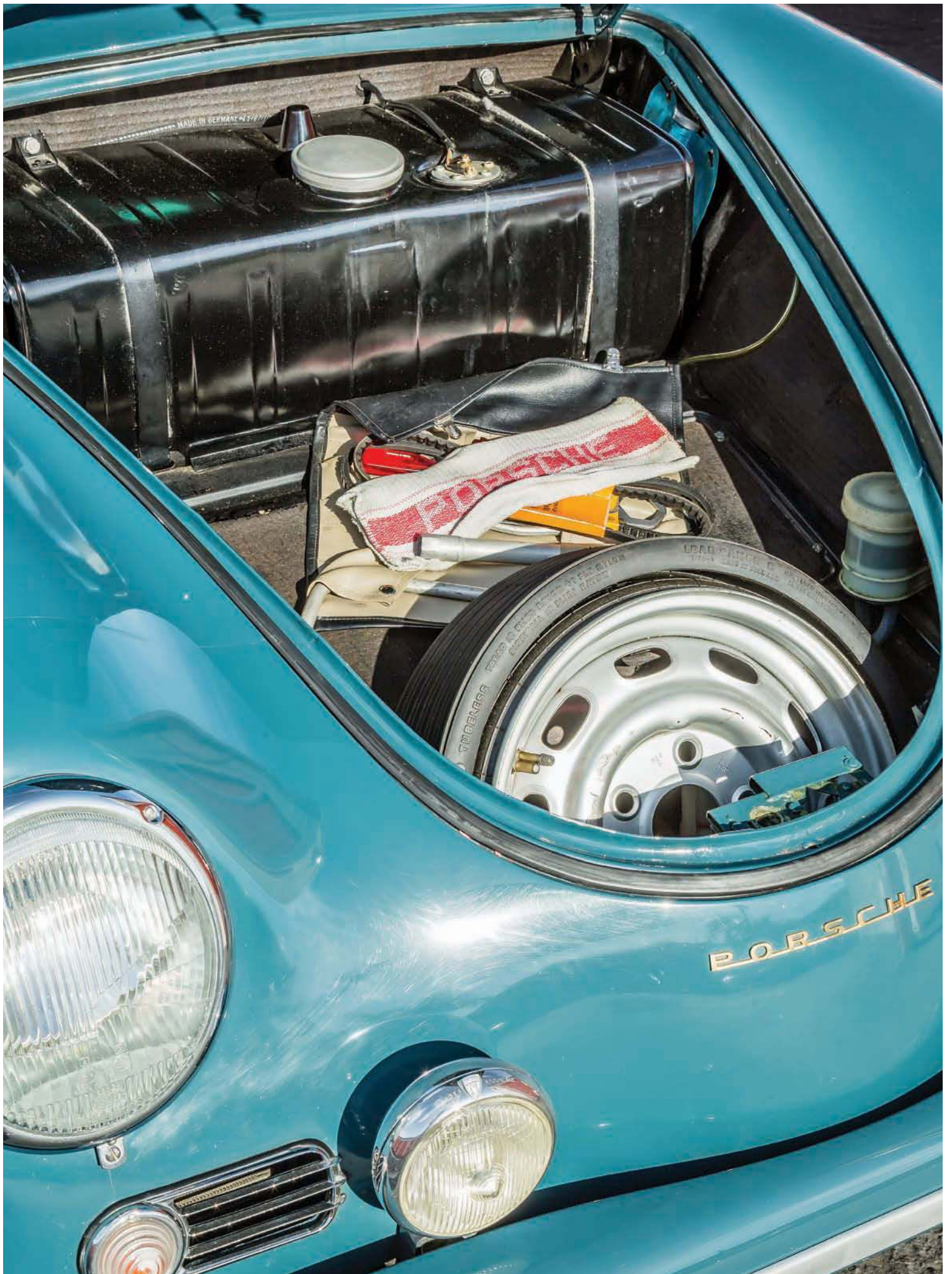
'The car had been abandoned at a body repair shop in Bellflower, California,' says Ron. 'The owner was a friend of mine, and did work on my commercial trucks and cars. In 1998, I took a 356 SC to him to be repainted and discovered the '57 coupé outside, partially covered up and rusting. It was essentially a rust bucket with one door totally caved in, but otherwise a complete car with matching numbers, and belonged to a customer who was going to restore it.'

'Fast forward a few years and the car was still under the cover. They hadn't done any work on it. The owner of the shop was getting ready to sell his business, so I asked him

Below left: Carrera-style louvred decklid adds to the hardcore outlaw style

Below right: Aluminium wheels were made by Boyd Coddington's hot rod shop







about the car again. He said the customer had changed his mind and given him the registration papers in exchange for keeping the car there for a number of years. I told him I'd buy it off him for a minor amount of money, and he accepted."

This was an opportunity for a later build, rather than a base car sought for ready-laid plans. At the turn of the Millennium Ron had been focused on vintage racing with another '65 356 SC coupé, sold on it being 'the most fun you can have and still have your pants on,' he says.

So chassis 101030 was carefully stored away from the elements for a couple of years while he worked out a plan of action – a classic road car, mixing Californian outlaw style with modern comfort and driveability.

Reviving the tired coupé was no easy task. Ron called in Porsche specialist, Andy Elsener Fabrication in Huntington Beach, to bring the bodywork back to life, fabricating factory-correct repair panels to banish the rust and introducing a few of the outlaw hallmarks. The \$17,000 spent on metalwork included a louvred decklid, modified rear arches and transmission tunnel adapted to fit a 901 case. Nothing would be made up on the fly, and every detail was meticulously planned before any work took place.

'When we were getting to the point of deciding the colour I met with an old friend, Dell Johnston, who had a 356 coupé in his garage painted Aquamarine Blue. I fell in love with the colour, which he told me was one of the rarest for that model

year, and he suggested I use it. Ironically, around 2010, Porsche AG from Germany was at the Historic Races at Monterey with all the information for every car they had ever built. I always called it divine intervention, but they told me it was originally Aquamarine Blue!

Mechanically, the 356 has been treated just as thoroughly as the restored body. Ron had a VW Type 1 engine bored and stroked to 2240cc, fitting ported heads and slotting 43mm Solex carbs atop Gene Berg inlet

manifolds, breathing through a custom exhaust system.

Producing a dyno-verified 108bhp delivered via custom gear ratios and a ZF limited-slip differential, it's a setup designed for long-distance drives, featuring a full-flow oil system to improve filtration and front-mounted coolers, too.

Of course, this required upgrades elsewhere. The 356 runs a trailing arm rear suspension setup from a '67

911S, gusseted for extra stiffness and fitted with custom Koni shocks and a larger-diameter 26mm torsion bar. Up front, the anti-roll bar was upgraded to a 19mm Carrera-spec item, while de-camber spindles help with alignment to go with its low-slung ride height. Lightweight Boyd Coddington wheels, aluminium replicas of the original steels, subtly add a little more width – at seven inches wide – and almost hide the 911SC disc brakes.

Despite its Lexan windows, roll cage and fire suppression

Above: Aquamarine Blue was Ron's favourite factory colour, so he was delighted to discover his 356A was originally painted that hue!

"EVERY DETAIL WAS METICULOUSLY PLANNED..."

Below and opposite: Interior is a work of art, and full of hidden tricks. The window 'winders' actually actuate switches to operate the electric windows. Seats are from an early 911SC. Steering wheel is a Nardi





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Above: Licence plate says it all – it is, after all, a 356A built in the outl(a)w style!

system, this is not a track car for the road. The modern upgrades are neatly integrated, such as electric windows operated by flicking the original winders up or down, or the power steering noticeable only with a turn of its wood-rimmed wheel. Behind the driver's seat – donated by an early 911SC – is a CD and MP3 player with satellite radio, operated by a remote under the dashboard. GT-style bumpers, period fog lamps, dealer-fit Coco floor mats, and the rev counter modified to read 8000rpm all show a fine attention to preserving the 356's character.

'It took the better part of three years to assemble the car. Fortunately, we were mostly upgrading to 911 parts, and they are more readily available and reasonably priced than 356 parts. There were certainly moments of frustration trying to get everything to fit the way we wanted, but patience prevailed and the end result was worth every minute of it,' Ron explains.

The miles it's covered since back that up. When the 356 returned to the road in 2006, Ron's presidency and love of being behind the wheel meant it quickly became a regular at club meets and road trips up and down the West Coast. By his estimation, runs up Highway One to the Pebble Beach Concours D'Elegance and Historic Races at Laguna Seca each year, along with the scenic routes he'd take home to Newport Beach afterwards, accounted for around half of its annual mileage.

It was the perfect backdrop, he says: 'Driving up Highway One in California is one of the most beautiful drives in the

world. And when you have a car that sticks to the ground like a formula race car, you can accelerate to your heart's content without fear. My friends in Ferraris, Cobras and Corvettes would pull away on the straights, but I'd eat 'em up when we came to the curves. Pure ecstasy.'

And that positivity doesn't only rub off on its owner. Never prone to taking a back seat, Ron helped develop an idea from a club member and co-founded the Friends of Steve McQueen Car Show with Steve's only son, Chad. It's a fundraising event for Boys Republic, a school for troubled teens that counts Steve amongst its former pupils, and has generated \$2.5m over its 12-year history. Preparations were well underway for the 2019 show when we tracked down Ron's outlaw.

But, this year, there's change afoot. Ron and the 356 are parting ways, and specialist Porsche dealer and restorer CarparcUSA has been entrusted with finding a suitable new home for the outlaw from its lot in Costa Mesa. It's the end of an era, but with a silver lining for its former owner: 'The decision didn't come easy. It's just time for me to start thinking about unloading a few things, and working on the rest of my bucket list,' explains Ron.

Meanwhile, the 356 offers a bucket list purchase for whoever is lucky enough to take ownership next. Modern technology and timeless style have not only preserved Porsche's engineering, but a little of California's car scene, too. It's a living legend with plenty of life still ahead of it. **CP**

Below left: Engine is a 2240cc VW Type 1 motor, fed by Solex carburetors, which is hooked up to a rebuilt trans with ZF limited-slip differential





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WAY TO GO, OHIO!

Though not solely devoted to our favourite brand, Cincinnati's VW & Porsche Reunion demonstrates the vitality of our scene in America's Midwest. But last fall's happening had much more to offer, from an open house to a highly anticipated auction featuring a collection of rare models – time for some Midwestern hospitality

Words & photos: Stephan Szantai

Events where Porsches and Volkswagens mingle are certainly few and far between. Yet, mentalities appear to be evolving when it comes to the matter, with both groups now interacting more than ever. As it should... Some of us drove a Beetle eons ago. Who knows, a VW Bus might even be sleeping in your garage next to your 911 or 356, right?

Cincinnati, Ohio's VW & Porsche Reunion happens to celebrate both brands, due to their shared DNA. Part of the event's success also lies in the residents' pride in their

German heritage – German-born settlers represented over half the population as the city entered the 20th century. As you might expect, these historical ties with the Fatherland lead many Cincinnatians to love German cars.

Promoters of the show in question, under the guidance of the Cincinnati VW Club, have therefore decided to honour that long history with their VW & Porsche Reunion. Whilst originally destined for the vintage crowd, it now encompasses a larger pool of vehicles, including water-cooled Volkswagens/Porsches and (since 2014) a small group of



Left: The '58 356 'Delivery' and the '81 924 Carrera GTS Clubsport respectively went for \$86,800 and...\$357,000!



Far left: With low mileage and matching numbers, this beautifully preserved '67 'S' reached \$335,000



Left: Only 7712 miles! Not surprisingly, the white 914-6 sold at premium value: \$134,400

Left: Buyers and enthusiasts travelled far distances to participate in RM Sotheby's historical auction

Right: OK, it might be a bit too new for CP, but we bet very few of you have seen a fresh Cayman flat-four engine!



Far right: This one will shock the purists: Dixon's 1953 Limo changed hands for \$207,200



Right: You've got to get them interested in air-cooled automobiles at an early age, right?



Far right: Oh the beauty of a RHD '67 911, with only 3937 miles... Sold for \$109,200

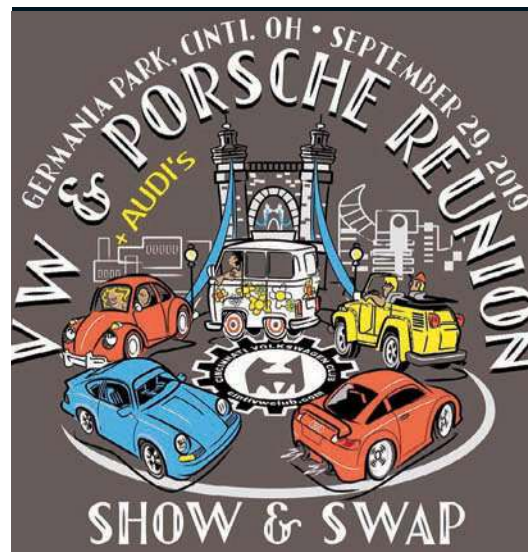


Far right: Stan Yarrish and his '57 coupé proudly represented his club, Drei Staaten Gruppe



Right: What a world of styling differences between the '52 Cabriolet and the '88 911 'Slant Nose'!





Audis. The Sunday affair appropriately invaded Germania Park, a site whose purpose is to 'maintain and perpetuate the German heritage in the Cincinnati area'.

But participants had other reasons to enjoy the weekend, as two additional events happened on Saturday – an auction and an open house. The former took place in Dayton, Ohio, located about an hour north of Cincinnati and featuring an exceptional Porsche/VW collection, nicknamed 'The Taj Ma Garaj'. Some readers might be familiar with the place, as we unveiled it in issue #15 back in 2013. It belonged to John

Dixon, a colourful character who sadly passed away in 2014.

His collection included an impressive array of low-mileage vehicles, thus enticing car fanatics to travel from all over the USA – and foreign countries – in hopes of bringing home some of his treasures. This led to intense bidding. A rough and incomplete 1951 356 coupé went for \$98,000 (1 dollar approximately equates to 0.75 UK pounds at the time of writing) before RM Sotheby's commission. Among the other notable 356s we should mention a '52 Cabriolet (just shy of \$300,000), a stretched '53 356 custom 'Limo' (\$207,200) and

Above left: Mark Schlachter (left) happily offered tours and answered questions, after Saturday morning's auction



Left: Visitors came in large numbers during Saturday's Open House at Metalkraft Coachwerkes

Below left: Speedster is currently being put back together in original form. Check the cool wall artwork

Below right: The talk of the day was Dave Conklin's just completed 911S hot rod – it won the 'Best Porsche' award





Far left: Surprise: We saw no less than three air-cooled VW/Porsche-powered bikes during the weekend!

Left: From early 356s to impact-bumper 911s (and even newer Porsches), the VW & Porsche Reunion had something for everybody



Far left: Neat '72 911 coupé, eh? It belongs to Robert Coffey from Camden, Ohio

Left: The event catered to owners of VWs as well, some ancient such as this crank-started 1952 Split!

the pièce de résistance, a '57 356A Carrera GT Speedster (\$1,380,000).

In the '60s and '70s category, the hammer fell for a wide range of beauties as well, from a '67 911 RHD coupé (\$109,200) and '67 911S (\$335,000), to a '69 912 (just over \$100,000) and '73 911 Carrera RS 2.7 Touring (\$412,000). Oh, who said 924s aren't collectible? Somebody spent over \$350,000 on a 1981 924 Carrera GTS Clubsport... Ultimately, the 32 cars put up for sale generated over \$5,000,000, not counting close to \$700,000 in nostalgia/collectible items.

By mid-afternoon, the crowd met at Metalkraft

Coachwerkes in Cincinnati, another staple of the vintage Porsche world, which we presented in issue #33 in 2016. A lot has happened since we published that article, as shop founder Mark Schlachter has teamed up with one of the largest local Porsche dealerships – Porsche of the Village – to handle their restoration projects. He and his crew now work in a much larger facility, perfectly equipped with all the tools necessary to bring these old automobiles back to life. Fantastic cars, great people, excellent food... An ideal way to spend an afternoon prior to Sunday's show. (Incidentally, supercars.net has voted Metalkraft Coachwerkes as one of the Top 30 Porsche resto mod shops in the world.)

Below left: Desirable Lorenz and Telefunken radios will look right at home in any Pre-A 356

Below: Most Porsches on display remained all-stock, such as Walt Pennington's '62 356T6 'B'

Bottom: Motivated by a big 2.7-litre Type 4 motor, Garold Shaffer's '73 Porsche 914 sees plenty of street, autocross and track action





The latter gathered close to 300 vehicles, neatly organised based on brand/models. Germania Park offered a large pavilion, home of a *Biergarten* used for events such as Oktoberfest – the perfect spot to enjoy a cool breeze during the hot day. Entry fees were reasonable, costing \$20 per car, including two passengers.

Several Porsche clubs came to support the event, such as Drei Staaten Gruppe, which mostly gathers members from three neighbouring states (Ohio, Kentucky, Indiana) as the name implies. Though the show welcomed a handful of newer water-cooled models, the air-cooled kind represented the bulk of the entries, with a nice selection of 356s wowing the crowd. Dick Weiss' 1958 Carrera Speedster, which he bought 60 years ago, remains a favourite – *Classic Porsche*

featured this incredible tub in issue #68.

Classic 911s joined the field as well, with former *Classic Porsche* columnist Dave Conklin's recently completed silver 911S being the talk of the day. As a member of the R Gruppe, Dave added a few hot rod touches to his impressive project car, while performing a very thorough restoration using period-correct Porsche components. Not surprisingly, it received the 'Best Porsche' award.

What a memorable weekend! With three events very different from each other and a great variety of vehicles, the festivities had the right ingredients to please the Porsche enthusiasts. Want to join in 2020? Logon to cintivwclub.com for additional info about the next round of autumn activities. Tell everybody *Classic Porsche* sent you. **CP**

Above left: We've seen our share of 550 replicas over the years, but David Handza's example is one of the nicest

Above right: Mark Schlachter's Metalkraft has recently moved to a much larger facility, where classic Porsches abound



Left: You saw it in CP #68... That's Dick Weiss' 1958 Speedster, which he purchased in '60!

Below left: Minilite rims, no bumper guards, shaved bonnet/hood: Bill Goepper's '63 356 looks great

Below right: The design of Porsche's ATS 'Cookie Cutter' rims nicely matches the lines of any Porsche 914



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The unique Sabel-Porsche Mk1 has a long and fascinating history. Now restored to its original state, the slippery glass-bodied racer lives to fight another day

Words & photos: Sean Smith







John Sabel grew up in the hot rod age and to finance his lust for automobiles he saved up his lawn mowing earnings to buy himself a Model A Ford. He became a Blue Oval (Ford) guy for a while, finally buying a souped-up 29 A coupé built by Joe Huffaker – they were both members of the Marin Coupe and Roadster Club that was founded in 1952. Sabel was around to see the early races at Pebble Beach on the Monterey Peninsula and at San Francisco's Golden Gate Park of the 1950s.

Sabel was drafted into the military in 1955, serving in Germany, and while in Europe he got a taste for other types of cars and other forms of racing. He spent time at the Nürburgring and saw a stage of the 1956 Mille Miglia when the racers ran through Florence.

After Sabel ended his military service, he returned to the States and in short order studied Production Management at the American University in Washington DC, got married and

settled in Maryland. He also got back to doing what he loved: working with cars.

He had been drawing designs of his dream cars while he was still in the military, having been inspired by what he saw on the tracks of Europe. Back in the US he bought himself a Karmann Ghia and competed with it in hillclimbs and autocrosses. But Sabel had other plans – he wanted to build that dream car of his own design, from the ground up. It wasn't going to be a V8 like his old roadster, but as in his hot rod days, he would do it himself the way he wanted.

His racer started as a 1952 VW chassis, with nothing more than wheels and a

motor. He kept the standard wheelbase, but he decambered the rear suspension and lowered the front by removing leaves from the transverse torsion bars. He created a buck from one of his designs and mounted it to the chassis, adding a layer of wire mesh and plaster as he didn't want to be beating on aluminium. He then made a plug and mould to

Above: Back where it belongs – at speed on a hill climb course. The Sabel's low profile allowed the driver to make the most out of the relatively low power output

“HE HAD BEEN DRAWING DESIGNS OF HIS DREAM CARS...”

Below left and right: Original windscreen survived but was in a poor state. However, it was good enough to act as a pattern for a new moulding





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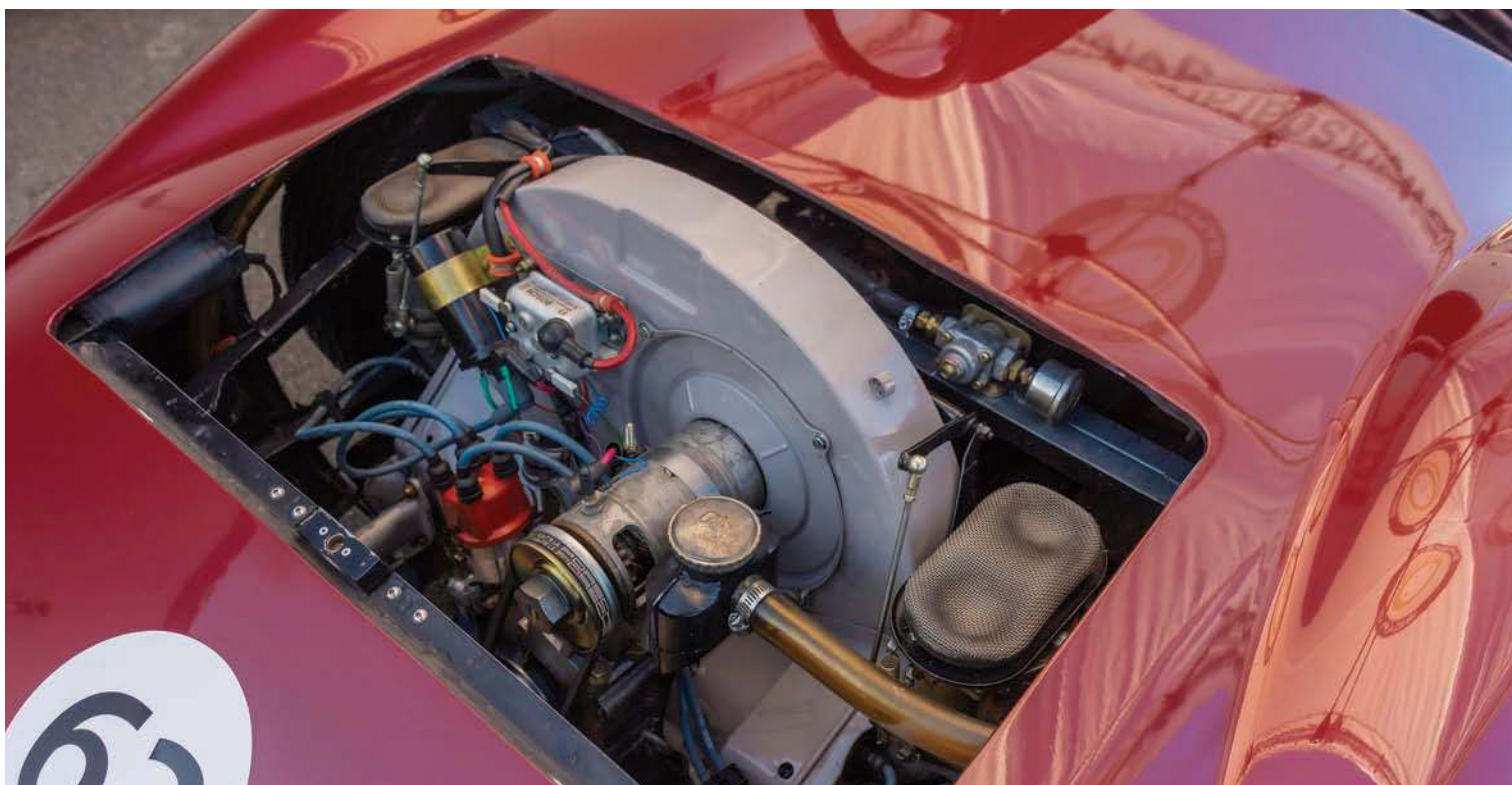


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create his own bodies out of glassfibre. These were moulded in one piece with one-inch-square mild steel framework glassed in to add structural rigidity (the body with frame came in at under 120lbs) after which it was then mounted on the VW chassis.

Sabel's plan was to build multiples of his creation so this one was given the designation Mk1 with a serial number 001. He took the mould to Anderson Industries, also in Maryland, to produce the additional bodies, but 001 remained with its creator to compete in.

He completed his racer in 1964, by which time under the rear deck was a lightly breathed-on Porsche 356 motor with a fan shroud that had been trimmed for clearance. Suspension and drivetrain all came from a 356B, but the wheels and brakes were straight off a 550 Spyder.

The first event with the car was the short but very tricky Hershey Hillclimb. Sabel and his wife Pat both drove the car that weekend, with Pat taking best time of day in the Ladies class. The Special was also entered in the Duryea Hillclimb with a borrowed Speedster motor, but other problems kept it from getting any runs in.

Pat also ran in autocross and SCCA-sanctioned solo events, while Sabel drove his creation at Virginia International Raceway, Marlboro and other local circuits. His buddy Jim Netterstrom, who had lent him his Speedster motor, let Sabel drive the whole car and then offered him a co-drive in his 911 in which he did quite well.

In 1966 Sabel decided to sell the Mk1. His one regret was not being able to put a really potent motor in it, but he was already designing a Mk3 version. A Mk2 was built with rear end modifications to accommodate a Chevrolet Corvair powerplant (like Porsche's 911, an air-cooled flat-six).

On the side Sabel started working with Can-Am cars and playing around with high wings. Jim Hall tried to lure him to work on his Chaparrals, but it was not to happen.

The Mk3 project began with a clean sheet of paper – it was a 90-inch wheelbase space-frame chassis. A number of chassis and bodies were built, but by 1970 Sabel had had enough. For all the design and engineering it had become

nothing more than a labour of love.

The new owner of the Mk1, Ralph Williams, wanted more power so he also switched out the 356 motor for a Chevy Corvair flat-six. With Williams at the wheel the Sabel contested the D/Sports Racing class in 1967 and earned enough points to appear in the SCCA run-offs at Daytona that year, where he took second in class and fifth overall.

The Special then moved on to another owner, Dick Williams, who also spent a lot of time behind the wheel and again accrued enough points to be in the SCCA run-offs.

The Sabel found another new home in Virginia with Gordon Kerr. He had big plans to race the Special, but never got around to it. It then sat in storage for the next 30 years until it was unearthed from its long hibernation by Sean Kalil – the Sabel was as it had last raced, the only thing missing was the tach. Kalil started in earnest to restore the Special, but some family problems got in the way and the project moved on to IMSA driver Chuck Goldsborough.

Goldsborough, with his racing schedule, had no time for the resurrection, so in 2011 the Sabel was again sold on. It was now up to Dr Michael Ballo to bring the Special back to life. He entrusted his new acquisition

to Dawes Motorsports of Stroudsburg, Pennsylvania. Ballo, along with fabricator James Counterman, visited the Special's creator in Carlisle, PA, where they got a chance to copy photos and other information on the car. John Sabel stopped by the shop a few times to see if they were doing justice to his racer.

As the Special came apart it was discovered that, while the chassis wasn't in bad shape considering all the years in storage, the same couldn't be said about the body, which needed some serious work. It was sent off to reinCARnations where problems with the ancient oxidised paint were addressed.

But before fresh paint could be applied, the wheel openings had to be put back to original spec as they had been cut to accept larger wheels and tyres from when it ran with Corvair power. The engine cover had to be recreated as what was left of the original had been highly modified

Above: A warmed-over Porsche 356 engine resides under the rear access panel. A Chevrolet Corvair flat-six was swapped in by its second owner

Opposite: Back on track where it belongs. The Sabel-Porsche looks right at home on the hallowed asphalt of the famous Lime Rock road race course, driven by its current owner, Chris Turner

“SABEL’S PLAN WAS TO BUILD MULTIPLES OF HIS CREATION...”





and was not in good shape. As a final touch, a 356 engine grille was added for even more airflow to the newly refreshed 356 motor.

The windscreen was beyond saving, but was in good enough shape to be used as a template for a new one. After that, the body was again painted in its original Ford Maroon livery. More details were addressed: reproduction '63 Corvette tail lights were sourced to replace the originals that were in sad shape, but the headlights were a bigger headache. It was thought they were from a 1940s VW, but they were so rusted out a part number couldn't be found. With a bit more detective work it was determined they were indeed off an early Bug, so parts were found and duly installed.

Hundreds of man hours went into the restoration of the body and chassis, and the rebuild of a 356 motor, and to top it off John Sabel arrived with a special gift: a new set of headlight covers he had recreated from the original moulds he had kicking around in his garage. They were a perfect fit.

The team was under the gun to have the Special re-début at the 2014 edition of The Elegance at Hershey as they also wanted to compete in the commemorative Grand Ascent hillclimb. The race was on, but after a full-on effort, the Sabel

Special was finished at midnight on the eve of the hillclimb. Ballo then took the car up the hill and won his class. It was the perfect anniversary gift for the little racer's first run at Hershey. It then went on to run at Monterey at Rennsport Reunion V.

The next owner didn't find the Special so much as it found him. Dr Ballo realised he wasn't using the car like he used to and it spent more time just sitting in his garage. He had thoughts of owning a more modern car, so it was time to move on.

He enlisted the help of Brett Sloan of Sloan Motors in Fairfield, Connecticut. Brett sold every type of Porsche, but as he didn't specialise in race cars he had no outlet for it. He got in contact with his friend Chris Turner to see if he knew anyone who would be interested in the special, telling Chris

Above: Porsche gauges with the tach red-lined at over 7000rpm – and a 917-style balsa gear knob. The Sabel means business!

“JOHN SABEL STOPPED BY THE SHOP A FEW TIMES...”

Below: Ford Maroon paintwork glows in the evening sunlight. Techno Magnesio wheels are the current choice – the car originally wore a set of wheels from a 550 Spyder





Above: Driver sits high in the car, exposed to the airstream. Underneath all this is the chassis of a 1952 VW Beetle...

the story of the car. He was fascinated with the machine and its history and started thinking that he needed to own the Special. What made up his mind was when he discovered his old pal Peter Dawes had restored the car. Peter had built a number of race cars for Turner and he knew the quality of his work. Chris got in touch with Dawes who raved about the Sabel-Porsche, so Chris was confident he was getting something (excuse the pun) special. He made a trade with Dr Ballo, swapping a modern GT3 for the Sabel. Both parties walked away very happy.

The 356 special arrived at Chris's shop, Gaswerks Garage in New Jersey, and it was found to be in great shape, but with any race car that has sat for a period of time it had to be gone through from front to back. Chris let loose his master mechanic and engine wizard Gaspare Fasulo on the Special and let him do his magic. The engine and suspension were redone under Gaspare's famed hands along with the drum brakes.

Being so light the Sabel moved a great deal left to right under hard braking, but after a weekend at the Thompson Vintage Festival in Connecticut, Gaspare had the brakes dialed in perfectly. As the car is a longer wheelbase than a standard 356, it's very stable, and with the motor right behind the driver, it's very evenly balanced. But at the same time because the car is super light you have to be careful with your inputs as the car moves around very easily – everything you do has to be extra smooth.

Turner in the past spent countless miles behind the wheel of his many Porsche Cup cars and loved what he could do with them. But today the Sabel Special is his weapon of choice and the pair is now doing battle in the VSCCA. With Chris at the helm, the Sabel is cutting through the pack with ease and running up the Mt Equinox hillclimb in Vermont doing what John Sabel intended it to do so many years ago. The little racer has found a new home, and it's a perfect fit. **CP**

Below: Tech inspection decals on the roll bar serve to prove that the restored Sabel-Porsche is far from being simply another static museum exhibit!





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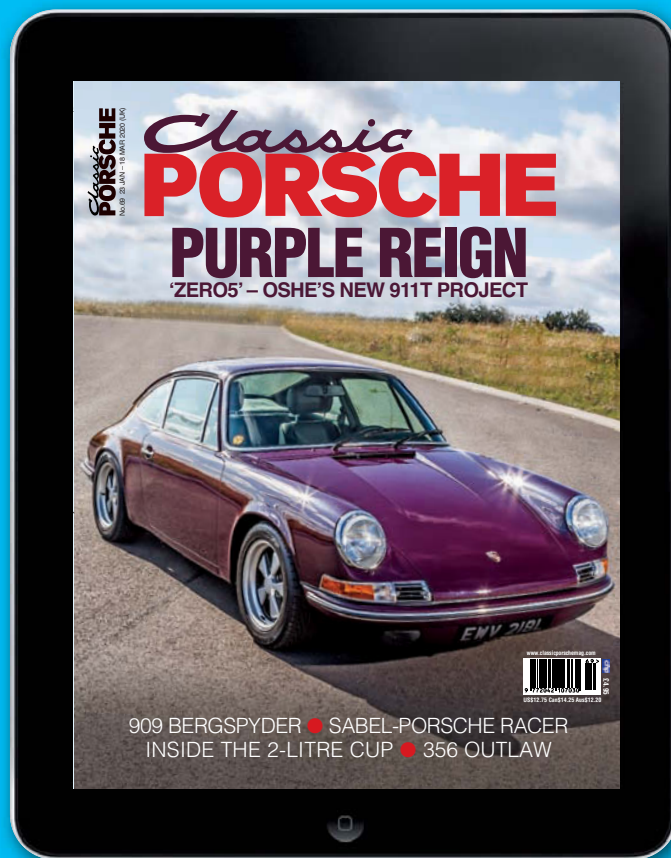
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Words: Axel Catton Photos: Bernina Gran Turismo

BERNINA GRAN TURISMO

For anyone fortunate enough to own a classic Porsche, sooner or later there comes the desire to use it together with others...







Most of us chose rallies and short or long-distance touring, but quite a number of 356 and 911 owners are seeking the thrill of competition. While there is surely no shortage of great events here in the UK, over the last years races on the continent have gained more and more traction for British Porsche drivers. Your first thoughts might be with track racing, but this time we chose to visit one of Europe's foremost hillclimbs to see what Porsche owners are up to over there.

The Bernina Gran Turismo – as the name would suggest – runs along a portion of road at the Bernina Pass in the Swiss Engadin. This year, it celebrated a unique anniversary as it was 90 years ago that the 'Internationale St. Moritzer Automobilwoche' allowed motorised vehicles to compete between Poschiavo and the Bernina Ospizio at the top of the pass. Up to 1925, the use of automobiles had been banned in the canton of Graubünden, the last Swiss canton to do so. So, in 1929 the 'First Swiss Automobile Week' was created with the intent to attract drivers from around the world. That very first race was won by Hans Stuck, father of legendary

Porsche race driver Hans-Joachim Stuck, and we will return to that fact a little later. After only two years, the event was cancelled due to the deteriorating condition of the gravel road leading up to the pass.

Fast forward 86 years, and in 2015 Germans Claus Müller and Florian Seidl together with the event's patron Kurt A Engelhorn went about reviving the event. The Bernina pass is nestled between St Moritz to the North and Italy to the South. The road is now in perfect condition but not surprisingly suffers from a lot of tourist traffic.

Says Claus Müller, organiser of the Bernina Gran Turismo: 'In the late 1920s, the St Moritz Automobil Week was held here with the Bernina hillclimb being the highlight of the event. A number of us wanted to bring that spirit back to racing in Switzerland'. That being said, the country that gave us Toblerone is not exactly one you'd associate with one of the most memorable race events in the classic car calendar.

The Bernina Gran Turismo is a full 3.5-mile run from La Rösa at 6168ft at the bottom of the pass up a windy mountain road to the finish at 7333ft. It is open to 80 cars and bikes – not more – each of which get four chances to

Above: Now that's what you call a garage... Overnight storage hints at the variety and quality of vehicles participating

Below left and right: And when we say 'variety' we mean it. Where else can you run your classic Porsche on the same event as an Ensign single-seater or a pre-war racer?





Above: That's quite a contrast – competition-prepared Austin A30 sits in readiness alongside a stunning outlaw 356A

race up the hill. Founder Kurt Engelhorn is adamant he won't allow more participants as it would give the event an entirely different feel. It is thanks to Engelhorn, who owns the La Rösä restaurant and is heavily involved in the region, that locals welcome the event and cooperate to an extent we are not normally used to.

Twice a day, the road – which is a major artery connecting St Moritz with the Poschiavo valley – gets closed off for several hours. Drivers gather at the foot of the pass and one by one race up the hill against the clock. The gorgeous scenery and the sense of camaraderie have attracted a large international gathering. People come from as far as the US, so we caught up with Carl Gustav Magnusson from New York who was at the start piloting his 1968 Porsche 912. 'I've come here every year since the reintroduction', says Carl with a beaming smile.

'What I love about the Bernina is that there is no corporate involvement, no hospitality, no nothing. It's just a bunch of like-minded racers and their cars.' Carl quickly points out that his 912 is perhaps the ideal car for him: 'It's a short wheelbase long hood 912, so it handles great, is

lightweight and super reliable.' As the day went on, Carl's grin got ever wider as his times tumbled. But it's more than just the racing, Carl admits. 'There is such a diverse crowd at the start, anything from an Austin A30 to a massive Ford Fairlane or the Ferrari Breadvan, and this year we even had a Formula 1 car. And everyone talks to everyone.'

Which is something easily evidenced on the first get together up at the Ospizio where we run into Michelle Hambly-Grobler. The affable South African Porsche collector is here without one of her beloved Stuttgart cars but vows to bring one next year. As it happens, there are already lots of Porsches for the crowds to watch. At the 2019 running there was everything from early 356s to late 911s, and while the promised 959 didn't appear for this year, the organisers are hopeful that the American owner will come through in 2020.

Star of the 2019 event undoubtedly was the 1929 Austro Daimler with ex-Porsche works driver and Le Mans winner Hans-Joachim Stuck behind the wheel. The Austrian racecar has a 3.0-litre, in-line six-cylinder producing 120bhp and is the very car with which Hans-Joachim's father Hans 'The Mountain King' Stuck won the inaugural race here in 1929.

Below: SWB 911 heads the field as the route takes everyone out into the mountains. Damp weather didn't dampen the spirits...





Piloting his father's car was a very emotional experience for the tall German. In 1929, Hans Stuck took 14 minutes and 58 seconds for the ascent, but on a much longer track.

Today, taking on the hill isn't as daunting as it sounds. First of all, everyone goes up by themselves on a closed road, so you don't share it with faster racers and you can concentrate on the black stuff.

There is a demonstration class and a much larger regularity class, in which most of the competitors are starting. Classes are given a predetermined time drivers need to match as closely as possible when crossing the finish line. Naturally, it's all far easier said than done.

While safety is an event priority and haybales and security bands have been put in place, the scenery remains largely untouched, which is a fabulous change to your regular race experiences. In 2017, I was fortunate enough to give the Bernina Pass a go myself – as my first race ever. I did not sit in a Porsche but a 1960s British saloon, but I imagine the experience to be similar. From the start in La Rôsa the track begins with a long stretch leading into a number of tight bends as well as

a crossing leading off to Italy – marshals will make sure you don't accidentally leave the country! Further up, there are a number of sweeping passages occasionally allowing for third gear, while the finish line itself is on a little crest from where the view opens to a fabulous area surrounding the Ospizio, a destination for skiers in winter.

While everyone goes up the same stretch, competitors are classed in individual groups, so your bicycle-wheeled 1920s racer doesn't have to be measured against a 1980s supercar. This year, the track record was broken by frequent participant Ronny Kessel, who brought the event's first ever participating F1 car, the ex-Clay Regazzoni 1977 Ensign N177. Ronny smashed the time for the 3.5-mile uphill track at

3:12:32, while the regularity class was won by Tommaso Zeriali in his 1965 Porsche 911.

If you want to bring your own Porsche to what is arguably one of the best classic car events on the calendar, hurry up as the places are going fast. This year's event is to be held on the weekend of 17–20th September. Access for spectators is free. **CP**

Above: 'Excuse me, sir, is that your Ferrari Breadvan? Cobra, Alfa GTV and Porsche 911S/T all patiently wait their turn

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Below left: Ready for the off – rally-prepped 911S/T awaits the countdown

Below right: Ford Galaxie struggles for traction in the damp conditions

“NATURALLY, IT'S ALL FAR EASIER SAID THAN DONE...”





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CHUCK STODDARD — PORSCHE'S MISTER AMERICA

When it seemed that Porsche had forgotten about the car that had made its reputation, Chuck Stoddard decided to act. The company that still bears his name is just one tribute to the man who was a point of reference for all things Porsche. Karl Ludvigsen takes a personal look back...



In a late image Chuck was still getting around but needed the help of a bespoke three-wheeler. He was not to be denied his mobility. (Cynthia Stoddard)

Right: A glimpse into the personal and select collection of Chuck Stoddard finds in its centre the Porsche 914-6 that he bought hot and made even hotter (Ludvigsen Partners)



That morning in 1976 wasn't pleasant in Pelham Manor, an enclave on New York's north side. Down in Princeton, New Jersey, L. Scott Bailey, major domo of *Automobile Quarterly*, was trying to put my Porsche history book (*Porsche – Excellence Was Expected*) to bed. He called me in Pelham to say that his distributor was unhappy. Too many words, he said. Scott wanted me to cut the copy by 15 per cent. Whoa. This was a blow. What could I do? I figured that I could probably comply by deleting all the press comments about the Porsche models that I'd included. I put them in to give a flavour of the way the cars were regarded at the time by independent observers. But needs must and I said I could do that.

Meanwhile Bailey had another thought. He called Chuck Stoddard and told him about his problem. Scott knew that I had been in touch with Chuck during the book's development, that he had reviewed much of its content for me. It was too big, Bailey said. It had to be shrunk. What did Stoddard think? 'Well, Scott,' Chuck replied, 'if you just do the very best book you can, we will buy it.'

This was enough for Bailey, who shrugged off the distributor's warning and proceeded with the launch of my original version of *Porsche – Excellence Was Expected* in 1977. It was enough because when Stoddard used the word 'we' it was clear that he was speaking for America's Porsche pushers, not in a presumptuous way but rather as the man who had made his business the survival of the original Porsche, the Type 356, and was deeply respected by the community not only for this commitment but also for his deep and sincere knowledge of all things Porsche.

Charles A 'Chuck' Stoddard first became aware of Porsche when he was a scholarship student at MIT in 1950, at the age of 20, as he explained to interviewer David Conklin: 'One little luxury was to go to the co-op store once a month and buy a couple of car magazines. I bought an issue of *Motor Trend* and inside was the first published picture, at least in this country, of a Porsche. I didn't even know what the name meant but I read the specs on the car. It had an air-cooled engine in the rear. It was aerodynamic and would go almost 100mph with 44 horsepower. As a student, I was really impressed. I made a little pact with myself that someday I would find out who these guys were that designed this car.'

Stoddard had that opportunity in 1961, after notching up two SCCA National Championships driving an Alfa Romeo Giulietta Spyder. 'Alfa took notice,' Chuck recalled. 'They were very supportive of my efforts and sent me a ticket to Italy. I rented a Fiat 600 and drove up to Germany. I knocked on Porsche's door and said, 'Hey, I want to know all about you guys.'

'Since I couldn't speak a word of German I was directed to the tourist delivery office. The lady I talked to was Evi Butz, who was later to become Mrs Dan Gurney. She took me to meet the sales manager, Wolfgang Raether. I said, "I want to talk to a couple of your engineers. I want to know how you do this stuff." He listened to me...he told me to wait a minute and went out and brought in another guy: "This is Mr Porsche."

'In those days he was just Mr Porsche,' Stoddard continued. 'In fact he was often referred to as "Junior" around the factory. I got to know him very well. He was

Below: Given the name 'Tweetie Bird' and liveried accordingly, this snappy Siata-Crosley was Stoddard's first racing mount in 1956 (SCCA Archives at IMRRC)





intrigued by what I was interested in and said if he could ever help me, just let him know. I went back to Germany almost every year after that and would knock on his door and he would invite me in. The best thing he ever did was introduce me to Helmuth Bott, the chief engineer at Weissach. We became friends, a wonderful and exceptionally talented natural engineer.'

This was a tribute to the forthright and genial demeanour of this tall, open-faced and deep-voiced Midwestern American. As a trained engineer and automobile dealer he was easily on the wavelengths of men like Porsche and Bott, who valued his insights about the American world of Porsches. An example was the insight he offered to me about the career of the remarkable Speedster of the 1950s:

'The cheaper Speedster tempted some customers into a Porsche. Some of them became enchanted with the Porsche driving experience but soon hated the cold and leaky Speedster. Many soon stepped up and traded for a "real quality" Porsche coupé. The unexpected consequence was that many used Speedsters became available at very low prices and were snapped up by budding low-budget SCCA racers. Their Porsches began showing up in quantity in weekend events, which gave tremendous Porsche exposure to the sports-car crowd.'

Here Chuck Stoddard had ample experience for he was

an active and successful racer of sports cars. 'I got involved with an MG TD that I bought from a classmate,' Chuck related. 'He got a job in another part of the country and couldn't take his MG. He gave me a good deal and I thought it was the greatest thing in the world. That furthered my interest in sports cars. I was involved in the SCCA back then, which started near Boston with maybe a couple of hundred members when I joined.'

'Chuck says he raced to bring attention to the cars he sold,' said former dealership employee Bob Kendall. 'Maybe so. But he raced his MG TD and Siata Spider before starting his dealership. His preparation philosophy was, "If the car isn't ready to race, don't put it on the trailer." Back in the day it was not unusual to see extensive preparation and rebuild work going on in the paddock. This only puts a driver further behind in getting through tech, practice and racing. Chuck had the advantage of owning a dealership with service lifts and parts. But he worked on his race car only in the evenings—like other amateurs.'

'His approach was thorough,' Kendall continued. 'He used only the best equipment. For example, the tie-downs used to secure the race car to the trailer were aircraft-quality stainless steel control cables with brass fittings. In addition to checking the race car's log book, Chuck taped a legal-pad page filled with his "to do" list to the windshield. The list was

Above: Chuck's tow car was a 1958 Pontiac Bonneville 2-door hard-top with the 348ci (5.7-litre) 'Tri-Power' engine and a four-speed manual transmission which he installed himself (SCCA Archives at IMRRC)

Below left: In a 'take no prisoners' pose, Chuck Stoddard announces his arrival to rival sports-car racers. His smooth style and good preparation will bring results (SCCA Archives at IMRRC)

Below right: Chuck Stoddard in action with his 917 at the Daytona Rennsport Reunion of 2007 (Ludvigsen Partners)



long and it was completed before the car was loaded.'

'I built and prepared my own cars,' Chuck said. 'I had no interest in being a hired driver. Even in those days you could do that – and some drivers did. But I wasn't interested in racing a car that I didn't know and hadn't prepared.'

I took advantage of Chuck's preparation skills at an early stage of his career. In 1952 I was a freshman at MIT and he was a senior. Our paths only crossed because since 1951 the university had the Motor Sports Enthusiasts Club, initiated by Chuck. I naturally joined because I was driving an MG TC. At its events I met Stoddard, whose mount at the time was a 1949 Studebaker Champion Business Coupe. Bought new, it looked standard but under the hood were many modifications and in the cockpit a plethora of controls and gauges including a set of flashing lights that showed when and whether each spark plug was firing.

Planning to race my TC, I conferred with Chuck because I wasn't sure about the state of its engine bearings. He knew where we could find out, a Boston garage with a pit used by SCCA racer Paul Timmins. This was the 'Mouse House' in a row of lockups to which Stoddard had a key. We rolled the TC in one night and under the lights dropped the pan and replaced the rod bearings. Chuck referred to our escapade in a recent e-mail.

Stoddard's own racing began in 1956 with his acquisition of an engineless Siata Spider, a pretty roadster in which he installed an overhead-cam Crosley 750cc engine of his own preparation. It took him to class wins at the Put-in-Bay road races in 1956 and '57. For 1958 he switched to an Alfa Romeo Giulietta Spider, beginning a long association with the Italian marque. For this and a subsequent Giulietta Veloce his busiest seasons were 1959 and '61, when he won two SCCA class championships.

Chuck Stoddard raced a Porsche for the first time in the 1963 season, driving a 550 RS Spyder that Ernst Vogel had used to win the Austrian Hill Climb Championship in 1958. Harry Blanchard drove it in 1959 followed in 1960 by Millard Ripley, the owner before Stoddard. The metallic blue Spyder brought Chuck some good drives, one blown engine and at least one class win.

Picking up with Alfa again, Stoddard shared a seat with Jim Kaser in a works-supported Giulia TZ coupé at Sebring in 1964. Of the four cars entered theirs did best, placing 13th overall and first in GT 1.6 liters. The following year he was partnered by Gaston Andrey in another works TZ but was involved in an accident.

After the 1964 Sebring success Alfa Romeo asked Chuck to campaign a Giulia TZ in SCCA races and sold him works

tester Consalvo Sanesi's factory mule test car, which had all the latest mods. Racing this superb giant-killer through 1964 and '65, he won a class championship in the latter year, his final role in current racing. 'I bought the Giulia TZ for \$6000 from the factory. After nearly three racing seasons I sold it for \$6000 and I thought that was a good deal.'

'Chuck was a "gentleman driver" in three senses,' thought Bob Kendall: '1) he wasn't a dirty driver on the track, 2) he didn't cheat on the rule book, 3) he gave back to the sport by instructing at driving schools and other volunteer activities. He was Area 4 Governor for the SCCA in 1962 and 1963.

'Stoddard was not above taking a Penske-like "unfair advantage",' added Kendall. 'As a car dealer he could write off much of his racing budget as advertising and promotion expense. He had insider access to factory special tools and technical information, wholesale price access to a full parts bin, and a large, well-lit, garage with hydraulic lifts. He had ongoing business relationships with speciality vendors like machine shops – useful when a quick turnaround was needed. He understood mechanical engineering, was naturally simpatico with a car, and had plenty of greasy-nail/skinned-knuckle experience. All this gave him a considerable advantage over the average weekend warrior.'

'Skinned-knuckle' for sure. Chuck got into cars when he bought a Model A Ford for 'about five dollars' and got it running to make his trip to school easier near Washington, Connecticut. He still had it during high school where he 'did reasonably well and fixed some cars for the faculty.'

At MIT, he told David Conklin, 'I majored in mechanical engineering with an automotive option. About graduation time, various manufacturers sent representatives to the school looking for young talent. I got invitations to Detroit and other places for interviews. I thought Studebaker was the greatest American car so I went to South Bend, Indiana, and to Cadillac and several other places. On the way back east there was a little company called Thompson Products, which is now TRW. They said, "Why don't you stop in Cleveland and we will pay for your hotel room?" I stopped and it was a really interesting place. I have been in Cleveland ever since.'

Stoddard wasn't far from home in 1954–55 when he served in the Air Force at Wright-Patterson Air Force Base near Dayton, Ohio. He worked on aircraft piston-engine reliability and service protocols before returning to Thompson. 'I was an engineer working for Thompson Products and fixing cars on the side at night,' Stoddard said. 'I did a guy a favour and fixed his Jaguar. He told me that I ought to be a dealer. I said, "Yes, but I don't have the money to buy one car." Later he visited S. H. Arnolt in Chicago, who

Below left: The wide Stoddard smile that was so engaging was held just in check for this shot with his Giulia TZ at Daytona in 1965 (SCCA Archives at IMRRC Daytona International Speedway)

Below right: Cynthia and Chuck mugged for the camera at an event. Ever the engineer, Chuck had his writing implements at the ready (Cynthia Stoddard)





Left: The fast but controversial Elva-Porsche deserved a place in the Stoddard collection by virtue of its unique engineering and racing prowess (Ludvigsen Partners)

was an MG distributor. They were having lunch together one day and he said, "You should look up this guy in Ohio."

'Stanley "Wacky" Arnolt called me and asked if I wanted to be a dealer,' Chuck recalled. 'I had a good job at the time but I didn't have the money. He sent me a truckload of brand-new cars – two MGs, two Morris Minors – just on my word over the phone. He said, "I will send you the title when you send me the money." In less than a year we had rented a facility and sold some 50 to 60 cars. It became a business.'

In July 1957 Chuck started Stoddard Imported Cars in Willoughby, Ohio. He rented the site from a disappointed Tucker dealer – a happy coincidence with rear-engined six-cylinder cars – and later bought the store. 'We went from two guys to about ten in three years,' Stoddard recalled. In addition to Arnolt's imports 'I had Isetta, BMC, Porsche and Alfa franchises from Max Hoffman. The backbone of the business was service. We decided that if we would sell anything we would fix it, no matter what happened.' Settled as he now was, Chuck married Louise, with whom he had two children, Anthony and Linda.

'In 1967,' Bob Kendall recalled, 'Chuck purchased his first new road car: a gleaming black/black 911S that was washed daily and parked prominently by the main door. The car was special-ordered with a roll-bar, close-ratio gearbox, 100-litre fuel tank and sport kit that added 10–15bhp. It sat outside the dealership on rainy days and was a "nearly daily" driver for much of its early life. Forty-odd years on it was still in factory-original, un-restored but pristine condition.'

'When the 914-6 was introduced,' Kendall added, 'Chuck

bought one, another gleaming black/black version. He drove it from Ohio to California and back with his son Tony: "We never saw an Interstate and we never put the top up."

This car has even more goodies and has gone through several iterations including 917 brakes inside Fuchs 7x15in wheels. It has variously been a 2.0, 2.1, 2.4, 2.8 and finally 3.2-litre car.'

In 1973, when he was technical chairman of the Porsche Club of America as well as a Porsche+Audi dealer, Chuck Stoddard was instrumental in calming the anti-914 lobby mounted by some Porscheophiles. Challenged to prove that a 914 was a Porsche, Stoddard asked his questioner to remember that the Porsche office had designed the original Volkswagen and asked him to consider a 1951 Porsche: 'That car had a hot-rodded VW engine. It had VW suspension; it had a VW steering box; it had a VW crash gearbox; it was carefully assembled with a few re-machined parts and a very nice body on it. On the front of it, it said "Porsche." And as Dr. Porsche made a little more money and people bought his cars and respected his ability, he further developed that car.'

Nobody questions that the 356 models are Porsches, added Stoddard. Then he related the way the 914 was developed by Porsche and the extent to which Porsche's own components were used in it: 'The concept, the design, the critical dimensions, the chassis, the suspension, the transmission are all Porsche. So anybody who says that a 914 is not a Porsche is misinformed,' Stoddard concluded. 'A 914 is a lot more Porsche than the original Porsche was.'

Below left: Stoddard's Alfa Giulia TZ came in first in GT2 at the Road America 500, 14th September 1964. This car was much quicker on fast tracks than its specification suggested (SCCA Archives at IMRRC)

Below: The Stoddard 917 gets a well-deserved feature position in his personal collection. He personally restored this well-raced ex-Soler Roig racing machine (Ludvigsen Partners)



They never started with a clean drawing board on the original 356.'

In the 1960s Chuck Stoddard had a feeling that 'we should see what we could do to support the 356 customers. When Volkswagen America formed the Porsche+Audi organisation the dealers never got anything older than a 912 in terms of support – no parts books, workshop manuals, literature, nothing. They assumed that anything older than 1969 was unwanted history. So we went out and bought the inventory from some terminated dealerships that had leftover 356 parts, sent out a mailer and before long it became a significant part of our business. Eventually it outgrew the dealership!

'When 356 parts began drying up,' Chuck added, 'we bought everything we could find from South Africa to Spain, France to Japan...wherever we could find 356 parts. We were buying 356 parts from Volkswagen of America and they couldn't figure out where they were all going. They used to order them special for us from the factory. We kind of emptied out the factory.

'I went to Ferry and said, "I'd like permission to republish the 356A parts catalogue and make some of these parts." We signed an agreement and made some parts. Over the years the business prospered. In 1970 we had about 43 employees and 19 of them were in the parts department. That kept me interested in the business, because I was making parts, not just selling cars.'

In the early 1980s Peter Schutz took charge of Porsche. Hearing of this fellow in Ohio who was selling so many 356 parts, he paid a visit to Willoughby. This resulted in an offer from Porsche to buy his parts business. At the time Stoddard demurred but, as Chuck would say, 'One thing led to another. They came back in a few years and bought the whole place. So I ended up working for Porsche for a while.'

What Porsche definitely didn't get was his collection of the company's cars, which he described to me as 'my capital'. They had their own building on the estate that Chuck created in Novelty, Ohio, around 1984. He also had an industrial building elsewhere where he kept all the spares and the workshop he used for restoring and rebuilding his Porsches.

Settling in at Novelty as well was Cynthia, whom Chuck married in 1991. They first met in 1978 when he was in Taiwan to recruit sources of 356 parts. Cynthia became his purchasing correspondent in the English language. 'We had not even one day apart for 28 happy years,' she recalled, 'and I don't remember that we even had one bad day!'

I was thrilled when I heard that Cynthia was an early Bentley customer for my new four-volume *Excellence Was Expected*. I'd been in touch with Stoddard about several aspects of the new work, especially the creation of the 911. 'Chuck appreciated and cherished your friendship,' she wrote, 'and especially during his last few months while he was waiting anxiously and excitedly for your new edition of *Excellence* – and how happy he was when the new books finally arrived. He first went through them all briefly in a short time and then began to read page by page in detail. He kept making comments like, "Wow, good for Karl. He is not only good, he is beyond excellent!"'

One of the last favours that I did for Chuck was a visit to a British collector to see a Porsche 907 that he was thinking of buying. It was the genuine article all right, I reassured him. He soon had the rare racer in his garage. Stoddard always had an eye out for interesting Porsches, as the factory knew well. He related one such instance:

'I would go to the factory two or three times a year. Once I was in the race-car department looking for some parts and this 917 was sitting in the yard. Well, that stopped me cold. Later I was inside talking to one of their people about parts and a guy came in dressed immaculately in a black suit, speaking German. I didn't understand what it was all about but after about ten minutes he left and the person behind the counter asked, "Want to own a 917?"'

'It turned out that Alex Soler-Roig, a Spaniard, owned the 917. He was the guy dressed up and on his way to Graham Hill's funeral. He was well respected as a racer. He raced the 906, 910, 907, 908 and he bought the 917 new. They said that he had just told them to sell it. "You are standing here. We know you like this stuff and you would be our first choice." In those days used race cars weren't worth very much, so it was in Cleveland in three days. I totally rebuilt it and have driven it in about 30 races. As they say, "There's no substitute."

Chuck Stoddard passed away in October 2019 aged 89. **CP**

The author is grateful for the help of Cynthia Stoddard in the preparation of this profile. He also had access to the writings about Stoddard by David Conklin and Carl Goodwin. Through Duke Argetsinger and Josh Ashby at the International Motor Racing Research Center he had access to both images and the dossier on Chuck's career prepared by Bob Kendall in 2009.

Below: Porsche 550 RS Spyder serial 550-141 was metallic blue when Stoddard owned it. Here it's at Road America on June 23, 1963 (SCCA Archives at IMRRC)





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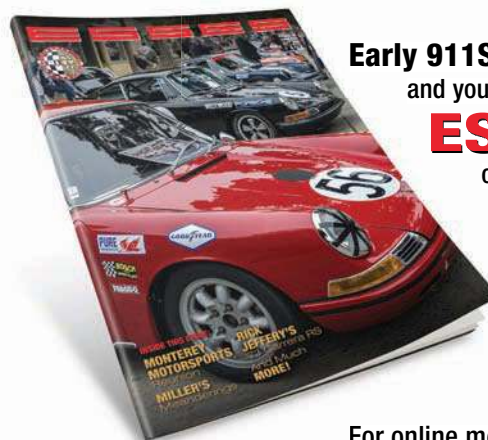
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THE INSIDE LINE

Ahead of the new season, we put some questions to 2-Litre Cup series organisers and co-founders Patrick Peter of Peter Auto and James Turner of Sports Purpose. What, we asked, was the background to the series and how had it got off to such a strong start? What were the surprises and what are the plans for the future? Here are their answers...

Words: Robert Barrie

Photos: Fotorissima; Photo Classic; Peter Auto; Jayson Fong





Above and opposite: Close, exciting racing is what makes the 2-litre Cup such a hit with spectators and racers alike. Colourful cars and spirited but mature driving make it a real hit with everyone

Below: We caught up with James Turner (left) of Sports Purpose and Patrick Peter (right) of race organisers Peter Auto to get the inside story on the 2-litre Cup

CP: Monotype series are rare in historic racing. What was the thinking behind the 2-Litre Cup and why is the early 911 different?

PP: Indeed, monotype series *are* rare in historic racing. The idea was not ours. It came from James Turner and Lee Maxted-Page. They proposed that we set up a series dedicated to pre-'66 FIA-spec 911s.

Monotype means all cars must be in the same configuration. It's more popular in modern racing, as it is often monitored by a manufacturer. It's complicated in historic racing, because the cars come from different preparers and may be in different configurations, with more than 50 years of history and updates. So the key point, in the early days of the series, is to define clear and precise technical regulations and prevent disparities of performance. To have one 'wrong'

car is the best way to see ten good cars leave the grid.

JT: My inspiration was that I did not think there was a series that met the needs of many historic racers. It was hard to recommend something, especially if you wanted to race on the best circuits with good organisation in strong, reasonably affordable cars. Fortunately, I knew Patrick Peter. He thought the series was an excellent idea, so Lee Maxted-Page and I met him. We soon had a joint venture agreement and a commitment from Lee, Richard Tuthill, Kevin Morfett and Marc de Siebenthal to support the series.

As for the early 911, it is still a well-kept secret. Sure, later 911s are bigger, faster and louder etc, but the thrill of driving an early 2-litre car is a pure one – and one that works for the novice and the seasoned racer. We have some very talented modern racers in our series, as well as some experienced





historic racers and they all love these short-wheelbase cars!

CP: The series has got off to a good start in terms of grid numbers and the quality of cars, drivers and racing. What are the reasons?

JT: I think the simplest reason is that our competitors are enthusiastic, knowledgeable and supportive. Is that a Porsche thing? I'd like to think so, of course, but it's also a meeting of minds – the series and the Peter Auto platform is a winning combination. It has also been important to be strict on driving standards. In the races so far we have only had a handful of comings together. For me, that's a phenomenal statistic. We start every drivers' briefing with a reminder of the spirit of competition: that we are here to enjoy ourselves. If someone is judged to have caused an accident, they pick up 50 per cent of the cost or they don't come back. Then there are the cars. They are tough and not too expensive to prepare or race, given the quality of the meetings.

PP: The series depends on clear regulations, close

scrutineering and transparency and openness between organisers, preparers and drivers.

CP: What has been the biggest surprise so far?

PP: I would say the fact that organisers, preparers and drivers were all very involved in the technical and sporting regulations from the start, with the same spirit and the same goal of making the series a success.

JT: The biggest relief is the atmosphere in the paddock. This is so important. A new competitor this year, a serious and successful individual with involvement at the highest level of motorsport said he had never been in a friendlier paddock. The biggest pleasure has been the quality of the racing up and down the field. When an experienced and successful historic racer has a race-long, door-handle to door-handle scrap with an ex-single-seater star team mate and says it was one of the best races of his life, you know something must be right. A surprise is that we have only had one non-UK prepped car on the podium. We look forward to more strong

Above: Classic Porsche's Robert Barrie (right) mid driver change. Robert is a series regular



Left: Close racing is guaranteed when the cars are so equally matched. The series has been laudably free of major incident



Above left and right: Race action takes place at a number of well-known venues, from Spa to Monza, Le Mans and Paul Ricard. Fingers crossed for a round in the UK soon...

performances from the continental European cars and drivers.

CP: What problems have you encountered? Have there been any issues with rules and regulations?

JT: Inevitably there have been some teething issues but, on the whole, we have dealt with them as a group and put the interests of the series first. I'm happy with the Elite/Gentleman categorisation. We recognise that everyone deserves a race and a goal. The drivers that are at the front of 'Gent' may become 'Elite' next year. Hopefully it will continue in that vein for a while to come.

I should also say how exceptional Patrick Peter and his team have been. They do what they say they are going to do, they listen and they care. We are fortunate to have a race organiser who cares about the competitor, be it safety, driving standards, fair application of the rules or the quality of the party afterwards. Really, it has been a dream from start to finish. *Merci*, Patrick! I have also been fortunate to work with my co-conspirators Kevin, Lee and Richard.

PP: When you're setting up a new grid, first you have to attract cars. The first year was a test year, with regulations quite 'open' and flexible. As soon as we saw that there was a true potential, then it was time to tighten the regs, especially the technical ones, in order for the cars to be as close as possible in terms of performance.

Another issue was how to balance performance between an Elite Driver, racing every weekend, mostly in someone

else's car, sometimes being paid, and a Gentleman Driver, coming with his or her own car at their own expense, just for fun. That's why in the second year we created a specific classification for Gentleman Drivers.

CP: What are your plans for the future? How big can the series become?

PP: We know there are more cars being prepared. We hope to have at least 30 cars at each round next season. The key points are regulations and scrutineering. If everyone knows the racing is fair, the series will continue to be a success.

JT: I hope we can continue to build, to retain existing competitors and attract new ones. For me, the series has so much potential. We can continue to develop off-track and next season we will encourage every competitor to stay in the same hotel at the last race. Surely, nothing could go wrong there. I'd like to add more rounds outside Patrick's regular calendar, at other great tracks and perhaps we should have a race in the UK, but at a different sort of meeting, like a prestigious modern race meeting.

I hope we continue to listen and bear in mind the needs of competitors and preparers. I think we can do more to engage with spectators and we have various ideas in that direction. I'd like to see more factory drivers, more young drivers and more family teams. I'd like a merchandise range and free beer after qualifying. Above all, I'm keen that we all continue to get on and have a laugh with each other! **CP**

Below: Of all the cars taking part, the majority have been prepared in the UK – indeed, there has only been one non-UK-prepped car on the podium so far



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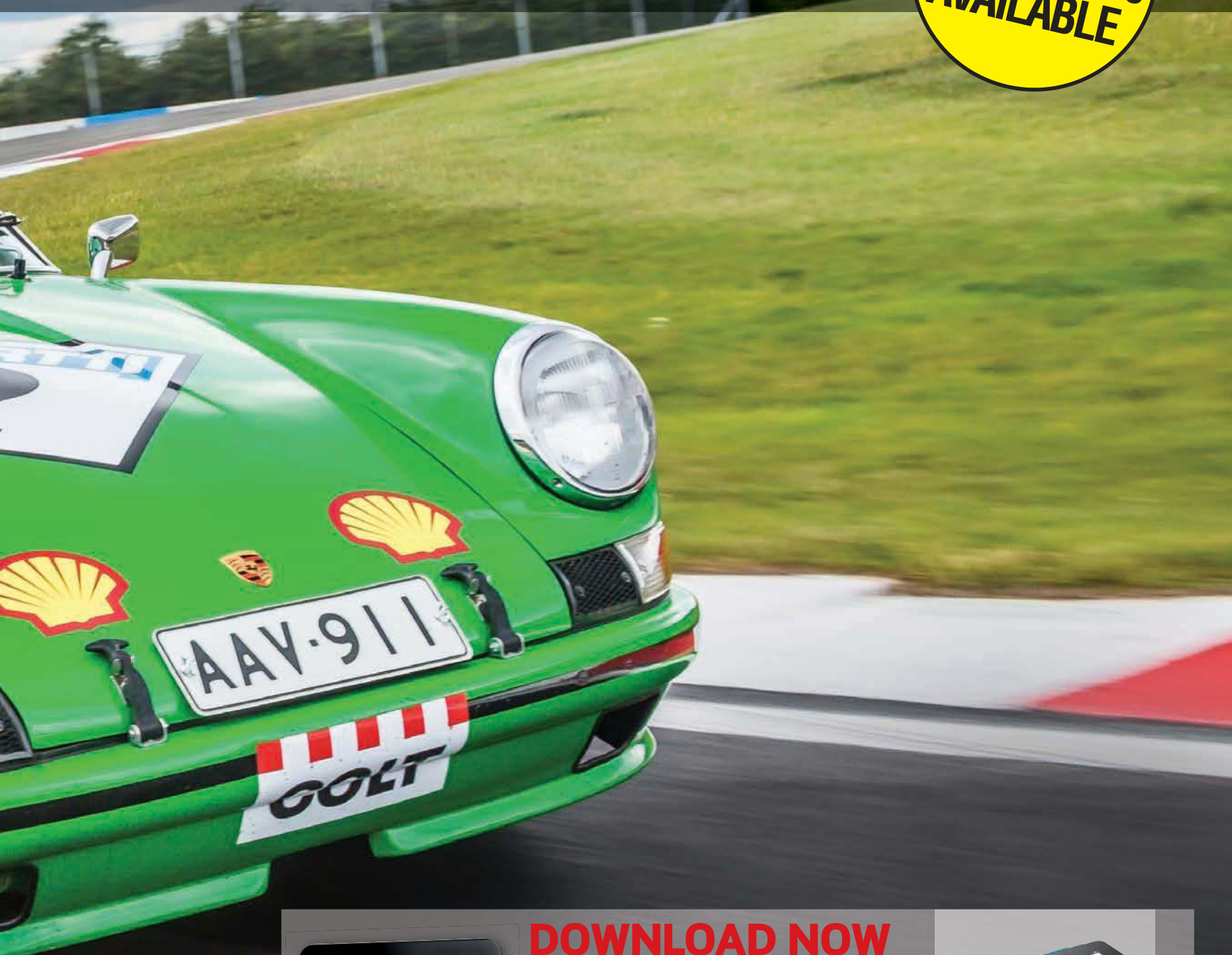
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Words: Keith Seume Photos: Andy Tipping

THE SKILL FACTORY

Blending old-school hands-on skills with the latest techniques and technology, Cotswold-based Thornley Kelham has proved itself to be one of the finest classic car businesses around today





Above: Customer's Speedster sports a few non-standard features including Technomagnesio wheels. Thornley Kelham are not purist in their outlook and love working with customers to create their personal dream car

Opposite: Simon Thornley (left) and Wayne Kelham

Below left: Sitting as it was found, this 356A is waiting for its next owner to come along and decide in which direction to take it... Stock? Outlaw? Their choice!

Below right: Nearing completion, bare 356 Roadster awaits its turn in the paint booth

You could be forgiven for thinking that Thornley Kelham might be the name of some quaint English village, with thatched cottages with roses round the front door, but you'd be wrong: Thornley Kelham is, in fact, one of the most prestigious restoration specialists in the UK, if not the world. Those readers with a wider interest in classic cars than simply those built in Stuttgart will probably be aware of the breathtaking 'outlaw' Lancia Aurelia B20GTs that have made an impact on the scene over the last couple of years.

Yes, you did read that right: Outlaw Lancias. With chopped roofs and upgraded drivetrains, no less. The kind of machines you might expect to be the product of some SoCal hot-rod shop, but which are, to put it mildly, the finest showcases for some of the most impressive metalworking skills we've seen in recent times.

Thornley Kelham – the name reflects those of joint owners Simon Thornley and Wayne Kelham – has earned an enviable reputation in vintage and classic car circles for restoration and, among other things, race preparation services covering all marques, although it is undoubtedly the Lancia side of the business which originally seared the name in the memory of many enthusiasts. But as you will see, there are many more strings to Thornley Kelham's bow...

Thornley Kelham began life in 2009 (not an auspicious

time, winces Simon Thornley, in reference to the state of the financial world post-2008) as The Vintage & Classic Paintshop, when Messrs Thornley and Kelham set up shop to carry out precisely what the name suggests: preparing and painting vintage and classic cars. The business began with just three employees, a couple of cars and a paint booth.

Simon Thornley's background had been varied, having spent much of his time building businesses at home and abroad, including what became the world famous Getty Images photo library. But his deep down passion has always been for cars, as a child dreaming of owning exotica like a Lamborghini Miura while helping his dad fix the family's rather more prosaic Vauxhall Viva. His first car was a Volkswagen Beetle, followed in 1988 by a basket-case Austin Healey on which he learned his restoration skills. He still owns that car today – along with a 1973 Carrera RS and a 356.

Wayne Kelham's automotive background initially revolved around helping his father with various rebuild projects, before building his own go-karts ('so starting my appetite for spirited driving', he smiles). On leaving school, Wayne was offered the opportunity to work at a restoration business, learning skills which would serve him well throughout his life: 'After about a year,' he says, 'I chose to concentrate on the paintwork side, working on wonderful cars like a Bugatti





Royale and various Alfas and Ferraris but I sometimes ended up doing the wiring, rebuilding gearboxes and putting the whole car together...'

It was an Aston Martin that brought the two partners together, Simon having bought a car from a friend of Wayne's, and then taking on its restoration with him. The decision was made to paint and reassemble the car themselves and so the seeds of a new business were planted and soon began to flourish. In 2012, the business was renamed Thornley Kelham Ltd and today the workforce has grown to 35, with pretty much every aspect of restoration handled in-house.

But don't get the impression that Thornley Kelham is all about restoration in the purist sense of the word – after all, one look at those glorious Lancia Aurelias will tell you that. 'I prefer to think of us as a classic car business,' says Simon Thornley, 'not a restoration business, as we offer a wide range of services.' Race preparation and support are all part of what's on offer, as a quick look round the modern – and clinically clean – 32,000sq ft premises shows.

Simon tells of his quest to buy a Carrera 2.7 RS back in the late-1990s, a time when they were beginning their climb back up in value after dropping to lows in the late 1980s and

early '90s. 'I'd always wanted an RS, it had to be Tangerine, first 500, and the best I could find. All my friends told me I was crazy to be looking at a particular car with a seemingly high price tag – they said it was overpriced in their opinion – but it was the right car for me and I bought it. It's important not to get too hung up on values – I've only ever bought with the heart.

'Of course, with the high value placed on many classic cars today, they have become something of an asset class, but more and more of our customers with modern cars such as GT3RSs and the like are saying how they feel they can't really get the most out of them, particularly if they live in London. They're now saying "Tell you what, let's go and get an early car and make it the way I want". I'm having this conversation with a customer at present; he wants something special – not quite an outlaw – but a car that is personalised, a reflection of his ideas.'

Surrounded by what must quite literally be millions of pounds-worth of vintage cars, from pre-war Lancias, to Speedsters and 1970s competition cars, you could be forgiven for thinking that the very idea of modifying a classic of any kind – especially an older Porsche – would be anathema to Thornley Kelham, but you'd be wrong.

Above: Following an 'off' in a rally, this A coupé has undergone localised repair and is now ready for paint before heading into action

Below left: Pre-War Amilcar is just one of several such rare machines undergoing restoration or race preparation in Thornley Kelham's workshops

Below right: Outlaw roof-chopped Lancia Aurelia is a breathtaking example of the company's workmanship



'I think this move towards personalisation is growing,' says Simon, 'and it will continue to grow – it's the world we live in. I don't have a problem with it. Other people do, but to me if it means you're going to use the car more, it's staying on the road, being cherished and loved, then why not? OK, if you've got a really important car, then respect its authenticity, but many classics are relatively mass-produced cars. There are plenty of them about. So if you want to modify the car to suit your needs – more power, less weight, improve the electrics, braking or suspension, or fit a really cool interior, then that's fine. The important thing is to respect the car's integrity and not pretend it's something it isn't.'

What, though, of the future of the classic car market, bearing in mind changes in legislation that might be waiting for us over the horizon which could affect our use of older vehicles? Will there still be a classic car scene in 30 years' time? 'I was talking about this with a customer the other day,' says Simon, 'and he said we will (metaphorically) become like a horse stables. In the past, horses were the only means of transport, but as the car came along and took over, those same stables developed to look after horses for their owners' enjoyment – whether for racing, for shows or general leisure use.'

'That's why we see ourselves as a haven for classic car enthusiasts, where they can have their car looked after, readied for a rally or going on holiday, prepped for a concours or stored over winter – or, of course, restore it or modify it.'

Looking round Thornley Kelham's workshops, you can't fail to be impressed by not only the sheer volume of work being undertaken on a quite breathtaking range of marques and models, but also the skills that are on display, from old-school panel beating to the application of concours-quality paintwork, precision engine building to the aforementioned

concours and race preparation. It's all available here.

'What I love about this business,' says Simon, 'is that we do real material, tactile work – it takes skills that you can't replace with robots or software, or anything like that. So although it's a fairly low margin business, and it's slow and it's hard, it's worth it because of that. It's a set of good old fashioned skills and talents which we're trying to marry with more modern techniques.'

Although the name may not be as familiar as some others in Porsche circles, Thornley Kelham have been working with the marque since the beginning, even if initially at a fairly low level. 'We began with an engine rebuild on my Carrera RS,' says Simon, 'and we carried out a bare-metal repaint on a 1975 911 a few years ago, and I've had a 356 for many years, which we maintained, and I've always loved them. While there are some great Porsche specialists around, there are a

heck of a lot of Porsches out there – this started as a passion, and I can honestly say that, but it's also a sensible business move.

'I don't mean that to come across in a hard "beancounterish" kind of a way, but I set up a business here that I and my management team want to see thrive and grow, and the bottom line is we like really well engineered cars, like the Porsche, like the Lancia. Both marques were innovators in the 1940s, '50s and '60s and were alike in many ways. So my love of Porsches comes from the fact that they are beautifully engineered cars and are great to drive.'

'If I'm honest, although I've always been a car guy since I was 9 or 10, there was a period when I actively disliked Porsches, back in the eighties when the city boys with their red braces drove white Carreras. But 20 years ago I was offered a 911 for a pound more than the owner – a friend – had been offered by the local OPC as a trade-in against a

"WE SEE OURSELVES AS A HAVEN FOR ENTHUSIASTS..."

Below: Whether it's an AC Ace or a Porsche 356B you own, Thornley Kelham will be happy to restore, repair or race prepare it for you...





new GT3. I had a Dino 246 and a Skyline at the time and hadn't driven a 911. He said "Come on, let's go out for a drive". It was one of those moments and afterwards I said "Sorry, I've been wrong" and we did the deal that day.

'From that moment on, I was hooked by the 911 and only once in the intervening years have I not had one as my daily driver. I've had most 911s from the 993 up and nearly bought a 964RS (I should have!) prior to buying the '72 RS. There are not enough words to describe that car – all the others have come and gone, but the RS has stayed. Cars like that get under your skin. You appreciate them, you respect them. The history is interesting, the way they developed that whole car. It's fascinating.'

As a former Beetle owner, Simon's love of the 356 perhaps comes as no surprise. 'How did it come about? Well, my dad treated himself when he retired by buying a Jaguar XK140 and restoring it at home. Then one day about 20 years later, he rang me up saying "I'm sick of the banks – let's buy a classic car!" I reminded him that he was 87 but he told me he didn't care, and that he'd always wanted a 356: "Let's go and buy a 356". I asked

him if he was sure (which he was) then went in search of a car. We found a B coupé, right-hand drive, matching numbers, at a decent price – it had been restored about 15 years earlier – and bought it.

'I brought it here to the workshop and we went over it, then I drove it up to Scunthorpe, staying off the motorways. It was

about a four-hour drive and I just fell in love with the car. It was fantastic! Since then we've carried out restorations on a number of 356s, including a '55 Speedster, and have also been looking after a 356C which is used for rallying. Although I'll admit we've not been around as long as some others in Porsche circles, we've found the best way to advertise the business is to restore/prepare cars to a high standard to showcase our skills,

and let them speak for themselves.'

If that is the case, then I think we can safely say that Thornley Kelham is going to be very busy for a very long time. But if you're not sure, then take a drive out to the Cotswolds and see for yourself. Simon, I am sure, will be delighted to show you round. But be warned, his enthusiasm is infectious and you could soon find yourself discussing a new project. **CP**

Above: White B coupé or roadster, blue C coupé or black Speedster – there's no shortage of variety here

Contact:

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www.thornleykelham.com
simon@thornleykelham.com

Below left and right: Old school metalworking skills are alive and well in the Cotswolds...

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- 1961 T5 B COUPE, LHD, SILVER / BLACK
- 1964 T6 SC COUPE, RHD, SIGNAL RED / BLACK
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- 1962 PORSCHE 219 TRACTOR, RED

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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). C69/001

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: ricontheroad@outlook.com (Bristol). C69/002



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. C69/005

1974 911 Carrera MFI 2.7, right-hand drive, G model, engine type 911-83L, will need restoration, has been in dry storage for over 20 yrs, very little rust. No sunroof, ducktail, 7" and 8" Fuchs, chassis no.9114600, sought after colour Mexico Blue, rare opportunity to acquire a car of this kind. It will be absolutely stunning when completed, car is driving and on the button, £120,000, open to sensible offers only, production November 1973. Tel: 0872 414440. Email: info@terryjackson.ie (Dublin). C69/021



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). C69/003



930 Turbo SE original RHD Flatnose, One of 38 made in 1986 in original right hand drive form. Certificate of Authenticity and letter from Porsche GB detailing the production details and optional extras that were fitted. This is the 4 speed version with the larger oil cooler at the front, 330bhp, twin exhausts and in excellent condition. Between 2005 to 2019 it resided in the dry and sunny climate of Cyprus covering approximately 4000 miles. Following the restoration it was driven 3000 miles through 7 European countries, photographic/video proof of the trip is available. A full 'sympathetic restoration' was carried out over the last 4 years while retaining the patina of its original use, including a full body and mechanical strip down and replacement of parts where necessary prior to a full repaint of all body panels and under-body (original Porsche soundproof rubber) before reassembly. All removable panels (doors, wings, bonnet rear lid, sunroof etc) were removed, painted then refitted, £149,950. Tel: 07961 377754. Email: andrewtilan@email.com (Staffs). C69/004





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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. C69/022



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. C69/020

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). C69/008

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. C69/009

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. C69/023



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). C69/010



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. C69/012

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). C69/024

Miscellaneous

'LEZ 911' registration for sale, until recently on my 964 but have now decided to sell the registration, on retention certificate, £3500, no VAT or other charges to pay. Telephone with offers. Tel: 07425 153194. Email: lezdawes@gmail.com. C69/011

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: roberts7@hotmail.com (Hampshire). C69/014

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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). C69/019

911 & Porsche World magazines, No.1 911 & Porsche World magazine up to September 2014, only January 2007 missing, some in binders, most are loose but sorted into years. I have sold my 911 now, these must go to free up some space, offers over £75, collect only from Oldbury. Tel: 07800 574452. Email: andreicukp@yahoo.co.uk (West Midlands). C69/013

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). C69/025

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: roberts7@hotmail.com (Hampshire). C69/026

Porsche books Various Porsche books as new condition, at half new price each. Randy Leffingwell "Porsche 911 by design" (Motorbooks), £10; Paul Frere "Porsche 911 Story" (Haynes), Michael Scarlett "Porsche 911" (Haynes), £10; Adrian Streater "993 the essential companion" (Bentley), £25; Adrian Streater "Porsche 911-964 -enthusiasts companion" (Bentley), £25. All items plus p&p. Tel: 07853 763025. Email: alastairtgbell@hotmail.com. C69/015

911 & Porsche World issue no 1 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 Worcs, £100. Tel: 07971 573388. Email: steve.plant@hotmail.co.uk. C69/018

Registration, 'JJI 9115' number on retention, £2000. Tel: 07810 058297. Email: s-blakeley@sky.com. C69/007

911 & Porsche World, from Jan '05 (#130) to Dec '08 (#177), excellent condition, £55 plus post, or buyer collects. Tel: 07958 126801. Email: suzukiigger17@yahoo.co.uk. C69/027

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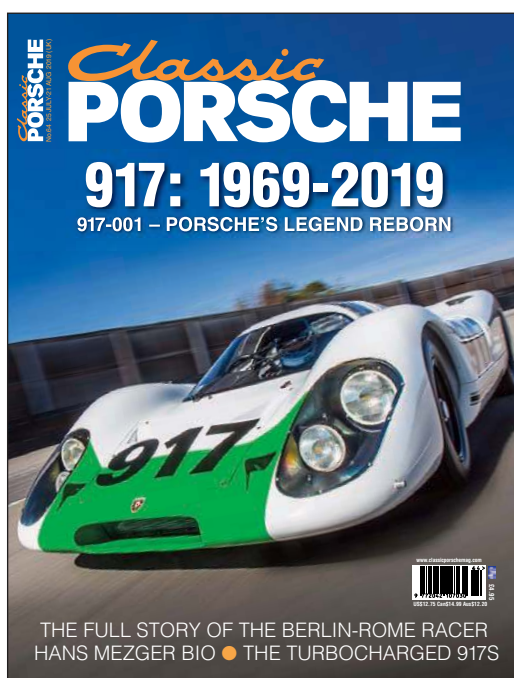
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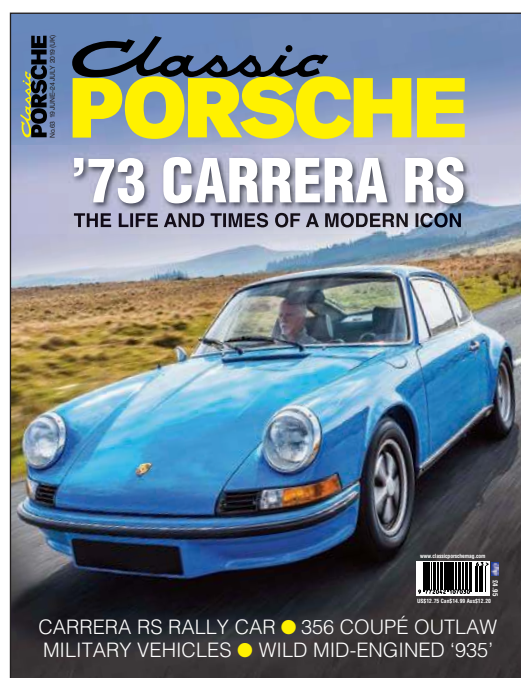
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