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We are living in strange times. With the news headlines currently dominated by the seemingly relentless march of a previously unknown flu-like virus, there is now justifiable concern about how the attempts to shut it down will affect events throughout the year. Already the prestigious Geneva motor show has been cancelled, as have the first two rounds of the MotoGP championship and the Chinese Grand Prix. But will it stop there? Somehow I doubt it.

This morning I received an e-mail from the ACO (Auto Club

“I KNOW WHERE I PLAN TO BE AT THE END OF MARCH, AND THAT’S AT GOODWOOD...”

de l’Ouest), organisers of the famous Le Mans 24 Hours, saying that they are monitoring the situation and that there is a possibility the event may be postponed until later in the year. That immediately made me wonder about events like Le Mans Classic, Goodwood Festival of Speed and many other high-profile classic meetings. I guess we’ll just have to watch this space and hope that the outbreak of coronavirus is contained sooner rather than later.

However, I know where I plan to be at the end of March, and that’s at Goodwood’s Members’ Meeting (above), followed in May by Classics at the Castle. It’ll take an act of parliament to stop me going to those. Hopefully I’ll see you there, fit and well...

Keith Seume
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THE PERFECT ALL-ROUNDER

How many cars can boast no fewer than four appearances at Le Mans, including a class win in 1976, plus entries in the Monte Carlo Rally, Tour de France Auto and sundry hillclimbs? Meet the most versatile race car you'll ever see: the Porsche 3.0 RS

Words: Keith Seume

Photos: Andy Tipping and archives



Looking back to the mid-1970s, two letters have come to define one of the most successful eras in Porsche competition history: RS. For the 1973 model year, the now legendary 2.7 Carrera RS in both Touring and M471 'lightweight' specification proved beyond doubt that the 911 was truly versatile, equally at home on the public road as it was on the twists and turns of a race track or rough, tough rally stage. It was truly a car you could drive to work on a Monday after enjoying a weekend's motorsport. In its ultimate guise – the 2.8 RSR – the 911 Carrera proved to be a valuable weapon in Porsche's armoury. But almost from its inception, its days were numbered.

The 2.8 RSR had proved its worth on the track with wins in the European GT Championship and the IMSA Camel GT series in the USA, but the imminent arrival of the G-series 'impact bumper' 911 for the 1974 model year, and the fact that it was not feasible to develop the 2.8 RSR further, led Porsche to embark on new RS projects: the 3.0 RS and RSR.

One problem with the original RSR was that rules only allowed the wheel arches of the production car (ie, 2.7 Carrera RS in this instance) to be widened by a maximum of two inches, to enable the fitment of fatter tyres for racing. On paper it appeared that if you wished to fit wider

wheels and tyres, it would be necessary to start with a wider homologated bodyshell, which did not exist.

But the race department spotted a loophole in the regulations which said that an 'evolution' version of the homologated car could be accepted as long as a minimum of 100 cars were produced. The swap to the latest styling allowed the marketing department to promote the new G-series models off the back of the new race-oriented version

(as it turned out, 55 of the 3.0 RS were built, along with 54 3.0 RSRs, making a total of 109 cars).

The 3.0 RS featured the wider wings of the 2.8 RSR, which could be further widened to RSR-spec for use in Group 4 (GT) competition. The regular – if you can use such an expression – 3.0 RS was supplied with 8J and 9J x 15 Fuchs wheels, front and rear, shod with 215/60 VR 15 and 235/60 VR 15 Pirelli

CN36 tyres. For Group 3 the RS was equipped with 9J and 11J rims, front and rear, with a choice of race tyres to suit.

In addition to the wider arches, the 3.0 RS featured a front spoiler with provision for a central oil cooler, and ducts to feed cooling air to the front brakes. Bumpers, bonnet and engine lid were glassfibre to save weight. Speaking of which, the RS featured thin-gauge steel for the roof, dashboard and door panels, all in an effort to keep the weight as close to 900kg as possible.

The brake system was far superior to that of the old RS

“BUT THE RACE DEPARTMENT SPOTTED A LOOPHOLE...”





and RSR models, which had relied on aluminium 911S calipers, with big cross-drilled vented discs and matching calipers from the 917 (and early 930 Turbo). Brake bias between the dual 17mm and 22mm master cylinders was adjustable via a balance bar set-up.

With the exception of a new three-spoke steering wheel to match that of the 1974-year 911 road cars, the stripped-out cockpit was much like that of the M471 2.7 Carrera's in

that the seats were simple lightweight buckets, while the rear seats, armrests, glove box lid and clock were deleted. Rubber mats replaced the carpets and sound-deadening materials, doors were pulled closed by cords in place of regular handles. Four-point harnesses and mounting points for a roll cage were further evidence of the 3.0 RS's intended usage.

The 3.0 RS was equipped with what in many ways was essentially a development of the previous 2.8 RSR engine, but slightly detuned to make it better suited for road use. The compression ratio was dropped from 10.3:1 to 9.8:1, while the twin-plug ignition system was swapped for a more

conventional single-plug set-up. Induction was via a mechanical fuel-injection (MFI) system, similar to that used on the 2.7 RS. The major departure was the change from a magnesium crankcase to one cast from aluminium, which was heavier but stronger than the original. A bore of 95mm combined with a stroke of 70.4mm resulted in a capacity of 2993cc, which saw the engine achieve an output of 230bhp at 6200rpm and 204lb ft of torque at 5000rpm on the dyno.

By way of contrast, the RSR version developed 330bhp at 8000rpm, with 233lb ft of torque at 6500rpm. The increase in output was achieved principally through a change of cam profile (to Carrera 6 spec), slide injection and a dual-plug ignition system. Valve sizes remained the same as for the 3.0 RS. Both models used a Type 915 five-speed transmission with its own separate oil pump and serpentine cooler, and a ZF limited-slip differential.

Suspension-wise, the 3.0 RS followed virtually the same path as the 2.8 RSR, with an aluminium front crossmember, reinforced steering arms and Bilstein dampers. Front torsion bars were 19mm in diameter, used with an 18mm anti-roll

Below, left and right: Le Mans 1974, and the brand new #9034 placed 14th overall, driven by owner Gérard Meo, Jean-Claude Lagniez and Jean Egreteaud, who prepared the car at his Bordeaux race shop





Above: A classic profile. The car proudly wears the livery in which it won the GT class at Le Mans in 1976

bar. At the rear, 26mm torsion bars were used alongside an 18mm anti-roll bar. Coil springs were available as part of a 'race' package, these being in either steel or titanium. In the case of the latter, the standard Bilstein dampers were swapped for aluminium-bodied alternatives.

RSR versions featured coil-over shocks all round, along with new Delrin suspension bushes. Centre-lock wheels/hubs were also fitted, allowing the use of 917-style magnesium-alloy wheels. The front struts were also modified to give a lower ride height by moving the spindle upwards.

The car you see here is something rather special. Chassis number 911 460 9034 was built in March 1974, to 'French specification', fitted with engine number 6840061 and bearing the production number 104 2554. It was finished in Grand Prix White, possibly with gold 'Carrera' script. Interior was black leatherette, with cloth seat inserts. It was delivered to its first owner, Gérard Meo in Paris, bearing the licence plate 9500 CQ 93.

The car was prepared for competition by Jean Egreteaud in Bordeaux – himself a well-known Porsche 'pilote', having driven three times at Le Mans – and driven by Meo in Group 3 specification in *Le Championnat de France des Circuits* (French track championships). The car was raced and hillclimbed throughout 1974 with fairly impressive results, including wins at Nogaro, Nivernais hillclimb, Magny Cours, D'Urcy hillclimb and Magny Cours for a second time.

Most impressive, though, was a 14th overall placing at Le Mans, good enough to see the car finish 8th in the GTS class, driven by Meo, Egreteaud and Lagniez. It covered 2325 miles at an average of 96.90mph and would have placed higher had Meo not had a collision with another car, which damaged the taillights, forcing an unscheduled pit stop.

The 1975 season began well enough, with a win in the

Magny Cours 100-lap event, while driven by Gérard Meo and Raymond Tourol. Further outings at Spa and the Nürburgring followed, and then another visit to Le Mans with drivers Christian Bussi and Patrick Metral finishing 23rd overall and ninth in class. But the good times were about to come to an end when Gérard Meo and Guy Mejean appeared at Dijon in August. A heavy accident destroyed the car...

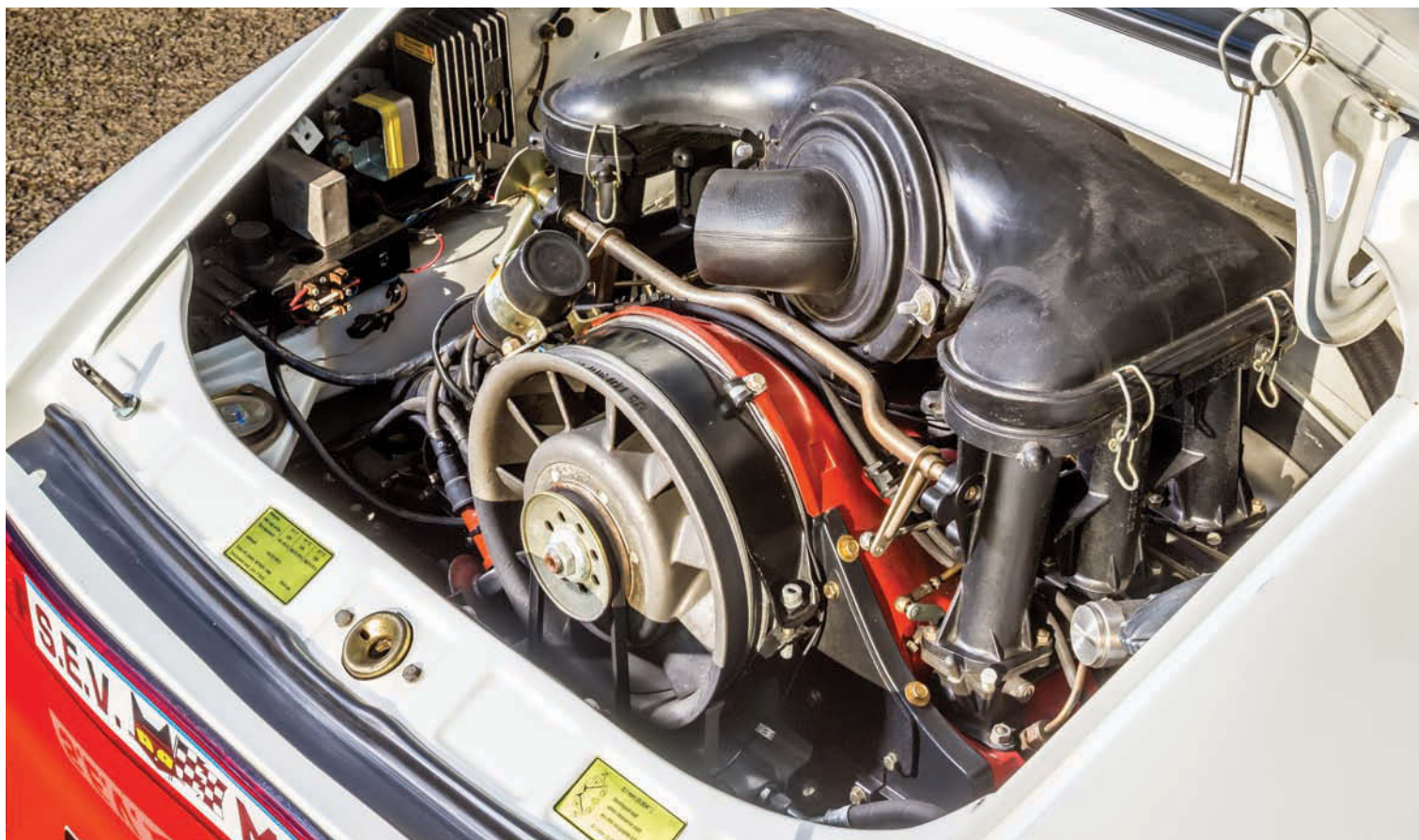
And this is where the history gets interesting. To quote William l'Anson, who currently have this car for sale in the UK, 'After the Dijon accident, Egreteaud purchased a new replacement shell, number 006 0001, supplied by Porsche in late 1975. The "new" car built around chassis number 006 0001 went on to enjoy a long competition career including the Tour de France, Tour de Corse, Monte Carlo Rally and numerous other races and rallies.

'The damaged chassis of 9034 was then sold to the well known racers, Montpellier-based Almeras Frères, in late 1975 where it was repaired and rebuilt as a 3.0 RS Group 4 car. It was allocated chassis number SM1107534, as the VIN tag with chassis number 9034 had been transferred to 006 0001 to allow it to continue using the 9500CQ93 French registration previously on #9034.'

This is fairly typical of how race cars lost, shared and regained identities back in the day – nobody much worried about things like 'matching numbers' or originality. Times have changed, of course: the same swaps today would be frowned upon...even though they still take place... William l'Anson continues: 'Using the new allocated chassis number SM1107534, the car was then given a new road registration 5632 QZ 34. When finished, Almeras Frères sold the car to Maurice Ouviere in Brest who then registered it 2490 RH 29. It was sponsored by his night club/disco, "Flashback", and with the car run by the Almeras Frères, he then embarked on two full and successful seasons of races, rallies and hill climbs.'

The 1976 season kicked off with a win at Rally de l'Ouest in

"THE CAR YOU SEE HERE IS SOMETHING RATHER SPECIAL"



March, driven by Maurice Ouvriere, who also competed in the Rally de Touraine later the same month. Further rally appearances came in April and May, including a Group 3 win in the Corse du Côte de St Germain. Then came a return visit to Le Mans, driven by Breton trio André Gahinet (who drove under the name 'Segolen'), Maurice Ouvriere and Jean Yves Gadai, aka 'Ladagi'. Wearing race number 71, the car finished 12th overall and first in Group 4.

The result was impressive, and a classic example of 'to finish first, first you have to finish'. The Group 4 Porsche was running third in its class until the leading car, a 934 driven by Hezemans and Schenken, suffered a serious transmission failure, leading to a 2 hour 30 minute pit stop. This saw the car knocked down to second in class at the finish. The rival Porsche which would most likely have won GT honours was the 934 of Chenevière, Zbinden and Buehrer, which was running in 12th place overall and now heading the GT class. But with just one hour to go, the engine failed leading to a last

minute retirement, leaving the way clear for our featured car to take class honours.

Other notable results in 1976 included a ninth overall in the Tour de France Auto, driven by Andruet, Sartoux and Sainx, and 11th overall in the Giro d'Italia at the hands of Jean-Yves Gadai and André Gahinet ('Segolen').

In 1977, there was a fourth and final visit to Le Mans, where it finished fourth in the IMSA class and 14th overall, driven by Jean-Louis and Jackie Ravenal. Four Le Mans, four finishes, including a class win: impressive results by any standards. But that only tells half the story. Earlier in 1977, #9034 had competed in the Monte Carlo Rally, followed by a number of other rally and race

events. How many other cars can be said to have competed in both the Monte and at Le Mans?

William l'Anson takes up the story once more: '1978 proved to be the last year of regular competition for #9034 when it was sold to Jean-Claude Gas in Toulon, road registered 1244 RP 83

Above: MFI-equipped engine combined a bore of 95mm with a stroke of 70.4mm to result in a capacity of 2993cc. This saw the engine achieve an output of 230bhp at 6200rpm and 204lb ft of torque at 5000rpm in 'production' 3.0 RS spec

Below left: André Gahinet, who drove the car under the pseudonym of 'Segolen', was reunited with #9034 at Le Mans Classic

Below right: It was driven by Andy Prill and Robert Barrie at Le Mans Classic in 2016

“EARLIER IN 1977 #9034 HAD COMPETED IN THE MONTE CARLO...”



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and then entered in a few rallies and hill climbs. Gas finished the 1978 French Hillclimb Championship seventh in the car with 570 points. Gas ran the car again in 1981 in the *Ronde de la Durance* on the 4th/5th April with race number 131.

'In 1984 ownership appears to pass through a number of hands from M. Rodrigue of Hyeres, to M. Louviere and then Bruno Briganti, and was road registered with the number 1914 MS 92. In 1985 it was sold to Michael Lavers of London via the Almeras Brothers, before selling to well known Porsche historian and racer John Starkey a year later. He raced the car at Oulton Park, Silverstone and Mallory Park and then sold it to Les Ward in 1987. A decade later 9034 was sold to Paul Gilbreath in the USA.'

And this is where the story takes an interesting turn, for in 2000 Galbreath purchased the 'other' 3.0 RS, chassis number 006 0001, which was the car created with a new factory-supplied bodyshell from the remains of the original chassis

#9034. However, after several years of ownership, in 2014 Paul Galbreath, having started a restoration of #9034, decided to sell both cars to Chris Wilson.

'Mr. Wilson was not a man to cut corners with his cars,' says William l'Anson, 'and commissioned Heritage Motorsports of Florida to complete the restoration of both cars. Invoices in the extensive history file that accompanies the car show \$182,000 spent on #9034 alone. The engine and gearbox were rebuilt by KMW and the car was repainted in its victorious 1976 Le Mans livery.

'During the restoration Chris Wilson reunited the original VIN tag of #9034 (which had been transferred to 006 0001 in 1975) from 006 0001 back onto 9034, where it remains to this day. 006 0001 was then sold as chassis #006 0001 at the Gooding & Company Amelia Island Auction in 2015. Wilson retained the Le Mans class winner, this car, and had it prepared by Heritage Motorsports for the 2015 Daytona Classic 24 Hours, where it

Above: Yes, the car is UK-registered and road-legal, if a little loud! As the feature title says, a 3.0 RS is the perfect all-round Porsche

Below, left to right: Modern Recaro seat and FIA-approved roll cage bring the car right up to date, ready for historic competition at the highest levels; three-spoke steering wheel same as that used in production models





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Below left: Stock 3.0 RS used 9J x 15 Fuchs at the rear, with RSR equipped with 11J x 15s

Below right: Fuel cell is a necessary addition to meet current race regulations

was driven by renowned Porsche expert Andy Prill and prolific historic racer Marc Devis.'

Following its showing at Daytona, #9034 returned to the UK where it was prepared for racing in Europe by Prill Porsche Classics. Work included the installation of an FIA-approved six-point roll cage, prior to the successful application for fresh FIA papers. The car was then driven by its owner and Nigel Williams in a round of the HSCC 1980s Endurance event at the Silverstone International in May 2016.

Prill Porsche Classics carried out a full engine-out service in preparation for an appearance at the prestigious Le Mans Classic in 2016, where it was driven by Andy Prill and *Classic Porsche* magazine contributor and historic racer, Robert Barrie.

Robert recalls the occasion well: 'The call was something along the lines of "do you fancy driving a Le Mans-winning 911 at Le Mans?" I did! It was the fortieth anniversary of the car's victory. Le Mans Classic can be a bit of a scrum: there are people and cars everywhere. It's only when you get out onto the circuit that things start to calm down. You gradually get a feel for the track and the car.

'It's a long old lap. We were running in the latest – ie, the most modern – of the grids, so there was plenty of quick stuff around. The 3.0 RS was not the fastest in that company, but it was straightforward to drive and felt very strong. It was the sort

of car that would last twenty-four hours or – in another context – a week on the Tour Auto. That's what happened when it won (at Le Mans). It was a normally-aspirated car in the turbo era and all the turbos broke. It wasn't difficult to see, some years later, how that might have happened.

'The 934s and 935s were slower into and out of the corners, and only spooled up part way down the straight. Their lap times were slightly lower at the cost of much more effort all round. We met one of the drivers ('Segolen' – André Gahinet) and some of the French crew from the win at the event. I reckon they had tears in their eyes. It was a fantastic achievement and they clearly hadn't forgotten it.'

In 2016, #9034 was purchased by its current owner, a former racer, BRDC member and keen Porsche collector, and in his ownership this iconic car has seen little use, although it has kept good company in his impressively housed collection. And now it's for sale once again, serviced and fitted with a set of road legal tyres – oh, and a more road appropriate exhaust (the race exhaust has been retained with the car). It sounds gorgeous, as only a race-ready 3.0 RS can.

It's a significant piece of Porsche racing history, and surely a passport into top levels of historic racing. Le Mans Classic, anyone? Or how about the historic Monte Carlo Rally? Tour Auto? Interested parties, please form an orderly queue. **CP**



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GROUP 4 WHEELS COMPETITION: AND THE WINNER IS...

Back in issue #67, we ran a competition to win a set of Group 4 Wheels' PAG/Campag replica wheels. Well, unsurprisingly, we were overwhelmed by the response, with entries arriving from all round the globe, including Australia, Japan and the USA. But who was the lucky winner?

The correct answers to the questions were:

1. In which year did Porsche achieve its first outright victory in the Le Mans 24 Hours? **1970**
2. What colour was the Porsche 911S driven by Steve McQueen in the film 'Le Mans'? **Slate Grey**
3. In what widths are the new Group 4 PAG/Campag wheels available? **7, 8 and 9in**
4. What material are the new Group 4 PAG/Campag wheels made from? **Heat treated AISi7 primary alloy**

So, with every entry numbered and using an on-line random number generator, we arrived at a winner. Step forward Reinhard Granner! Reinhard runs a backdated 911SC as his daily driver, to and from his workshop in Gross-Enzersdorf, Austria.

To say he was happy when we called is an understatement! 'Just amazing that I've won. I've been thinking about purchasing a set for three years!' Well, think no more – they're on their way! For wheel details visit www.group4wheels.com



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It's described as a celebration of Porsche's air-cooled evolution, bringing together the like-minded, easy-going and devil may care camaraderie of air-cooled Porsche culture and heritage, and it's the place to be over the weekend of 22nd/23rd August. Hosted by the Oxfordshire-based Boxengasse project, you can get full details from...

www.oilcooled.com



CLASSIC PORSCHE PULL-IN

A warm welcome awaits at Dorset-based Canford Classics on Saturday, August 29 from 9:00am, when Porsche fanatics will be gathering for the Classic Porsche Pull In. Alan and the team will give you a tour of the workshop, to see cars in various stages of restoration. Enjoy breakfast rolls, coffee and a bunch of beautiful cars. This year they're raising funds for LEAF, for those affected by blood cancer.

www.canfordclassics.co.uk



MATT GILL RESTORATIONS

With a lifelong obsession with both the VW and Porsche marques, Matt Gill Restorations is broadening its horizons and using its considerable knowledge to offer skilled services to the classic Porsche market. Under restoration currently are two 356s, one Karmann hardtop and one 356B T5 coupe. To follow the progress of these projects, check out the company's pages on Facebook and Instagram. www.mattgillrestoration.co.uk

LET THERE BE LIGHT



Eric Linden of Auto Foreign Services has been in touch to tell us about his latest product: 'After over three years in development, complete new tooling has been created to bring back the iconic H1 dual reflector headlight.

'Every detail is faithful to the original: the trim ring is brass and then chrome plated, just like the genuine article. The glass is a special Borosilicate to resist breakage (similar to Pyrex). Includes bulbs, correct attachment screw, and the correct thin seal.' Price is \$785 per pair plus shipping.

www.autoforeignservices.com

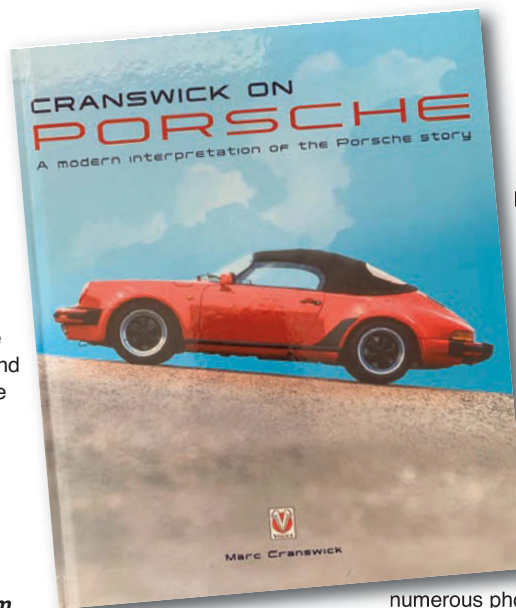
KLEIN REPROS FROM KK

Just had a message from the crew at Karmann Konnection telling us that back in stock for 2020 are the superb Klein logo screwdrivers for Porsche 911/912 models 1965-'68 and 1969-'73.

The SWB (1965-'68) set includes one long flat blade (25cm) and one Phillips screwdriver (20cm). They're an accurate reproduction with the Klein logo and 'Germany' on each handle, and cost £139.00 a pair.

The LWB (1969-'73) set consists of a pair of Klein-style screwdrivers with 10,000 volt insulated handles. These, too, are made in Germany. You get one long flat blade (25cm) and one Phillips screwdriver (20cm) in the set. These are also priced at £139.00 a pair.

To order, e-mail info@karmannkonnection.com or call 01702 340613



A GOOD READ

Marc Cranswick has had a life-long interest in cars and has penned this personal study of the designs and people behind the Porsche marque during the air-cooled era.

The book is a very personal look at what made – and still makes – Porsche such a unique company, examining its racing heritage and long history, as well as embracing the many independent tuners (Gemballa, Ruf, etc) who have helped build the Porsche legend.

It's lavishly illustrated, with numerous photos – several of which we've never seen before – and includes some great artwork, too. It's not a comprehensive history as such, but a fun, informative book which deserves a place on any enthusiast's bookshelf. It's priced at £40 and the ISBN is 978-1-7871144-83-8

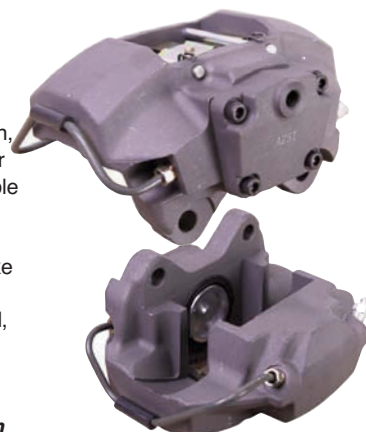
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S-TYPE CALIPERS

Check these S-Type brake calipers from Sussex based Heritage Parts Centre. Aluminium bodied with a single 48mm piston, they are sold individually and outright, rather than on an exchange basis. Listed as suitable for 911 models from 1969-'77 and Turbo models from 1975-'77, Heritage can also supply the pads, vented discs and new brake hoses to match, if required.

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Classic PORSCHE

TANGERINE DREAM: THREE OF A KIND

Contents subject to change

ISSUE #71 – ON SALE 23RD APRIL 2020

Overseas (approximately): Europe 30th April; N. America 28th May; Australia/NZ 25th June. For your nearest stockist worldwide see page 3

CLASSICS AT THE CASTLE – MAY 17TH 2020, HEDINGHAM CASTLE

The origins of the event that would become Classics at the Castle go back to a 356 Register Day at Beaulieu Motor Museum in 2004 which attracted around twenty or so 356s and a couple of traders. This 356 meeting was repeated in the same location in 2005 when a few 914 and early 911 owners turned up to support the 356 presence, but, all in all, there were no more than forty cars.

A year later, and again at Beaulieu, the meeting attracted 356, 914, 912, 911 and Carrera RS owners, as well as a few traders – notably Karmann Konnection and PRS.

The turnout of classic Porsches at the first two Beaulieu meetings had been encouraging enough to consider the idea of moving to a location more easily accessible than the New Forest. An invitation from Jason Lindsay of Hedingham Castle near Halstead, Essex via Maxted-Page and Prill, along with the promise of a few special cars from Lee and Andy, enabled the move to Hedingham.

The first recce of the proposed new venue confirmed the potential the castle and the grounds had as a perfect backdrop for a more ambitious concept. An agreement was reached and the first meeting of Classics at the Castle as we know it today took place in 2007.

The change of venue and the focus restricted to Porsche models built in the KG period of production (1950–'73) was marketed mainly by word of mouth via those who had attended the Beaulieu meetings. Consequently, the expectation on the morning of the 2007 one day get-together was for maybe sixty or seventy cars in total to appear...

The reality was quite different as Porsches and non-Porsches started arriving before the gates opened and continued arriving up until mid-afternoon! By midday almost one hundred 356s were parked either on the top level around the castle's keep or elsewhere in the grounds on trade stands. A similar number of 911s were to be seen

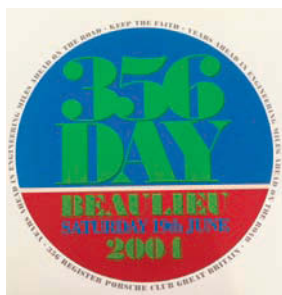
on the lower level.

The overwhelming presence of the pre-'74 production and competition model Porsches endorsed the success of the concept of a KG-only meeting, but also significantly that this was no longer merely a 'meeting' – it was an 'event'!

The encouragement from not only Geoff Turrall and his team at Porsche Cars Great Britain and local help from Lee Maxted-Page and Andy Prill, but also all the specialist traders, was key to the success of what now became Porsche Classics at the Castle.

Attendance by post-'73 model types and non-Porsches in the Deer Park eclipsed the numbers of pre-'74 models in the event area, proving the enthusiasm for the earlier cars shown by owners of later model Porsches

It was soon clear the event needed expanded and varied content beyond the cars themselves... This began with a Saturday evening curtain raiser

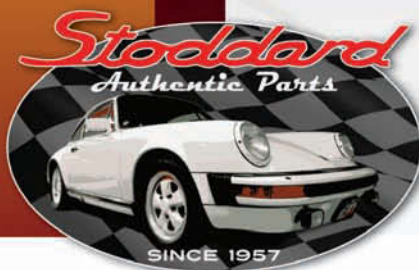


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in the form of 'An Evening with...' dinner, the first being 'An Evening with Vic Elford', with special cars he had driven in his career displayed on the back lawn. This proved very popular and consequently the same format in subsequent years featured John Fitzpatrick, Bob Garretson, Gils Van Lennep, Richard Attwood and Jürgen Barth, with supportive attendance by Tony Hatter and Grant Larson who became regular friends of the event.

Two of the most successful presentations were the 40th Anniversary celebration of the Carrera RS in 2013, which brought together the largest display of this notable model in Europe, with over forty examples, with a further five RSR race versions providing a spectacular show.

Equally (if not more) spectacular was the presentation of just one special car, the Type 64, brought from the Prototyp Museum in Hamburg by Olly Schmidt and Tommi König. The prospect of seeing this car brought visitors to Hedingham

from all over the world.

Parades showcasing the various Porsche models became a feature of the event, with the 911@50 line up featuring a fifty year celebration of all the 911 model types.

By this point Classics at the Castle had a growing fan base, becoming the 'go-to' event for enthusiasts who understood that 'Not everyone's idea of a perfect Porsche is a new one and not every owner of an old Porsche is pre-occupied with it being a perfect one.' In fact, a visitor from the US commented, 'I have been here for fifteen minutes but already I know this is not a "my car is better than your car event"'. Praise indeed.

As CATC evolved, the event was endorsed by Porsche Cars GB and the Porsche Museum in Stuttgart, which sent a few special cars each year, thanks to Alexander Klein. At the same time the event attracted solid sponsorship from a number of high-end brands. This was a great help in securing

special cars and guests but inevitably led to the trade off of a more corporate presentation.

During the decade since event one, market values for the cars now seen as investments moved upwards and many went into hibernation when changing hands. Sponsorship started to diminish as did special support from Porsche Cars GB and Porsche AG. Driven by prevailing circumstances and some disappointment with the last couple of events, Porsche Classics at the Castle came to an end in 2017.

However, as you will almost certainly be aware, the good news is that on May 17th Porsche Classics at the Castle is back at Hedingham Castle in the original low key format, and *Classic Porsche* is delighted to have been appointed 'Media Partner' to what promises to be a fantastic day. Just make sure you save that date, OK?

For more details, and for advance ticket sales, log on to www.classicsatthecastle.org

From far left to far right: The event's roots can be traced back to the first 356 days at Beaulieu in 2004 and 2005; Beaulieu was low key, and all the better for it; a move to Hedingham saw the event grow in popularity; RS line-up was spectacular; car parades were popular; CATC is the place to see the best...



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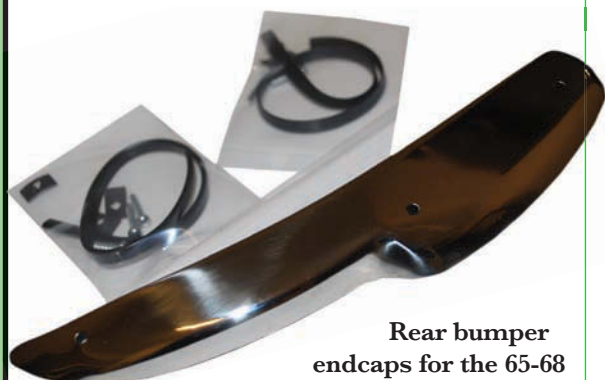


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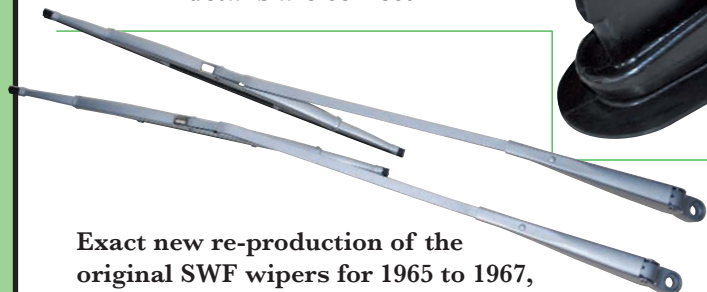


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Eric Linden, 29 year PCA member, 29 year 356 Registry member, also writing in the Early S Registry as "Soterik". All parts manufactured exclusively for us from NOS originals, and guaranteed to fit. Many more items to come!

DELWYN MALLETT

A TRIP TO THE PARIS-BASED RETROMOBILE CLASSIC CAR SHOW REAWAKENS MALLETT'S DESIRE FOR A 904, WHILE AN ALL-NEW FLAT-EIGHT ENGINE GETS HIM POSITIVELY SALIVATING!

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...



My last column had a 904 theme running through it and, after my recent visit to Retromobile (see page 58), this one also seems to have got stuck in a 904 groove. No excuses as, along with many others, I think that the 904 is the most beautiful of all Porsches. As I toured the show one stand that demanded more than a casual glance was that of what I first took to be one of the many 'replica' makers. In one respect I was correct, but this particular replica turned out not to be the car but the engine and an astonishing achievement.

The old saying 'what man has made man can make again' is an adage that classic car collector and racer Didier Cazeaux took to heart when he commissioned a new Porsche 2-litre Type 771 eight-cylinder engine for his 904 – and when I say new I mean brand new in every part.

The two Hans, Hönick and Mezger, developed versions of Porsche's flat-8 engine in parallel, a Type 753, 1500cc motor for their Formula One car, and the 2-litre Type 771 for sports car events. The 2-litre engine beat the F1 engine into competition by two weeks, sitting behind Dan Gurney in a W-RS Spyder in the 1962 Targa Florio and pumping out 210bhp. The 753 engine's debut was at the Dutch Grand Prix and Dan Gurney scored the engine's only win later in the year at the French Grand Prix.

In 1964 the 904's capacious engine bay was filled by the 771 'eight' when two works cars appeared at the Nürburgring and Le Mans – neither finished but were timed at 175 mph. The 771 motor raced on in the 906, 907, 909 and 910 until at least 1968.

It seems that Cazeaux is lucky enough to own an eight-cylinder 904 (in which he has competed at the Goodwood Festival of Speed) for which, as you can imagine, spares are as rare as rocking horse droppings. At some point it struck him that there might be a few others in his predicament and that it would be worth remanufacturing some parts.

This idea grew like Topsy and he commissioned VLTS Engineering, based in Eppingen, Baden-Württemberg, southern Germany, to reverse engineer an entire engine, all 2500 components. The task involved creating 3D images, metallurgy analysis and research and took three years to complete. The finished engine is put together by Heritage Classic Engines SA and apparently takes 300–400 hours to assemble! The astonishing result was evident on the Heritage Classic Engines SA stand where you could place an order for the 2020 season. I didn't ask the price!

I also dropped in at the RM/Sothebys auction at Les Invalides, Place Vauban, and held to coincide with Retromobile. Call me old fashioned (or not so well off) but I still can't get to grips with people paying millions for old bangers that when I commenced on my own automotive Odyssey in the mid 1960s could be bought for hundreds, or at the most the very low thousands, of pounds.

There seemed to be a disproportionately large number of older men milling around attired more appropriately for a teenager, in pastel shaded leggings and in the company of young women not that long out of their own teens and who seemed much too familiar to be their daughters. I suppose that when 'boys' are prepared to pay millions for their toys, the 'girls' will also like to join in the fun.

The auction had a German theme this year and a very fine 904, chassis number 904-061, featured amongst the attractions. It left the factory in March 1964 for the Glöckler agency in Frankfurt. (Walter Glöckler was one of the first Volkswagen agents and in 1950 became a Porsche dealer, too. Famously he also built his own race cars based on VW and Porsche mechanicals inspiring Porsche to build their own 550 Spyder.) As delivered the 904 was Signal Red with a blue cloth interior. In September that year it was sold to a Portuguese with 6500kms on the clock and in 1969 it moved on to France, where it competed in the Tour de France and at Montlhéry, as well as several other events.

In the late 1990s the car was in the hands of an enthusiast and collector who had the car repainted silver and fitted with black upholstery. During the restoration the original four-cam engine was found to be damaged and was replaced by a period-correct, magnesium-cased, twin-plug Type 906 two-litre six-cylinder motor. In 2007 the last owner decided to restore the 4-cam but not to fit it.

Still with only 24,000 kms on the clock and sitting in the

auction venue alongside the four-cam and a spare set of wheels, and with a more luxurious road-going trim featuring cream leather seats, it had this old bloke salivating. I wasn't of course the only chap impressed as some feverish bidding saw the car exceed its pre-auction top estimate, selling for €1,917,500 – which was almost exactly 1000 times more than the 904 I didn't buy in 1971. (See my column in the last issue for details.) *Non, je ne regret rien.* Says he!

If after all this 904 chatter you might be keen on getting one for yourself, at the time of writing another lovely example shown at Retromobile is still for sale with French dealer, 'Historic Cars'. Have fun. **CP**



What do you do when you can't buy spares for your flat-eight? Why, build a new one!

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ROBERT BARRIE

ROBERT RESEARCHES THE HISTORY OF AN EARLY 911 TO SEE IF IT WAS A CAR DRIVEN BY PETER GREGG OF BRUMOS FAME. AND, AS IS THE WAY, ONE PIECE OF RESEARCH LEADS TO ANOTHER...

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



I researched the history of an early 911 a year or two back. It was a spring 1965 car in light ivory ordered through the celebrated Brumos dealership in Jacksonville, Florida. More recently, it found its way to the UK and, mindful of its connections, the new owner was curious as to whether it might have had a period competition history. He supplied some pictures of Peter Gregg – the race-driver owner of Brumos – flinging some early cars around some circuits and asked if any might be his.

Unlikely. The pictures were from 1967 and 1968 and the clues – wipers, interior mirror, door handles, engine lid script and so on – were consistent with cars from those years. You would expect Gregg to be using the latest equipment. That said, another image caught my eye. It showed the man himself in racing overalls standing next to an early 911 with coloured stripes on a light background at a circuit. The car had four-screw horn-grilles. It was from 1965. Time for some detective work.

I discovered the picture was taken at Daytona – the sticker on the car's windscreen said as much. The driver next to Gregg was Horst Kwech, part of the Alfa Romeo team that won the under 2-litre class in the Trans-Am series with Giulia GTAs in 1966. We were getting somewhere.

The event was the Daytona 300 – the opening round of the following year's series. As the name suggests, it was a 300-mile race. It was also quick – with the leading cars running at an average of close to 100mph for a little over three hours. Gregg finished fifth overall and won the under 2-litre class.

The race was of wider historical interest. It appears to have been the first time a 911 raced as a saloon car following the FIA and SCCA rulings of the previous year. Porsche duly won the under 2-litre class in the series for the next three years. It may also have been the first time Gregg raced a 911 and the first time he raced with the number 59. He kept it throughout his subsequent career.

Further pictures – including some from the excellent Dave Friedman – showed the Daytona car with a roll hoop and wider American Racing wheels, but otherwise remarkably standard. It had an aerial, and, presumably, a radio. In a nod to aerodynamics, the passenger-side windscreen wiper was removed. That was about it.

The obvious question is why was someone like Gregg driving a dated and under-prepared car in a serious race? Contemporary reports provide the explanation. It seems he blew an engine in a different car in practice and borrowed this one for the race.

It may not have been a full-on race car, but it was quick enough, according to *Car and Driver*, to be protested by another team. The protest was later withdrawn. Gregg and co-driver Sam Posey won again at the following round at Sebring, but were back in a later car by then. As a result, the Daytona car remains something of a mystery. It's not clear where it came from, or where it went to, before and after its three hours of fame. Do

let me know if you have any more info!

Now, back to our owner and his car. As ever, the Kardex helpfully set out its spec and early history. The supplying dealer was Brumos and the first owner was from Florida. However, the service entries indicate that the car was in Switzerland in mid-1965.

It's possible it was part of the tourist delivery programme, which allowed US buyers to collect their cars from the factory and tour Europe before shipping them back home. The final entry on the Kardex was at Porsche Southeast, suggesting the car was back in Florida by mid-1966.

The trail then runs cold and it isn't until some years later that the car surfaces again – this time in Australia! From there it found its way to the UK and, once here, it was converted into an actively-campaigned and quick race car by the clever people at Tuthill's. It now has a fastest lap in a 2-Litre Cup round to its name.

So, there you have it.

That's all she wrote. It's the

story of two cars that have much in common. The first was a race car in period and the other is a race car now. It's possible – probable, even – that their paths crossed at some point in Jacksonville in the mid-1960s. It's conceivable they could even be the same car. How many light ivory cars did Brumos sell in 1965 anyway?

The truth is that I wasn't able to find out the full story or tie them together more closely. Research is like that. If it was obvious we would already know it and the conclusion is always that more research is required! There's a new book on Brumos and Brundage Motors, as the business was initially known and from which the Brumos name was derived, due soon. Stay tuned! **CP**



Peter Gregg (second from the left) at the 1967 Daytona 300 with the 1965 911 he raced to fifth overall and a win in the over-2-litre class. But why was he racing a two-year-old 911? Read on...

“THE RACE WAS OF WIDER HISTORICAL INTEREST...”

PARAGON



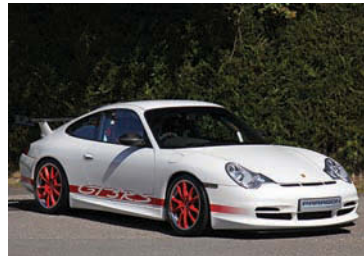
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Fully Restored • Matching Numbers
1973 (L)

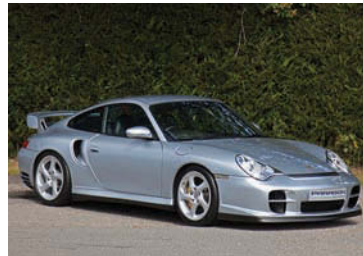
£549,995



911 GT3RS (996)

Carrera White • Black Nomex Bucket Seats • Manual Gearbox • Full Roll Cage
Air Conditioning • 20,694 miles
2004 (53)

£139,995



911 GT2

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

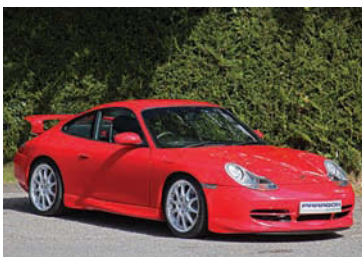
£124,995



911 Carrera Sport Targa

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

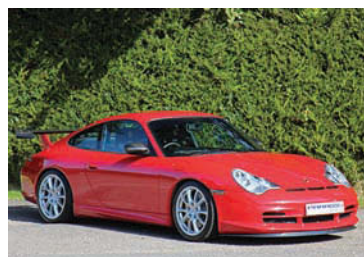
£84,995



911 GT3 (996)

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

£79,995



911 GT3 Clubsport (996)

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

£74,995



911 Carrera 4 (993)

Arctic Silver • Classic Grey Leather Sport Seats • Manual Gearbox
17" Cup Wheels • Air Conditioning
61,259 miles • 1997 (P)

£59,995



911 Carrera 2 Race Car (996)

Paragon Racing Colours • Racetech Seat with Schroth Harness • Manual Gearbox • 2018 Porsche Club Championship Winner • 1998 (R)

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THE TIME CAPSULE

Around 1956, California resident Bob Clawson bought a '52 Pre-A, driving it regularly until the 1980s. Bob's son Matt had fond memories of the coupé and became the new custodian in 2006. It has since been the subject of a sympathetic restoration, now running as well as it did 68 years ago, though the decision was made to leave the mid-'60s paint job untouched...

Words & photos: Stephan Szantai





The Cambridge dictionary describes 'patina' as a 'thin surface layer that develops on something because of use, age, or chemical action'. Love it or hate it, 'patina cars' have truly caught the imagination of vintage automobile enthusiasts in recent years. Part of the appeal lies in the scarcity of such finds. Yet, another not-so-often mentioned justification for leaving these aging finishes alone pertains to the prohibitive cost of a good, fresh paintjob.

Now, to be clear, Porsche did not apply the red paint on Matt Clawson's 356 produced in late 1952 – the body has been resprayed in 1965. Along with many other Porsche buffs, we think that the patina'd outfit contributes to the vehicle's charm. Being a rare '52 model helps it score extra points in our book, of course. The car has a very interesting story as well, being in the Clawson family since the 1950s. More on the subject in a minute.

Matt contacted the Porsche factory to receive his coupé's official Production Specifications document, based on the chassis number, 11572. An envelope soon arrived from Germany and its contents revealed some unexpected news. The 'Model/Year/Type' comes up as '1952 356/1500', produced by Karosseriewerk Reutter in Stuttgart. Yet, the following line lists the 'Production Completion Date' as 15 February 1953. What gives? It took some digging, but Matt eventually got his answer, subsequently confirmed by historians familiar with the operations at the young Porsche

factory: 'Late Model Year 1952 coupés all sat at the factory waiting for missing parts, until the new year. The '53 models had significant differences', says the Orange County, California resident. This explains why the car came with Hella headlight lenses bearing...a VW logo, for instance!

This information confirms that Porsche was initially a small operation, which often faced issues with supply and capital. The company had to improvise with what they had on hand, thereby only producing a little over 400 coupés in 1952. There are no absolutes and plenty of grey areas when it comes to early Pre-As... Matt even has uncertainties about the claim of the car being supplied as a 1500cc version. (The factory offered three engines in 1952: 1100cc, 1300cc and 1500cc.) A 1500 would make his dad's ride the peppiest of the bunch, delivering 60hp at 5000rpm and 75lb ft of torque at 3000rpm. It allowed a lightweight and aerodynamic 356 coupé to reach 106mph/170kph, quite an accomplishment at the time.

Some features make the vehicle recognisable as a 1952 model, starting with the newly introduced 'bent glass windshield' (it has a crease at the centre line), thus replacing the split windscreen of earlier Pre-As. Rather than plain 16-inch steel rims, Porsche now used versions with ventilation slots to improve brake cooling. Other 1952 specifics include a slightly larger bonnet handle, which happens to be missing on Matt's coupé, along with several changes in the dash: the gauges have green markings and small 'eyebrows' to prevent

Above: It's no concours queen, but Matt Clawson (right) doesn't care – every little mark represents a another chapter in the long story of his family-owned 356. The car received its red paint back in 1965

Below: Like the exterior, the interior is far from perfect but is a great environment on those long SoCal trips. Wooden dash cover was made by the original owner to stop burning his hands on the bare metal dashboard!







reflection from the sun. An option in 1951, the 6000rpm tach now came as standard equipment in '52 as well.

It appears that the red car also received larger bumpers, projected away from the bodywork and with over-riders, typically associated with Pre-As of 1953 vintage. That year, Porsche made more changes, such as the turn signals moved directly below the headlamps, while two round 'beehive' taillights resided on each fender, instead of the one-beehive and one-rectangular light scheme as seen on this red survivor.

Now that you know a bit more about 1952 Pre-As, let's concentrate on Matt's example based on documented facts, in addition to his father's memory...

The saga started when an engineer/mechanic named Don Philips ordered the vehicle from Porsche through one of its main representatives in the USA at the time, entrepreneur and race car pilot John Von Neumann. You might know the latter, as he played an essential role in helping put various European car manufacturers on the map in America, from VW to Ferrari – and Porsche of course. He is additionally associated with Competition Motors in North Hollywood, a famous Porsche/VW dealership he co-founded in the 1950s.

The coupé came out of the factory painted in a warm shade of white called 'Ivory' (paint code 504), while the cockpit featured an early, now-desirable push-button

Telefunken radio, which still adorns the dash to this day. Mister Philips occasionally raced his toy on several Californian tracks, including Pomona, with help from an informal fan and amateur pit crew member: Bob Clawson. Both young lads were just out of school and working together for the State of California at the time. Don took good care of the vehicle and even made some practical changes, such as

crafting a wooden dash cover as he was tired of burning himself on the metal dash when the weather got hot.

A mishap took place in 1956, when the motor blew up, leading to a fire...

Surprisingly, Don managed to convince Porsche to replace the flat-four at no charge! Opening the decklid today will reveal the damage done by the flames, as the engine compartment still bears scars from the incident.

While this area has never been repainted, the rest of the shell received a fresh coat of green shortly after. Check out this new outfit in the only slide showing the car that Matt managed to find; it was taken in 1963, when his parents had their house built in Sacramento, California – though the body colour appears to be closer to blue than green.

Don then decided to change horses, ie, selling his Pre-A 356 to buy a Porsche 550 Spyder. While the timeframe remains a bit fuzzy, his friend and colleague Bob Clawson

Above: Look closely and you can see Matt smiling as he takes the Pre-A coupé for a drive. Can you blame him? Note missing bonnet handle (see text)

Below left: Sole surviving image of the car in 1963 shows it wearing its green paint – photo was taken outside Matt's parents' house in Sacramento

Below right: Engine was replaced in 1956 with a factory unit when the original blew up, causing a fire, the evidence of which is clearly visible today in the unrestored engine bay

“THE ENGINE BLEW UP, LEADING TO A FIRE...”





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became the new caretaker of the now-green coupé around 1956, just before he married Matt's mother. It remained a true 'driver' afterwards and Matt even came home from the hospital in it, despite his mom's protests, when he was born in '64. Not much changed as time passed, besides the above-mentioned red respray one year later.

It was in the '70s that Matt forged his earliest memories of the car. With his brother riding shotgun and him fitting sideways in the back seat, the boys screamed for more speed on the country roads around their hometown. Fast forward to the early '80s, when Bob needed to prioritise his children's college tuition above the various needed car repairs, just before Matt left home to attend UCLA (University of California, Los Angeles). It then sat under a couple of bedsheets in the family's garage in Red Bluff, California, for more than a quarter of a century.

Matt picks up the story from there: 'In 2006, during our annual parent pilgrimage to Red Bluff, I performed the ritual of wandering out to the garage with my young kids: pulling the sheet off, shooing away whatever creatures had taken up residence that winter, and just taking in the memories of so many youthful rides in the back seat... Then walking back in the house, I asked my father if he was ever going to get

around to doing something with the Porsche. But unlike previous times, on this day, the recently turned 80-year-old said: "No, probably not at this point." You guessed it – Matt offered to take on the project and was now the caretaker of the family relic.

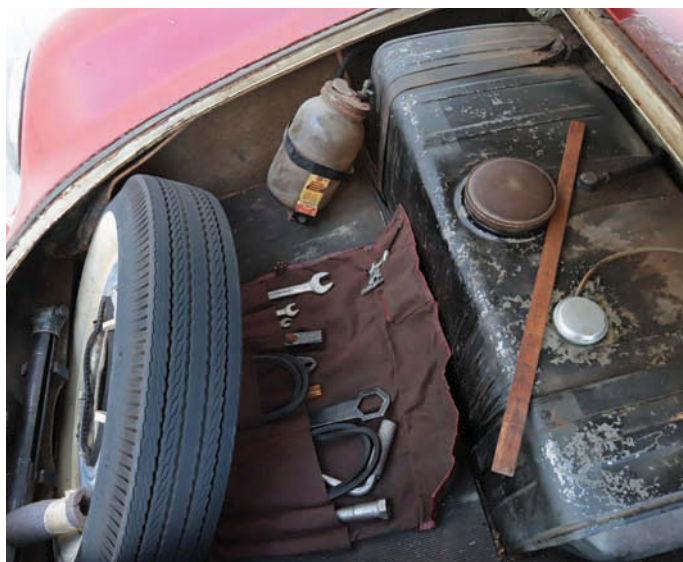
Orange County is filled with vintage Porsche shops and we've featured our fair share of them over the years. Yet, by a stroke of luck, Matt's adopted hometown of San Clemente happens to be home to one of California's true experts in early 356s, Jack Staggs. His small shop launched 45 years ago offers a fantastic vibe, being packed to the brim with old Porsche parts. When Matt called him and asked if he would be willing to freshen up the red '52, Jack was sceptical such a rarity was residing just a few miles away from his shop. He assumed that this eager Porsche novice must have his years mixed up... Yeah, it had to be a '62, right? Well, he was a little surprised when the cobweb-filled vehicle appeared on a trailer – a '52 indeed and a project he wanted!

Jack enthusiastically dived into the repairs. For six months, he concentrated on the brakes, suspension and engine for the most part, until the coupé ran like a top. He also gave the old car a new name: 'Noah,' named after the biblical boatbuilder and captain who was reported to be 600

Above: So it's missing a bumper override at the rear? So what? This is no trailer queen and gets regularly driven at weekends, arousing a great deal of interest from other road users

Below left: Wooden dipstick is used to check fuel level – note the accessory windscreen washer bottle

Below: Reutter body tag is still intact, surrounded by evidence of the original ivory paintwork – and the odd trace of green





Above left: 'Turbo' trim rings, whitewall crossply tyres, 16in rims and smoothie hubcaps. Simple – and perfect!

Above right: Patina? You want patina? This is the real thing, not some fake ageing effect added for show...

Below: Despite its age and longterm use, the coupé still displays great shut lines – look at that even gap around the door. Not bad for 68 years old!



years old by the time he bought it. To road test his handiwork, Jack drove Noah the 200 miles to Santa Barbara where he showed it off, winning a People's Choice award at a local 356 event.

'The rest is history and Noah has been running great as a weekend driver for 15 years, but I have avoided the temptation of an aesthetic restoration', adds Matt. 'It seems to me that there are plenty of beautiful, concours specimens around, but I have always liked the idea of a time capsule and I intend to drive this car the way it was built to drive. The car looks, feels and smells exactly the way it did when I was five years old – including the distinct aroma of must and gasoline so present in the Pre-A model.'

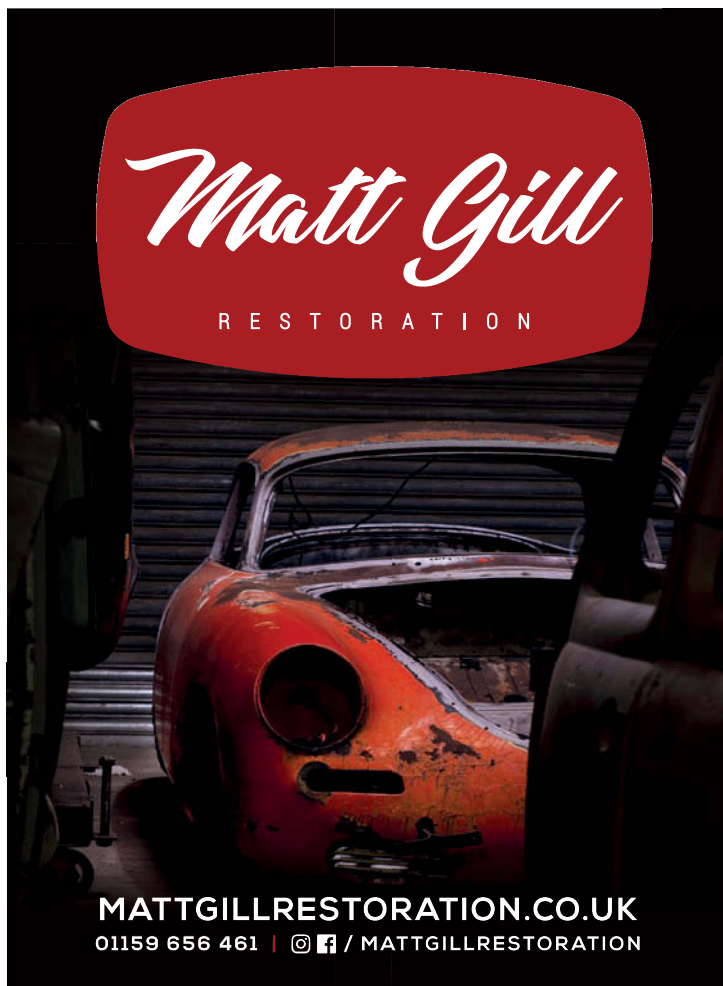
Indeed, he likes it the way it is, with its imperfections, chipped paint and all. It even misses a few components, such as one of the bumper guards, as their prices are in the four digits now – when you can find them. Yet, the vehicle drives well, everything works, it has some pep, and remains comfortable, seats included. Notice the rare 1950s 'turbine' wheel trim around the hubcaps, too. In the trunk, a vintage aftermarket windshield washer bottle keeps company with the car's original tool pouch, still complete. And let's not forget

the old wooden 'dipstick gas gauge', that the driver or gas station attendant plunges in the tank to check the fuel level.

We first caught up with Matt during San Clemente's 2019 356 Club's Concours, featured in *Classic Porsche* issue #65. Like many, we were immediately drawn to his Pre-A's charm and simplicity. 'I don't often attend car shows, but I love the fanatical Porsche crowd', he concedes. 'I am especially grateful to the local 356 family here in San Clemente; also, Patrick Long and the other organisers of Luftgekühlt, who have kindly invited me to their events for the past couple of years. They and the crowd have been fun, gracious and informative. No matter how much I have learned about "Noah", someone teaches me something new almost every time I attend an event.'

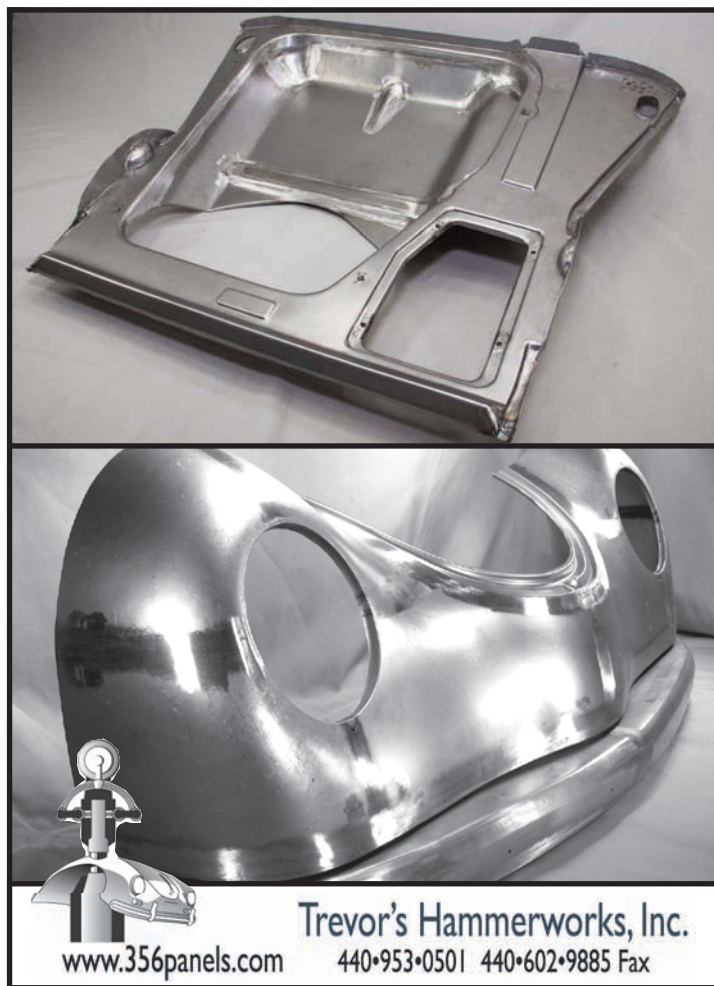
Matt is driving his 356 more than ever – almost every weekend – and it's a real friend-maker, since so few folks have ever seen a Porsche that old on the road. We'll let him provide the concluding remarks: 'Thanks, Dad. I am so grateful you turned down those offers and kept it so well hidden. You have paved the way for lots of fun for your son and grandchildren, so many new friendships and a project that will continue to be a central part of your legacy.' **CP**






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GROUP THERAPY

Jase Eaton's Group 4-inspired Carrera 3.2 is not only satisfying a long-developed need for a classic 911, but an equally deep-rooted love of 1980s rally cars. And it's built to be driven

Words: Alex Grant
Photos: Andy Tipping







As unforgiving and unpredictable as it is irresistible to car enthusiasts, a track day at the Nürburgring is no small undertaking for most visitors. Punishing topography and limited run-off are a baptism of fire for new chassis and engine setups, with the added complication that any fault or misjudged manoeuvre could leave you stranded with an undrivable car, several border crossings away from home.

That's unnerving enough if you're familiar with what you're driving, but it's borderline terrifying if the machine that's getting you there is only hours out of the workshop. Not that this was ever going to dissuade Jase Eaton from giving his newly-built 911 project a thorough running-in session on a CircuitDays event at the Nürburgring.

'I had booked the event months ago, and wanted to take this car all along, but I wasn't sure it would be ready in time,' he tells us. 'It came down to the wire; the car was mostly done but the decklid wasn't painted until the morning before I left. I picked it up fresh out of the booth, fitted it that afternoon and left for Germany early the next day. But the car performed perfectly, and there were no issues at all.'

That laid-back confidence comes from a deep familiarity with what makes the car tick. Jase is one half of Porsche specialist

Stuttgart Classica and, with business partner Will Chappell, he's spent the last five years co-developing high-end tuning and styling parts for air-cooled 911s and shipping them globally. The idea is straightforward; it's the bits they wanted for their own projects, undertaken and completed almost in unison, built to exacting quality and backed up by the hands-on knowledge of the company's co-founders. And what better way to show they work as intended, than to point that freshly-painted set of spotlights at one of the world's most notorious circuits?

The base car had always been open to interpretation. Having grown up helping his dad build a 964 Turbo, Jase started tracking down his own project once he'd finished university. This '84 Carrera turned up on a Porsche forum as a part-finished restoration, the previous owner had got as far as having it stripped into a carefully bagged and boxed build-your-own 911 kit, complete with a newly-restored bodysell. Unfortunately they had also hesitated while deciding what to do with it next, and storage hadn't been kind to it.

'It's no fun cutting and grinding rust out of a shell, so I don't feel that I missed out by not having to do that,' says Jase. 'It was a complete 110,000-mile car, but most of it was in boxes, the wiring needed to be redone and some of the parts had gone rusty. I showed it to Will and he said he'd buy it if I didn't, so I

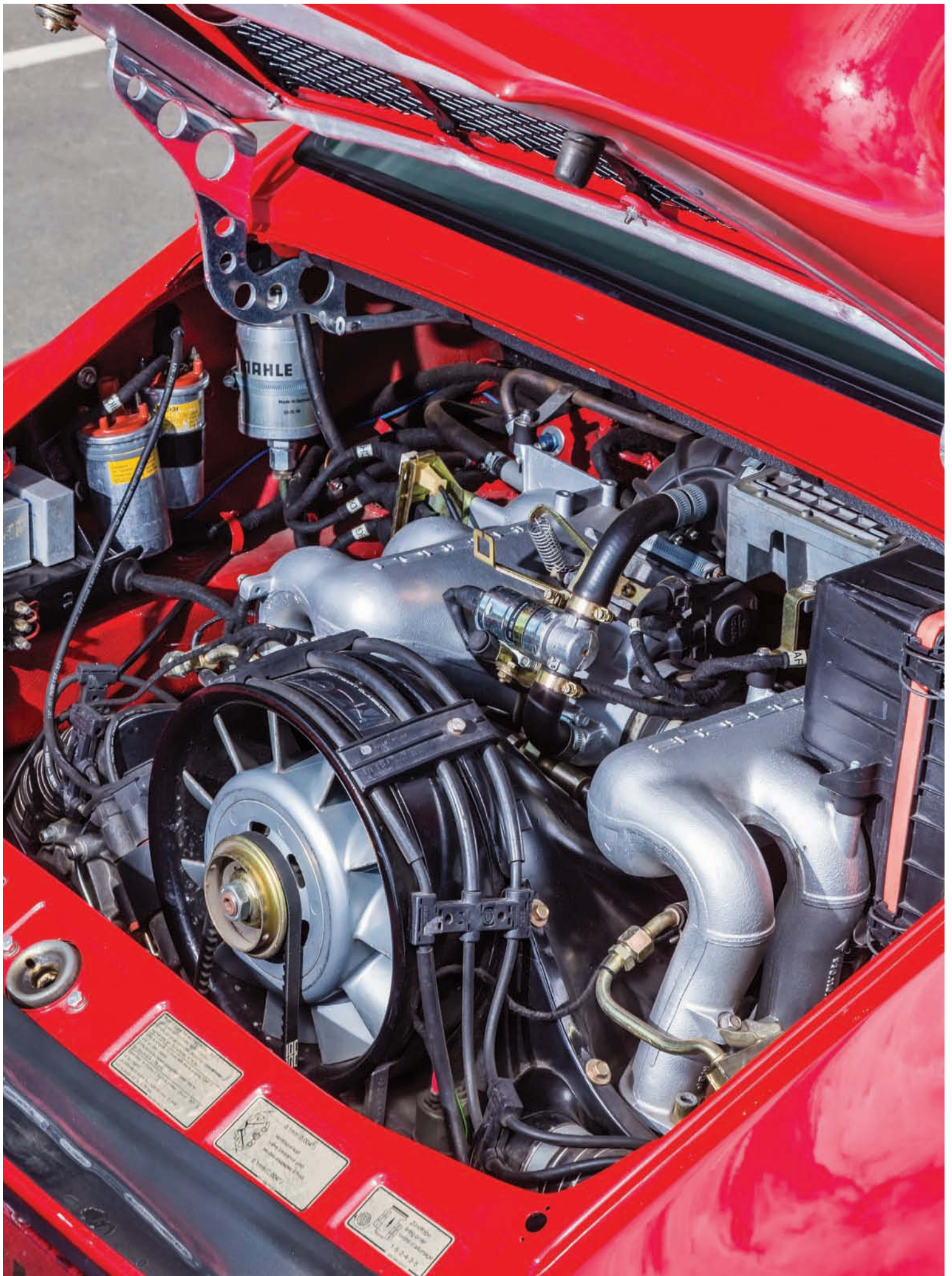
Above: 934 arches really make a statement when viewed from the rear – they're an inch wider each side than the regular Group 4 versions

Right: Early-spec 3.2 is mechanically standard, though blueprinted and balanced before reassembly, and fitted with an SSI exhaust

Below left: Cobra RSR bucket seats – subtly paired with colour-matched belts – offer extra cornering support

Below right: Raid Racemark steering wheel sits before a Stack tachometer







bought it and picked it up on a trailer few days later.'

Restoration took priority, focused at first on fast-road use. Jase is a qualified motorsport engineer and, at the time, was working on engine development at Jaguar Land Rover – a good basis for bringing that early-spec 3.2 back to life out of hours. It's mechanically standard, though blueprinted and balanced before reassembly, and fitted with an SSi exhaust, Wevo shifter for the 915 'box and an uprated 44-row Mocal oil cooler tucked into the offside front wheel arch.

'The original idea was to build it as a standard, narrow-bodied road car,' he says. 'It had a set of BBS RS wheels originally, sevens and eights, and I swapped out the H4 headlights for our full LED units as they give much better illumination. But then you start spending more money on parts, you realise it's good fun taking it out on track, and you get carried away.'

Most of this is barely visible. As the build progressed, Jase found new ways to shed kilos from what was already a relatively lightweight car by modern standards, fitting fibreglass bumpers, lightweight RS-style carpets, the thinner 964 RS rear glass at the back and a wire-heated windscreen up front, which allowed the cabin heater to be stripped out. The aluminium decklid tips the scales at just 2.2kg, while the Cobra RSR bucket seats – subtly paired with colour-matched belts – offer extra cornering support and further lessen the load on the engine. In turn, Bilstein coil-overs and Sway-Away adjustable swing spring plates enabled a bespoke

alignment setup tuned to local roads and regular track use.

'I did the last two track days at Rockingham Motor Speedway before it closed last year. The first was in our Cayman Clubsport project car, and the week after I came back and did it in this. I preferred the 911 as you can move it around in the corner and explore its limits. You would need to be going dangerously fast to get the Cayman to move around like that,' he explains.

'That second session was a great day out – there were no noise restrictions, so I put the megaphones on and this was the loudest car there. I drove home with a headache, but it sounded great.'

If a ground-up rebuild didn't breed familiarity with the car, Jase's usage certainly did. Hooked on a driving experience which had become closely tuned to his own tastes, the 911 shrugged off 20,000 miles in two years of use, including its first journey to the Nürburgring and the North Coast 500 – a 500-mile tour encompassing

Scotland's most exhilarating and most scenic coastal roads. The only casualty was transmission-related, with the 915 shedding teeth from first and second gear, and losing its synchromesh – a cheap fix, he says.

Of course, there's always room to go a step further. As Jase's work time became increasingly biased towards classic Porsches, and Stuttgart Classica's product line-up expanded, ideas started forming for a way to indulge not only his affection for the 911 but for 1980s rallying, too.

Above: A trip or two to the fabulous Nordschleife have given Jase a chance to stretch the 3.2's legs. The Michelin TB15s proved ideal

“THE 911 SHRUGGED OFF 20,000 MILES IN TWO YEARS...”

Below, left to right: Eight and ten-inch wide Compomotive CX500s were sourced on eBay and are shod with Michelin TB15 tyres; lightpod adds to the Group 4 rally look; under bonnet is as clean as the topside...







When this car left the showroom in 1984, Porsche had become as much of a force off Tarmac as it was on it. Having dominated endurance and GT racing, FIA Group 4 regulations, set in 1978, paved the way for the 911 to prove it could be just as competitive on loose surfaces, most notably in the hands of the Almeras brothers – a workshop in Southern France which lured some of motorsport's biggest names into the driver's seat of its rally-tuned, flared-arch Porsches. It's a reputation that still brings projects through its doors today.

These Group 4 cars were based on the narrow SC body, rather than the wider Turbo. So Jase had the right foundations in place and could get his hands on the parts to make it happen. Painted by Big Bear Kustoms, the flares add three inches a side to each front corner, and three and a half at the back, and come paired with the distinctive spotlight pods – but it took some re-interpretation to make it all work. Even with the steel arches cut back, tucking the eight and ten-inch wide Compomotive CX500s under the 911 required some free thinking.

'I found the wheels on eBay – they had pink centres and white lips when I bought them,' says Jase, 'so I had the centres painted gold, the barrels powder-coated black and fitted new, wider lips. But the offsets at the rear meant they wouldn't fit under the Group 4 arches. It's using 934-style flares at the back, which look pretty much the same but are another inch wider. That solved the problem.'

In turn, they've allowed some extra freedom with the tyre

choice. The 911 runs super-soft Michelin TB 15 classic rally-spec tyres at each corner, which are period-correct, but functional with it. Jase admits these had been the biggest unknown within the new setup. The Nürburgring had witnessed a heavy snowfall the weekend before he visited, but was forecast dry weather as his departure date loomed closer – conditions which can scrub the tread out of soft compounds within a few laps.

'The tyres made the biggest difference. The amount of grip, and the feel – because they are a lot softer and taller profile – means it moves around a lot more, which is fun. The brakes are a lot better, too, as I've got ducting with the Group 4 bumper to keep them cool and it's also running a Turbo brake master cylinder. There's no issues with fade, whereas before I'd get a long pedal if it was dry,' he says.

It's an enviable position to be in. The 911 is already booked onto another CircuitDays Nürburgring event, taking place in October, and Jase's preparation plans stretch as far as slightly stiffer front springs and a service before it heads for the Channel. This time, it's a familiar, tried and tested tool for the job ahead.

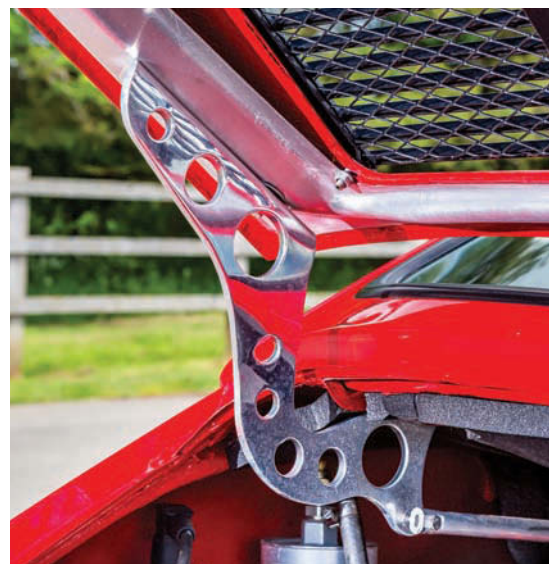
'I've built the car from a bare shell, so I know it inside and out and it feels special every time I get in it,' he tells us. Though there's room for some box-fresh engineering, too: 'I just sort of hope the values come down so I can buy another one and turn it into a full race car.' **CP**

Above: Ducktail spoiler adds some retro styling to the impact bumper car. The overall look makes a refreshing alternative to the backdate styling, which is so popular at present

Contact:

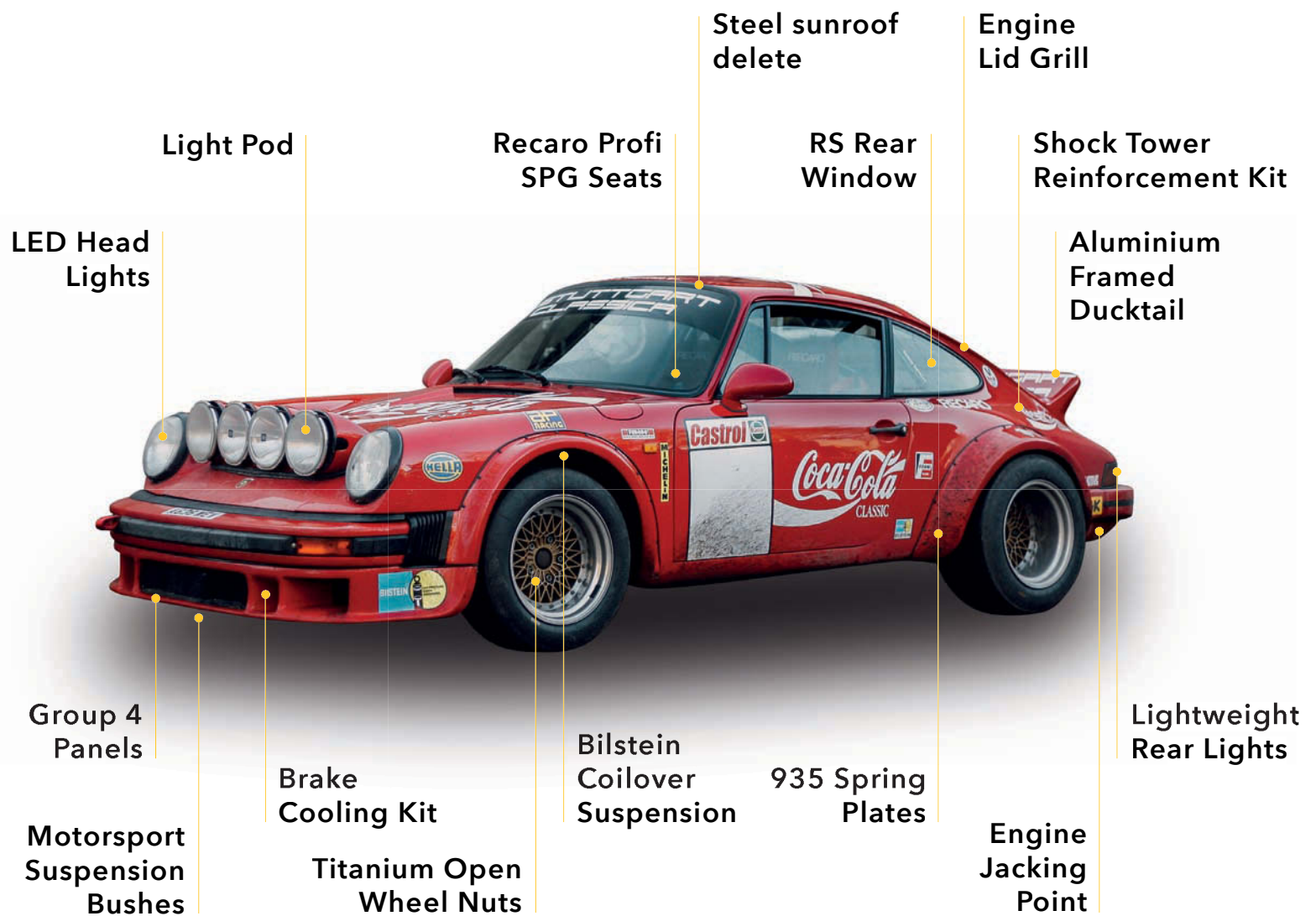
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Below, left to right: Jase Eaton enjoys the driving experience – and the attention the car receives; Group 4 arches certainly transform the car; lightweight aluminium hinges form part of the Stuttgart Classica range of 911 parts



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Words: Marc Joly
Photos: Porsche Archiv; Marc Joly

RAPID TRANSPORT

Marc Joly is passionate about every aspect of Porsche history including, among other topics, the trucks used to transport the works race cars. Through some testimonials and many rare photos, he takes us on a trip back in time to relive an era when each journey to the track was a minor epic...



Among the many passions which stir my imagination, there is the world of trucks – old trucks in particular. My own collection of models, which comprises over 1400 examples including a large number of 1/18th-scale Porsches, largely consists of trucks, buses and vans in 1/43rd and 1/50th scale. Of these, around 50 are models of Porsche race transporters and support vehicles!

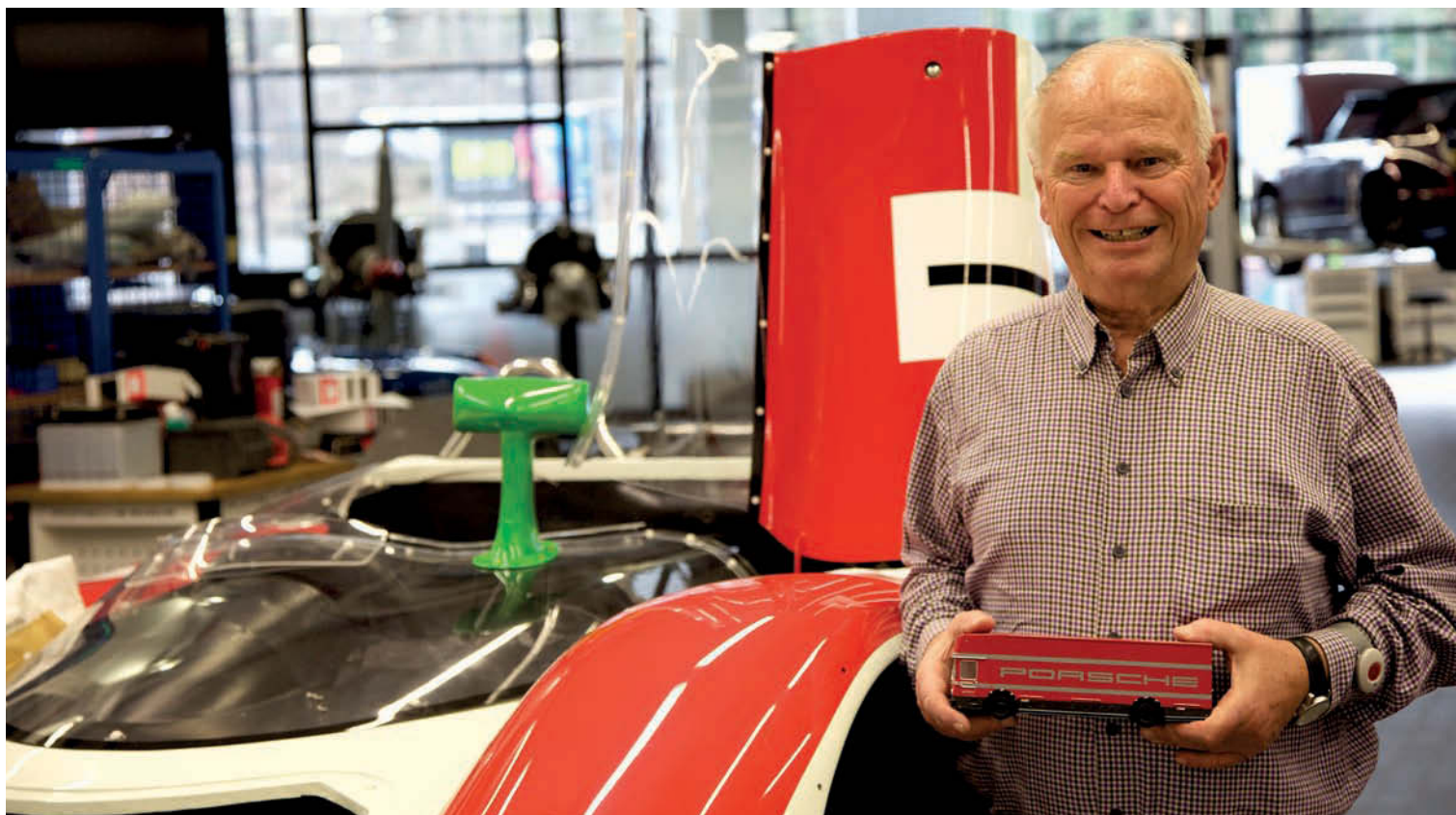
Although I had no particular desire to drive the real thing, looking at the models and period photos I was fascinated by the stories they evoke. With that in mind, I decided to visit the Porsche Museum archives with a view to collecting as many vintage photographs as possible. I

was greeted by Jens Torner, Porsche's long-serving head of the archives, who was delighted to assist, especially as it turns out that no other member of the press had expressed interest in the subject.

Jens quickly sent me a file in which he – and his predecessors – had put aside everything they ran across on the subject, which was great. But better than that, he was able to introduce me to former race transporter driver Werner Hillburger, who was able to tell me his side of the story – and here we must also thank tour guide Yoshiko, who was to act as translator as Werner doesn't speak a word of English!

Werner was delighted to be able to share his memories gathered over the 36 years he spent at Porsche. He was also





keen to announce that he shared his birthday with Ferry Porsche – 19th September – although he was born 21 years after the great man himself, in 1940. 'I arrived at Porsche on 11th August 1964,' he tells us, 'arriving as a simple mechanic, to follow the development of the road and rally cars. In particular, I had to drive the work's Mercedes van to the start of the Monte Carlo Rally. Then, one day in 1968, when the trucks were due to head to the Nürburgring, there was a moment of panic among the team bosses because they discovered there weren't enough drivers.'

'They asked the mechanics if any of them had a truck licence and, as I had one, that's how I ended up driving one of the big Mercedes LO317 transporters. In fact, I continued to drive them until the end of their life with Porsche in the 1980s. I couldn't tell you how many kilometres I drove, but I do know that I never had an accident.'

(MJ: There is some debate about how many of these Mercedes were used by the factory: Werner says that three were purchased, but one was sold due to lack of storage space at the factory, whereas period photos – backed up by testimony from Jürgen Barth – suggest that there were indeed three trucks in use the whole time, photos showing

the licence plates corroborating this.)

'These truck journeys were not as long as you might imagine,' says Werner, 'because we only used them to transport cars to the numerous European events. We travelled all over Europe with them. It generally took a day to get from Stuttgart to Monza, but the longest trip was to the Targa Florio: 2500kms, three and a half days on the road and a very complicated journey. We used two drivers for the longer journeys, with a bunk bed to sleep in, although at the event itself we slept in a hotel.'

Werner recalls the MAN 415 transporter which preceded the Mercedes, and worked alongside it for a time. The contrast between the two models was significant, for they were from completely different eras: the MAN dated back to the late 1950s.

'It was really complicated to drive,' he recalls, 'and was without any power assistance. In some manoeuvres, you had to work in pairs to turn the steering wheel! The clutch was also very heavy and the gear shift was complex, being spread over three levels. To shift into reverse, there too you had to work as a pair. Suffice to say, nobody fought to drive it as, given the choice, everyone preferred the Mercedes...'

Above: Werner Hillburger clutches a model of the Mercedes LO317 he drove to circuits across Europe transporting cars for Porsche

Below left: 1980 and the drivers and support team take a break during testing at Paul Ricard. Note Mercedes transporter in rarely seen Porsche Motorsport colours

Below right: 1967 and the transporter gets stuck on its way to the Targa Florio!





Above left: 1978 Werner Hillburger on the way to the Safari rally in a VW Combi

Above right: 1984 and posing with new MAN and Mercedes articulated trucks



It is the long trips to Sicily for the Targa Florio which provided the most anecdotes. 'Herbert Linge, our manager, never hesitated to remind us as we were about leave that we were carrying a valuable load, up to two million Marks, in fact. On the route, the problems started in the Italian tunnels, which were very poorly lit, with many bends. You had to close your eyes when you entered them, then reopen them to get used to the change in light levels, which was not ideal. It was also necessary to be aware of height restrictions under bridges, which were not always well indicated. We had protective bars, just in case.

'But it was in Sicily that things became most complicated, as we had to take to the small roads. They were so small that the Mercedes couldn't make it round some of the hairpins in one go. We would have to go forwards and back, with the front and rear cantilevered over the void. Fans of the film "Wages of fear" by Henri-Georges Clouzot will be familiar with this... But that wasn't the end of our pain.

'Once I almost got stuck turning in a small street in a

village in Sicily. The truck couldn't get past a balcony. It took ages – there were lots of people around and lots of arm waving. In the end we resorted to smearing some grease on the truck to help it slip past!'

At the time, the rules governing driver safety were nothing like they are today, including those concerning speed and time spent driving. 'The Mercedes LO317 could drive at

110km/h (68mph) with ease, and Ferdinand Piëch asked us to drive at this speed in order to get to the circuits as quickly as possible. There were no tachographs, of course, but we recorded our departure and arrival times in a notebook. I remember when, on my way to Wolfsburg one time, I got arrested by the Police when the needle was stuck on 80km/h...'

During his 36 years with Porsche, which included around 30 years as a driver and mechanic, Werner worked alongside all the drivers and managers associated with the marque during what could be regarded as the most legendary period, the late 1960s and early '70s. Relationships weren't always easy. In particular, he remembers Ferdinand Piëch as being somebody with

"THE MERCEDES LO317 COULD DRIVE AT 110KM/H"

Below, clockwise from top left: 1953 – Combi towing 550 Spyder; 1954 – loading Hanomag L28 aboard a ferry on the way to England; 1957 – Mercedes L3500 on its way through Austria; 1958 – Opel Blitz on its way to the Targa Florio in Sicily





whom you didn't joke.

'One day, he asked me to remove a clock mechanism on a car to save weight. I made the mistake of moaning a little, so he yelled at me that if I found anything else weighing 10kg, then I should remove that from the car, too. I had to remove the clock while he stood watching. I was suspicious of him after that when I dealt with him as he was not a gentle person.

'I also remember an incident with Professor Fuhrmann, who asked me to change the wheels on a car. There was a problem with the jack, and the car fell. He also yelled at me, saying "My cleaning lady and my children would have done a better job than you!" I got my revenge a little later at Zelweg: his children cleaned the windscreen of the

truck, which was covered in mosquitos, and they did it rather badly – which I made sure they knew!'

About the drivers, Werner is a little more discreet. When asked if anyone had crossed him, he smiles and simply replies: 'Well, if they weren't nice to us, then we weren't going out of our way to help them...' After some reflection, he adds 'Jo Siffert was a really good guy, but the one who left the biggest impression on me was Stefan Bellof. On the one hand he was young and very fast, on the other he was close to the mechanics and regularly came to help us, even with tidying up. He ate

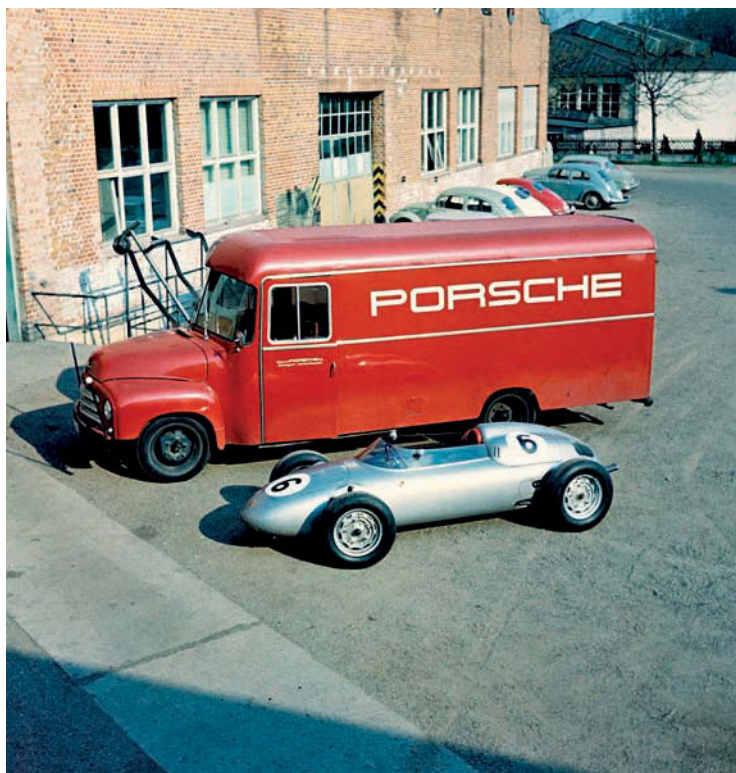
with us whenever he could...he was really nice.

'The day he was killed at Spa, the team managers decided not to tell us straight away that he was dead, so as

"ABOUT THE DRIVERS, HE IS MORE DISCREET"

Clockwise from top left: 1958 – Mercedes L3500 and Opel Blitz at Dover; 1959 – Opel Blitz en route to Austria; 1960 – Mercedes L319 saw long service with the race department at Porsche

Below, clockwise from left: 1960 – Opel Blitz and Porsche 718/2 Formula 2 car at the factory; 1961 – fresh from victory at the Nürburgring 1000km, Carrera GS/GT with factory VW transporter; 1963 – the famous MAN 415 with a valuable cargo in the form of two factory Abarth Carreras





Clockwise from top left: 1964 – MAN 415 at rest during the Le Mans 24 Hours; 1965 – the MAN 415 with the second-placed 904 at the Monte Carlo Rally; 1965 – Opel Blitz and MAN 415 with interesting cargo, including the famous ‘Kanguru’ on way to Targa Florio

Below, clockwise from left: 1966 – Hockenheim and Opel transporter with the prototype 910 Spyder; 1967 – one of the first photos of the new Mercedes LO317 with a 910; 1968 – 907s on their way to Sebring, but the Mercedes stayed at home...

not to distract us from our work while the race continued. But it was a shock to all of us. Otherwise, generally speaking, every time Porsche won, the atmosphere was great – when they lost, we didn’t make many jokes...

Werner drove the Porsche trucks until around 1990. When the good old Mercedes were sold after their 15-year career – what followed was the era of the big articulated vehicles, always Mercedes to begin with, followed by MAN. It wasn’t easy to start with. ‘We had no experience with this type of truck. We practiced driving techniques at Weissach and we thought we were ready when we headed off to Silverstone.’ But maybe they weren’t quite ready...

‘Getting on the ferry, we were loaded in reverse. I had to do a lot of manoeuvring, which was difficult. We were honked at by other truck drivers – it wasn’t a very glorious time, but we soon got the hang of it. These brand new trucks arrived around 1983, and they changed our lives – a new era was beginning.’

Werner’s career, though, is defined by the epic sight of those two big Mercedes LO317s, driving together. They were

often accompanied by smaller Mercedes LP608 trucks, which were painted identically. ‘I can tell you,’ says Werner, ‘the first time we arrived with these trucks in 1967, we really made an impression on the other teams!’

He also recalls the story of the famous ‘Pink Pig’ 917, which ran at the 1971 Le Mans, driven by Jöst and Kauhsen. ‘The Pink Pig was too wide to fit in our trucks, so the decision was made to buy an old Magirus truck that had fought in the Algerian war, and which still had bullet holes in it! They cut the bodywork so the widened 917 would fit, but driving it was a bit of a punishment. It would only travel at 60km/h and was very uncomfortable.’

When we look at the gleaming race transporters in use today, we can see how far things have come. ‘I am always impressed when I see them,’ says Werner, ‘as we didn’t always take time to wash them after a trip – they were left as they were.’ As we think back to the days of the 917, everyone agrees that it was a heroic era. But among the heroes of the time, let us not forget the mechanics and truck drivers, who played their part in making history, too.





THE MERCEDES LO317 STORY

These are the vehicles which best symbolise this heroic era, and if we could speak of only one truck in the history of Porsche race transporters, it would have to be the Mercedes 317 – or rather, all three of them, since three identical vehicles were built in 1967, finished in the famous red that identified all Porsche race support vehicles since the early 1950s.

They were designed on the chassis and drivetrain of a bus, with bodywork built by Robert Schenk. The engines produced 210bhp. They appeared in the red livery from 1967 to 1970, then in 1971 one was loaned to the John Wyer team and repainted in the famous Gulf livery, but predominantly orange, while another truck was painted in grey to reflect the sponsorship from Martini. In 1972, after the separation from John Wyer, two trucks appeared in grey Martini livery. In 1976, with the advent of the new Group 5 and 6 world championship series, they were repainted in white Martini colours.

For the Le Mans 24 Hours in 1979, and the appearance of the 936 sponsored by the Essex oil company, the transporters appeared briefly in that company's colours, after which came the Porsche Motorsport period, before adopting the Rothmans Motorsport livery. It was under those colours

that the Mercedes finished their career at Porsche, sometime around 1983, going into well-earned retirement.

The three trucks carried the registrations SM 2187, SC 9003 and S-YZ 32. Two of these were sold by a certain Jürgen Barth, who remembers driving one to a race in Italy. Unfortunately, the Brenner Tunnel was closed: 'I had to take the old road,' he recalls, 'where the tunnels were very narrow and low. It was very difficult to assess the height; I was driving in the middle of the road, but I still scraped the roof, damaging part of the rear. That angered Herbert Linge when I returned to Stuttgart, but at least I had fulfilled my mission!'

SM 2187 was restored by Gerry Sutterfield and sold to the Brumos team in the USA, where it still carries the famous red livery. Gerry recalls picking it up from Weissach where it was still wearing its Rothmans colours. 'There were lots of parts in it, including elements of an F1 engine – I asked if I could have them, to add to my collection, but I was told no! In fact, the two other trucks also served as storage for parts.

'What was complicating matters was how I was going to bring it back to the USA. I tried to get it started with the help of the local Mercedes dealer, but he refused to help as he said it was too rusty. So I used a truck to pull it to the train station, sent it by train to the port and then across the Atlantic, after which a truck towed it to my home in Florida!

Above: At rest during the off-season, Mercedes LO317 awaits the next trip. Six years after this photo was taken in 1977, the trio of Mercs would be retired...

Below: The seven different liveries seen here on a series of Mercedes 1/43-scale models produced by Premium ClassiXXs



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'Out of curiosity, I tried to start it after fitting a new battery and, to my surprise, it started straight up. I got scared because I hadn't even checked the oil level, so I cut the ignition, but the engine kept running. I didn't know the procedure for stopping these diesel engines, using a cut-off under the dashboard, and said to myself that I'd have to engage a gear and stall it. The problem is, we'd disconnected the rear axle when we towed it home!

'By the time I'd reconnected the axle, 20 minutes had passed during which time the engine ran perfectly, with good oil pressure. I think if the scene had been filmed, it would have made a great comedy!'

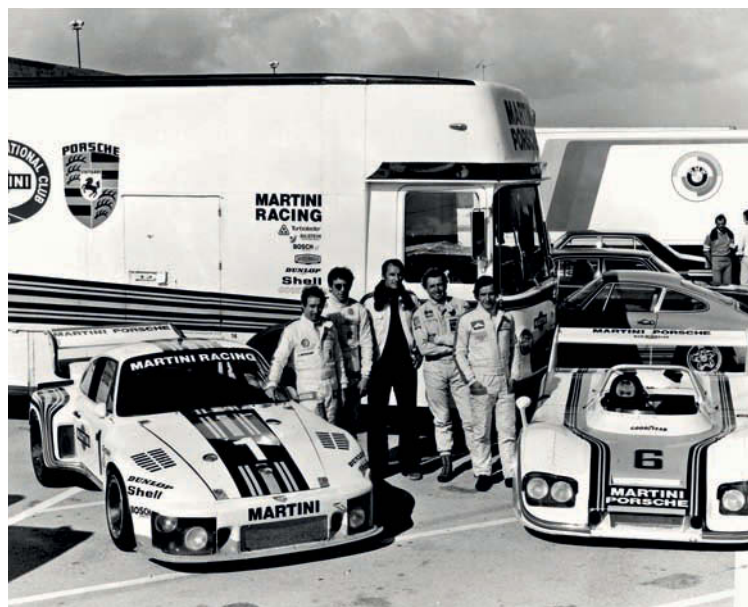
The second truck, S-Y 32, was sold to Kerry Morse who had always dreamed of owning one. 'Race car transporters have fascinated me since childhood,' he says. 'I had them in my toy collection, and they continued to fascinate me as an

"I COULDN'T HELP BUT THINK OF THEIR HISTORY..."

adult – when you see them in films like "Grand Prix" and "Le Mans", they make you dream. I saw Porsche's Mercedes for the first time at Le Mans in 1978, when they wore the white Martini livery. I never imagined I would own one!

'I used to go to the factory a lot and when I saw them abandoned and used to store parts, it made me sad. I couldn't help but think of their history, the fact they had transported all the racing Porsches from the 910 to the 962, via the 917 and 936. One day I was hanging around and Jürgen Barth came to me and asked if I wanted to buy them. I couldn't believe it, especially since I knew my friend Gerry Sutterfield was very interested, too!

'The problem, as you can imagine, was how I was going to take it back to California! I was quoted a colossal sum to do it, and Jürgen was putting pressure on me to quickly come and pick up the truck. It was snowing, in the middle of winter, but a mechanic managed to get it started, at which



Above left: 1971 – S-Y 32 seen here during its brief spell in Gulf colours

Above right: 1976 – Martini Racing 935 and 936, with matching transporter. Drivers in the foreground are Manfred Schurti, Rolf Stommelen, Jochen Mass and Jacky Ickx

Below: 1973 – celebrating victories in the Targa Florio and at Daytona, 2.8 RSR seen with Mercedes LP 608 (left) and LO 317 (right). The latter is now part of the Brumos collection in Florida





Above: 1970 – a rare photo of the Mercedes SC 9003. This is the only transporter whose current whereabouts is unknown...

point it was like it was coming back to life. One side of the suspension, which had been sagging, immediately straightened up. I couldn't believe it!

'In the end I managed to get it back to California, but after 18 years, having driven it several times and carried out general maintenance, I realised that restoring it was too complex a job – I had to face the facts. After a while, I managed to convince Kevin Jeanette of Gunnar Racing to have it. It stayed in his park for a long time – you could see it from the highway. It was Kevin who finally restored it.

'The funny thing is, it ended up going back to England,

being repainted in Gulf colours, to form part of the ROFGO collection. I realise now that it was madness to buy it, but I tell myself that had I not had that touch of madness, it might not exist today!

The case of S-C 9003 is more complex. The last known photographs date from the white Martini era. It was probably sold before the other two, but not too early as Werner Hillburger could still remember it. Jürgen Barth cannot recall what happened to the transporter, which probably no longer exists. Maybe somebody reading this might know of its fate?

The seven different versions of these race transporters have been reproduced by Premium ClassiXXs in 1/43rd scale, with just one licence plate error (reading SC 9000 instead of SC 9003). The red and Gulf versions have also been reproduced in 1/18th scale. **CP**

“I REALISE NOW IT WAS MADNESS TO BUY IT!”

Below left: The day Kerry Morse first saw the Mercedes which he purchased from the factory

Below right: And en route to a new life in the USA...

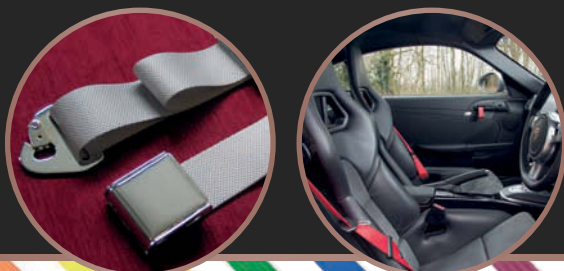


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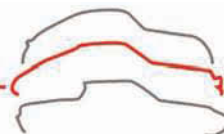
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PORSCHE AT RETROMOBILE

Our roving reporter Delwyn Mallett hops across the Channel for a flying visit to Retromobile, France's number one classic car show in Paris

Words & photos: Delwyn Mallett



One of the good things about Retromobile is that it's in Paris. Another is that there aren't many Porsches on display. An odd thing to say in a Porsche magazine but you really can have too much of a good thing, as we've often felt on our annual trips to Techno Classica Essen. On our last visit I bemoaned the fact that in one hall alone I counted 200 Porsches before losing interest. I'm a firm believer in Modernist architect Mies van der Rohe's adage that 'Less is more' and there were more than enough Porsches at Retromobile to satisfy.

After an absence of some years Porsche made a welcome return, showcasing their electric technology by presenting the world's first hybrid drive car the Lohner-Porsche 'Semper Vivus' alongside their all-electric Taycan. Coincidentally the first Lohner-Porsche was debuted in Paris 120 years earlier at the 1900 Exposition Universelle and the improved 'Semper Vivus' (which translates as 'always alive')

a year later at the Paris Auto Salon. This magnificent beast which has been making the show rounds for several seasons is a faithful recreation by Porsche technician, Hubert Drescher, who had only photographs, a sketch and a single drawing as reference, and took three-years to complete.

Paris auction house Artcurial always has an eclectic collection of cars for sale ranging from Ferraris and Bugattis to a Golf GTi, amongst which nine Porsches passed under the hammer, although a rather fine looking Italian-registered Carrera RS 'Lightweight' was withdrawn at the last minute for reasons unknown.

A late production Speedster, German delivered in 1958, looked very sexy in black with a matching Glasspar hardtop sold for what seemed like a low-ish €274,160. A lovely 1954 'bent-screen' 1500 S cabriolet in dark green with a white leather interior and one of only 20 'S' versions delivered in that year changed hands for €214,560. It had, however, been fitted with a later 1600 engine. Top price achieved by a

Above: Paris classic dealer 'Historic Cars' had this 904 on their stand resplendent in silver with a French 'tricolore' stripe on its centre line, which is about as much decoration that a classic should ever have, says Mallett. Although entered for the 1964 Le Mans 24 Hours race, it apparently had an accident before the race and did not compete but it had an extensive race history thereafter



Far left: Sold for €1,730,600, this Carrera 6 has a well-documented history, having been used extensively for hillclimbs in its earlier life

Left: Not all Porsches have turbos and race history. This pair of tractors demonstrated how versatile the company was – and still is to this day



Above: Maxted-Page displayed the World Championship winning Oldenkott Samson/Kremer Racing-liveried 2.8 RSR

Top right: Quite possibly the nicest Speedster at the show, this silver example with matching hardtop was superb

Above right: Did he or didn't he? Did Ferdinand Porsche 'steal' the design of the 1933 Tatra V570 prototype for 'his' People's Car, the Beetle?



trio of early 911s was €205,024 for a recently restored 1966 SWB model in one of the great Porsche colours, Bahama Yellow. Highlight of the Porsche sales had to be a gorgeous Carrera 6 with a well-documented continuous history which sold for €1,730,600. Delivered new and 'in the white' to Italy, it competed mainly in hillclimbs in the hands of its first two owners. At some point being painted red, a subsequent owner had the car repainted in its current white and red 'works' livery, and it looked stunning.

Elsewhere in the show there were several 356s sporting body mounted spotlights – the start of a trend perhaps? – including a fine looking Speedster in dark silver with matching hardtop.

Even *Classic Porsche* has to occasionally admit that 'other marques are available' and one of the pleasures of Retromobile is stumbling over some of the more obscure, on

these shores at least, French cars. Amongst the French Racing Blue there was a brace of CD Panhard LM64s, super streamlined with perhaps the world's tallest stabilising fins. A very pretty 1954 ex-Mille Miglia Renault 4CV *Barchetta* with heavily louvred engine cover could at a quick glance have been mistaken for a Porsche spyder.

A timeline of ten Tatras, from first to last, occupied the elevated corridor that connects the main halls and provided a rare opportunity to see the 1933 V570 prototype – the car that every Czech believes Professor Porsche ripped off when designing the Beetle.

For those who went with money to spend the bargain of the show, relatively speaking, must have been Artcurial's 1968 Ford Mustang GT 390 fastback in Highland Green that sold for a mere €85,824 – a staggering €3.3 million less than the similar 'Bullitt' car achieved last year. **CP**



Right: No show would be complete without its share of 550 Spyders, and Retromobile was no exception

Far right top: Elsewhere was the ultimate iteration of the 911 in the shape of the 'there must be a 911 lurking in there somewhere' 'Momo' 935

Far right bottom: Pre-A Cabriolet was truly mouth-watering in every respect



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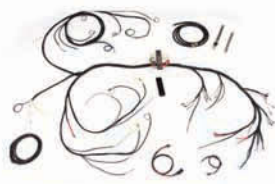
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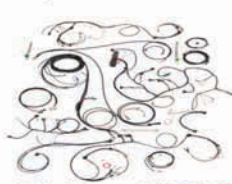
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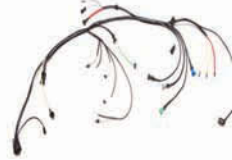
Engine harness 928 1978



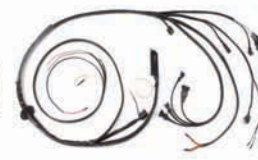
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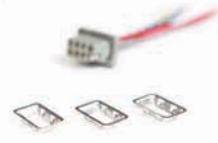
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Having brought countless 911 chassis back to life, Marek Lappok was as undaunted by the bare bones starting point of his own project build as he is about enjoying it, whatever the weather

Words: Alex Grant
Photos: Andy Tipping



As the new decade rolls in, the 2010s might well be remembered as a period of huge uncertainty; of shifting politics, the rise of social media and the automotive industry's inexorable march towards its promised connected, autonomous and electrified future. But it's also spelled change for the Porsche community, as wider popularity and rising classic car prices have made desirable members of the marque's back-catalogue shift from attainable poster cars to appreciating museum pieces. It's become a curious cornerstone of financial stability, in an otherwise chaotic world.

Your own stance on this will, of course, hinge on perspective and timing of Porsche ownership. For those lucky to get in early enough, this has become a hobby that can pay for itself if you buy carefully. For those who didn't, collectability is making good examples harder to come by and tougher still to justify for regular use. Porsche's all-weather supercar, engineered to withstand every drive, every road and every season owners could throw at it, is often being saved for fair weather. Such preservation is fine, but Marek Lappok has different expectations.

'I miss the classic club days back in the 2000s in Copenhagen,' he tells us. 'I've had numerous Porsches over the years, and back then nobody cared if your car was matching numbers, or original. We just enjoyed what we did, and we drove to a meet not caring who showed up. I've seen cool gatherings like the Onassis 800 where people come to

enjoy their cars – we should have more of that.'

To some extent, it's a case of getting his money's worth. Porsche ownership has got pricier over the last decade but, in Denmark, it's set amongst an already costly automotive market. The Danish government has some of the highest vehicle import taxes in the world, usually outstripping the cost of a modern car and still sizeable even with reduced rates for classics. But it also has a strong car enthusiast community and, with a garage that's home to a hot-rodded Alfa Romeo GTV, '59 Beetle Cabrio, three 911s and a work-in-progress 914/6 replica, Marek has no intention of leaving them locked up unnecessarily.

'I always had a love of classic cars,' he continues. 'My father worked for the Morris importer in Denmark, so I had several Minis and MGs in my youth, but my love of classics really started in the mid-1990s. I was in the music business at the time, and I bought a Mercedes-Benz 190SL as a restoration project – forming my own business hadn't been the plan, but one thing led to another.'

It seemed almost fated to happen. Although Marek was born in Denmark and has lived there all his life, his family roots are in Poland and – as a result – he's a fluent Polish speaker. This would prove useful when, by chance, he bumped into a Polish classic workshop at the Essen Motor Show in 1996 and negotiated shipping it home for a full restoration. Impressed by the quality of the work, classic car induced border-crossing has become a regularity since.

Above: Although the car has clear overtones of the legendary 911R, Marek didn't set out to build a replica – instead, it's his own interpretation of the ultimate 911 hot-rod

Below left: 2.0-litre 911E engine retains its MFI induction and now produces around 160bhp

Below right: Marek Lappok can't help smiling when he's behind the wheel, regardless of the weather!







'I ended up buying the company in Poland, restoring cars and selling them to dealers in Germany. So I was working there for three or four days a week and travelling back to Denmark for family time, which wasn't easy. But our work was gaining a good reputation among German restorers,' he recalls.

'By the early 2000s I was being asked if I could restore Porsches as well – at the time there was only limited chassis parts available. We were fixing the most impossible cars, often in boxes and in pieces, and specialising in chassis work, welding and paint. I believe we've done between 200 and 300 911 chassis over time, and taking it to a higher level and quality.'

Today, Early911parts manufactures hundreds of high-quality reproduction components for a global customer base, filling hard-to-find gaps in classic Porsche restorations. In turn, it's given Marek exactly the sort of contacts book needed to unearth his own projects – including cars most potential owners would see as beyond saving. Even in that company, he remembers this one being an ambitious starting point.

'It was total junk,' he says, laughing. 'But it was cheap and, when you're restoring cars every day, you end up collecting a stack of parts over the years. So this is made mostly of parts I already had in storage, and I've also used it to test-fit products I make. It was a very cheap resto build, inspired by the "Sports Purpose" package offered when this car was new.'

That's quite the turnaround. The VIN shows this was one of the final short wheelbase chassis off the production line, sold as a '68 model year 911L to a customer in Austria. Ironically, as a low-power, high-spec version, it couldn't have been less of a 'Sports Purpose' spec as new, but life had gone beyond any light-weighting that Porsche might have put its way from the factory. The floorpan was beyond saving and most of the bolt-on parts had gone elsewhere – including the engine, interior and most of its non-structural

exterior panels. In other words, it was a blank canvas.

Fabrication work was done at the workshop in Poland. Returned to a rot-free structure, the body was refitted with the missing narrow-body panels and returned to its original Ivory paint, albeit with a yellow-nosed nod to the works 908 livery of its production year. Long-departed chrome trim fitted to the 911L has mostly been left

off, and the aluminium rear panel is left unpainted for a more pared-back, track-ready style.

Marek is quick to point out that it's no replica, built very much to his own unique sense of what he wanted from the car. 'I've always been a sucker for racing decals,' he says. 'The graphics were inspired by some of the older Porsche racing cars but are also a tribute to my roots. The checkerboard sticker is the Polish Air Force logo, and the sticker along the side was adapted to include Mr Linea from

Above: The project began with a very rusty 1968 911L which had been stripped of many parts, including the engine and interior

“MAREK IS QUICK TO POINT OUT THAT IT'S NO REPLICA...”

Below left and centre: 917-inspired gear knob shifts the 901 gearbox's ratios, its gate pattern mapped out on the horn push of the Momo Prototipo steering wheel. Seat is a genuine S/T-style Recaro 1328 bucket

Below right: The 100-litre fuel tank is an Early911parts reproduction, a subtly modernised and stronger version of the original design





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the cartoons I used to watch when I was a kid.'

For all the good luck having rare parts to hand, starting with a short-wheelbase chassis threw some complications into the mix. Beneath the decklid, the 911 now features a 2.0-litre MFI engine from a 1969 E – a complete unit he had in stock, given an amber-tinted clearcoat to match exterior details. But the upgrade from 130bhp to 160bhp, aided by an Eisenmann exhaust and Classic Retrofit CDI+ ignition module, was hard-fought. Electrical differences required a full custom wiring loom, made by Kroon Wiring Harnesses in the Netherlands, and differences in the fuel system only made the work harder.

'It's not something I would recommend – to adapt it to a SWB car was a lot of work with relay boards and fuel pumps. The MFI engines also need pre-heating so it had a manual cold-start pull from the inside, and it needs a few pulls when it's cold or after standing still too long. I also still need to make a custom cover for the stacks.'

That power boost is augmented by a few of Marek's own choice parts. The 100-litre fuel tank is an Early911parts reproduction, a subtly modernised and stronger version of the original design, while the coupe also features the company's adjustable rear spring plate conversion which, with Koni suspension, helps dial out a bit of the ride height. Light magnesium Minilite wheels with high-profile Vredestein Sprint

Classic tyres are wrapped around the original brake setup.

It's also pulling less weight than the original engine. Marek built the car to be driven – seasonal usage restrictions for vintage cars in Denmark permitting – so it's been kept simple inside. A 917-inspired gear knob sits on top of the 901 gearbox's short-shifter, its gate pattern mapped out on the horn push of the Momo Prototipo steering wheel. Pinned in place by the genuine S/T-style Recaro 1328 bucket seat, but not deafened by the engine note due to the carpeted rear, it's a distraction-free space to enjoy the mechanical parts he's cherry-picked for the coupe.

'It's my car – built for me,' he says, pinning the decklid in place. 'I wish I had more time for road trips, and I'm planning to go to Le Mans Classic 2020, but like everything else in the garage it gets used regularly. In Copenhagen we have cars and coffee every Saturday morning, at the legendary fuel station designed by Arne Jacobsen. Hundreds of cars show up on sunny days.'

Which makes for a useful part of the collection; a pared-back and ultra-focused interpretation of the 911 formula that's still civilised enough to use as its engineers intended. For all the changes facing the automotive industry as it moves into its new era, it's preserving a snapshot of an increasingly rare driving experience – one that's unlikely to fall out of fashion any time soon. **CP**

Above: Yellow stripe across the nose is a nod to the factory 908 race cars. Minilite wheels look perfect, as do yellow headlight lenses

Contact:

Marek Lappock –
early911parts@gmail.com

Below left: Nothing says 'race car' or outlaw more than open wheel nuts and longer wheel studs!

Below centre: Marek resisted fitting 911R-style taillights, so popular with outlaw 911s

Below right: Chassis number shows 1968 model year 911L



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THE BEAST OF BARCELONA

So this isn't a 'real' RSR, it's a replica, one built for a very good reason – but that doesn't detract from what a sensational car it is. Robb Prichard was recently in Spain to check out this beast of a machine for himself...and from the best angle, too: behind the wheel

Words: Robb Prichard
Photos: Sasa Juric







Owner Carlos Beltran of Nouonze in Barcelona is a consummate 911 lover and has an incredible thirty Porsches in his collection so, far from just making a nice looking car on the cheap, this is a special build. The Martini design is not just for show, either; this car has won races at the Nürburgring, which, as an accolade for a track car, is about as serious as it gets.

For the 1972 season the Sportscar Championship's governing body changed the rules to end the reign of the mighty all-conquering 917s, and while Porsche switched its attention to – and ultimately dominated – the American Can-Am series (and in so doing create the world's most powerful ever race car, the 917/30), in Europe attention was focused on creating a GT class contender tailored for serious privateer drivers: the RSR.

Being a factory effort designed to the limits of the regulations with a full company R&D budget behind it, and with only 54 examples made, it was always one of the most desirable 911s ever. The prices they command these days means that many people won't risk taking original RSRs to the racetrack, and so making replicas that both look and perform like the original, yet are worth a mere fraction, has become increasingly popular.

However, Carlos didn't build his replica to save money: he owned an original RSR which is the one Derek Bell nerfed into a tree on the Tour Auto. About a decade before it

became all the rage, Carlos decided to make a replica so he could do things with it that he wouldn't feel comfortable doing in the near priceless original. 'If you have a big accident in an RSR two things happen,' Carlos explains. 'First, of course, you very suddenly lose a lot of money, but if you hit the body hard enough to deform the chassis you will never get it to handle right again. I wanted to race in a car that was a little more – how shall we say? – disposable.' So his 'budget' idea was to find an inexpensive body in good condition that was for sale and then build it up with RSR parts.

Without needing to try too hard, he found a '67 911 with a broken engine that had been parked in a barn for many years. It was a simple task to strip it down to the 'shell. Back in the year 2000, though, the internet wasn't a hub full of readily shared information, so he wasn't 100 per cent sure where the twelve body reinforcing plates needed to go, or even what form they took. It wasn't a problem that stumped him for too long, though, as he convinced a friend to climb under his original RSR with a pencil and a few sheets of paper on which he then traced out the exact dimensions before posting them to Carlos.

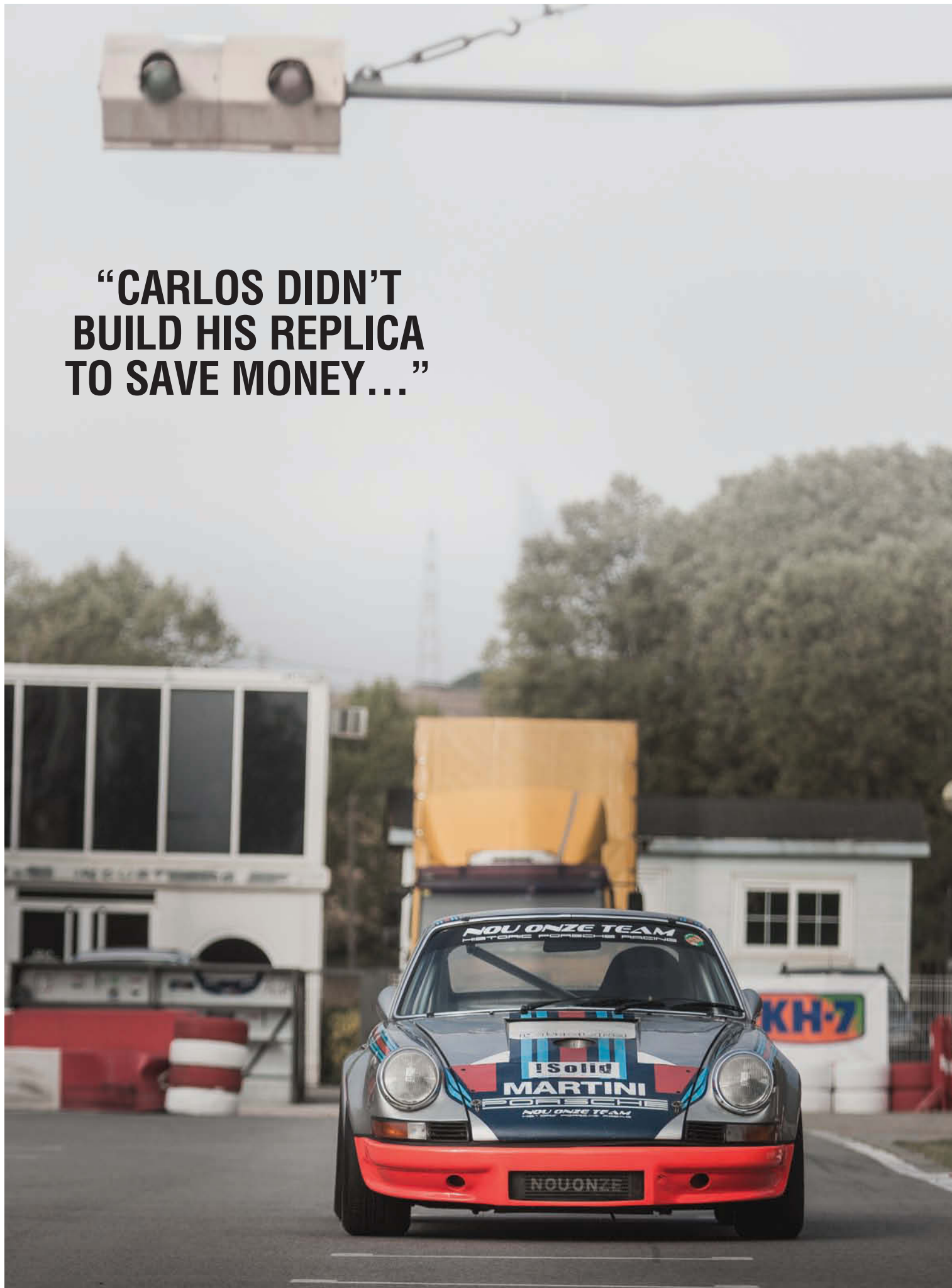
The main idea was to make the car as light as possible and so the bonnet, engine cover and bumpers are all glassfibre while every non-structural part on the original shell that could safely be acid-treated and ground down was worked on, reducing them to the thickness of a piece of paper. For example, the wings are all steel, because that's

Above: Hardcore or what? Nou Onze replica RSR race car was built to allow Carlos Beltran to go racing without inflicting further damage on his original RSR...

Below: ATL fuel cell dominates under bonnet space – substantial cross-bracing stiffens shell, as per the original RSR...



**“CARLOS DIDN'T
BUILD HIS REPLICA
TO SAVE MONEY...”**





the rule for FIA classic racing regulations, but are 0.8mm thick instead of the normal 1.0mm.

If you are ever lucky enough to get a peek into one of Carlos's lock-ups dotted around Barcelona, you will see for yourself what an avid collector of Porsche paraphernalia and memorabilia he is. For most of his adult life whenever he came across a useful Porsche part he would buy it, so he already had the twin-plug ignition system, aluminium oil tank and many other parts he'd found here and there, but the list of things he needed was still long. Engine mounts, injector pump, valves, cylinders and the brake system were all procured from various sources around the world, but it was well over a year before he could even begin the real work. The rear suspension arms proved the hardest parts of all to source.

Ninety per cent of the parts in the car are original RSR and most of those are new-old stock. Among the few parts that are not original are the ignition boxes as their massive cost coupled with how prone they are to go 'pop' makes their use unviable. The wheels are copies for exactly the same reason. 'The replicas are €800 a wheel, and even that is not cheap as they are always the first things you damage if you hit a curb,' says Carlos. 'But originals are close to €10,000 – each!'

Carlos has two engines for the car, both modified later 3.0-litre units out of SCs which, although losing points on authenticity, does save about €900,000 per unit and doesn't

cost anything in terms of power loss. The single-ignition 240bhp unit mated to a short-ratio gearbox is used for rallying and the other, with a bigger pump and a dual-spark ignition, is used for circuit races, putting out a lively 310bhp. One concession to modernity Carlos has made is incorporating modern connectors into the wiring loom so that the engines can be changed by unplugging them all in one piece rather than having to separate each connection individually. That saves hours of work each time.

The car was finished back in 2003 but classic circuit racing wasn't that popular in Spain so, along with his friend Christian Coll, he entered the ADAC Oldtimer Championship in Germany. And it was Chris who chose the livery. 'He is mad about Martini colours,' Carlos smiles. 'He's got the jacket, the bag, watches – even his racing suit and helmet are the same colours – so there was only one scheme

he wanted. But it's a famous colour scheme that fits the car perfectly, so I didn't argue too much.'

In the 1973 Le Mans the Martini team ran different bumper colours to be able to tell the cars apart easily, red for the #46 Herbert Müller and Gijs van Lennep car and yellow for the sister #47 car of Reinhold Joest and Claude Haldi. As the colour scheme was only a tribute not a strict replica, Carlos went with green bumpers at first just to be different, but they got destroyed in a little off-road indiscretion in the

Above: No place for luxuries. RSR's interior is a no-nonsense working space. Sound levels inside are not far short of deafening...

“NINETY PER CENT OF THE PARTS ARE GENUINE RSR...”

Below, left and right: Two engines are used, according to event. Single-plug motor with 240bhp is the choice for rallies, 310bhp twin-plug engine is used for racing





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Mallorca rally, so then he tried the yellow ones – until something similar happened to them. Now they are bright red...

Of course there is no better place for an iconic car than at an iconic circuit, and the Oldtimer series featured four races a year at the Nürburgring, so for convenience they found somewhere to keep it while not racing. Not in one of the workshops that are dotted around the track... just in the garden shed of an old lady's B&B!

It saved a lot of time driving back and forth to Spain and it was easier and cheaper to fly a mechanic out to Germany than it was to drive the car back to Barcelona every time. Carlos has been competing in multiple motorsport disciplines for years, knowing each of the cars in his amazing collection inside out, so it's no surprise that he won several races at the world famous Nordschleife.

They weren't just idle trundles around the track, either, but full-on 500km races against a field of other Porsches, De Tomaso Panteras, Chevrolet Camaros and Corvettes, and Ford Capris and Escorts – and in the famously inclement weather, too. 'It was such a big pleasure to race with a car built from zero by myself and my team. We fitted every nut and bolt on the car, so competing at European level against such good competition, and in the rain – and winning – was very good fun!'

If anyone is generous, or crazy, enough to offer me a test drive of a Porsche naturally I can't say no, especially if it is a thoroughbred racer with a Martini livery! Tyre walls, red and

white curbing, Armco barriers and tyre stained Tarmac – the karting track next to the Circuit to Catalunya had all the elements of being a perfect place to drive for the photo shoot – apart from one small thing: everything was too small! About one quarter size to be exact. Oh well, feature writers cannot always be choosers...

The car is as loud as you would imagine it to be but the metallic clunking from behind as I selected first gear and let out the clutch sounded a little disconcerting. Carlos gave the thumbs up and waved for me to go... Cold, straight out of the transporter, I knew enough not to put my foot to the floor but still managed to get briefly up to third before the hairpin...and with a wall of tyres looming up I had a quick moment to remind myself that there is no braking assistance – and a second later, no PAS either.

A 50m-long straight is no place to appreciate the full glory of a race-bred Porsche under heavy acceleration but, using engine braking to drift into the corner and with only a thin sheet of metal separating the sound of the engine from my ear drums, the overrun sounded absolutely glorious. A few short laps was all we had time for but even in such a confined space it was clearly amazing to drive.

Remember, the only real difference between this and one of the 54 original RSRs is the chassis number. A collector would scoff at it for this, but any true Porsche lover (or racing driver) will understand what a glorious little beast it is. **CP**

Above: Hard used replica saves priceless original from costly damage. But this is no ordinary replica as it features a multitude of original RSR components

Below left: The driver's view – suede-covered OMP steering wheel sits ahead of the 7400rpm red-lined tachometer

Below right: Martini – is there any more emotive livery than the blue, red and silver?





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Words: Keith Seume

Photos: Porsche Archiv; Volkswagen AG; Shin Watanabe; Keith Seume

BROTHERS IN ARMS

Since the very beginning, the names Porsche and Volkswagen have been inextricably interwoven, beginning of course with the design and production of what became known as the Beetle. But the liaison didn't stop there, for the two companies have worked together ever since on a variety of projects, from sports cars to family saloons...



Above: Type 534 was commissioned by Volkswagen early in 1952 to investigate unitary body construction. The similarity to Porsche's own 356 is obvious

Below left: VW was desperate to find a Beetle replacement but in-house designs, including the Bug-like EA 97 shown here, were doomed to failure, despite the similarity to the Type 534



Above: The EA 48 was Volkswagen's first attempt at designing a small car off its own bat. Front-engined and with front-wheel-drive, it was very advanced for the time, but such projects proved time-consuming and were considered detrimental to the company profits

Below right: Sole surviving example of the EA 53 project can be seen on display in the Stiftung Automuseum at Wolfsburg

Below left: A suggestion from Ghia for the EA 53

Most readers will be familiar with the story of Porsche and how the company grew out of Ferdinand and Ferry Porsche's plans to build their own sports car in the post-war era. The tale is one of determination to create an affordable product based on the readily available drivetrain from the VW Beetle, the car which had been the embodiment of Porsche's dream since the 1930s.

What is less well-known is how Porsche continued to work with Volkswagen throughout the 1950s in the role of consultant. Later still, the two companies would become involved in a number of joint projects but, for the purposes of this article, we'll be concentrating on showing how Porsche's involvement with prototype work for its Wolfsburg cousins ultimately led to the creation of the 914 and short-lived 912E.

In 1949, while Ferdinand and Ferry were busying themselves with their first eponymous sports car – Porsche No1 – they became involved with studies for Volkswagen which called for a modern unitary body design to replace the Beetle's platform chassis and separate bodysell. The first

project was given the working title of Type 402, but sadly there appears to be no surviving illustrative record of this.

However, we do know what Type 534 looked like. This was a project commissioned by Volkswagen in March 1952 which called for the creation of a running, driving prototype of a small – again, unitary-bodied – passenger car. The end result was fascinating in many ways, for the overall design was very reminiscent of a shortened Porsche 356, complete with curvaceous sloping back. It was referred to as the 'Volkswagen Klein-Sportwagen Selbsttragend' – literally Volkswagen small sports car 'Self-supporting', a clear reference to the unitary-body construction.

It was powered by a 26.5bhp 1.0-litre flat-four air-cooled engine and weighed just 650kg. With a wheelbase identical to that of the Porsche 356 at 2100mm, compared to that of the Beetle at 2400mm, it was just 3720mm in length, or roughly 200mm shorter than a 356 and 300mm shorter than a Beetle. Like the Type 402 before it, the Type 534's sole *raison d'être* was to investigate the potential of a unibody design with regards to mass production.





The completed prototype was presented to Volkswagen's head man, Heinrich Nordhoff, in the autumn of 1953, after which it underwent a period of extensive evaluation back at Stuttgart before meeting the fate of the majority of such cars: it was unceremoniously crushed.

The relationship between VW and Porsche continued unabated throughout the 1950s, with three new projects, Types 672, 675 and 728, taking to the drawing board between May 1955 and July 1957. They were all designated 'VW-Kleinwagen – Selbsttragend' (unitary-bodied small cars) each powered by small-capacity three- or four-cylinder air-cooled engines. The last of these, the Type 728, became known as the VW EA 53, seven examples of which were built at Wolfsburg for evaluation over a period of about four years.

The first cars of this series were bodied by Porsche (and were, to be frank, rather ugly!), with later cars featuring a

more attractive body designed by Ghia. These cars were actually the forerunners of what became known as the Volkswagen Type 3 range (better known as Fastbacks, Squarebacks – or Variants – and Notchbacks).

One of the key features of this design exercise was the development of what was known as the 'Unterflurmotoren', or 'underfloor engine'. The upright cooling system featured on the VW Beetle motor (which was essentially the same as that used on the contemporary Porsche 356) was redesigned to allow the engine to sit under a rear luggage area by placing the cooling fan on the end of the crankshaft and slimming down the cooling shroud.

As the EA 53 project progressed, it began to take on a new direction. It was becoming too big and heavy to play the role of the lightweight small car it was intended to be. Further development ground to a halt and VW's attentions turned elsewhere. First came the EA 97, which was the closest yet in terms of appearance to the imminent Type 3 range but, as Volkswagen said of the new prototype, 'After a pilot run of 200 cars, the project was abandoned: the EA 97 was positioned too close to the Beetle and the Type 3. In 1969 it provided the basis for the 'Brasilia' – the Brazilian VW subsidiary VW do Brasil produced the compact car until 1982.'

Despite accusations to the contrary, Volkswagen was a very forward-thinking company. Heinrich Nordhoff even went so far as to put on display around 20 previously unseen (by the public) prototypes to show that while the product line appeared to be stagnant, a lot of work was going on. Indeed, even as the Type 3 went into full production, thought was already being given to its successor. This new project was given the working title of EA 142, work on which commenced in October 1962, alongside another amazing new project, EA 128, which we will come to in a moment.

The first running models featured the same Ghia-designed and built bodies as the last of the EA53s, but they were soon redesigned thanks to a new 'face' coming on board: Carozzeria Pininfarina. This well-established company had already worked with VW in the past, memorably being

Above: The EA 128 project was terminated largely because it was thought the North American market would have a problem accepting a big rear-engined car in the wake of the Chevrolet Corvair debacle



Left: Heinrich Nordhoff was anxious to push Volkswagen forward, and his enthusiasm lay behind the decision to approach Porsche to help develop new models for VW



Above: The mighty EA 128 was to be VW's heavyweight sedan, powered by a 2.0-litre 911 engine, coupled to a 901 Porsche transmission

Below: Note the VW-logo'd Porsche steering wheel and the Porsche 911 heater vents in the sills

asked how the Beetle's styling could be improved. The reply was to simply enlarge the rear window, which is what Volkswagen did in August 1957.

Pininfarina's influence on the EA 142 was dramatic. The body was given a total make-over, with overtones of the 1964 design produced for the British Motor Corporation's AD017 – the prototype which begat the Austin/Morris 1800 and, later, the 2200 models. Up until February 1968, some 45 different EA 142 prototypes were built in a variety of body configurations: two-door, four-door, saloon, estate car and

even a cabriolet. Once the model range had been finalised, the VW 411 was born, launched onto the market to mixed press reviews in the summer of 1968.

But what has all this to do with Porsche? Well, it's true, Stuttgart had played no immediate part in the development of what was to become the VW 411, but the drivetrain would soon prove to be of particular interest. And the other prototype, the EA 128, could (with one eye closed) be viewed as the long-lost forerunner of the current Panamera. Read on...



The EA 128 was an unlikely beast for Volkswagen to consider building. It was designed to be a large sedan aimed squarely at the American market, going head to head with Chevrolet's Corvair (which, conversely, was launched as a rival to the Beetle) and Ford's Comet and Fairlane models. The rather ungainly styling was the handiwork of VW's own stylists and their lack of experience with cars of this size manifested itself in the slab-sided appearance of the working prototypes.

The EA 128 was conceived as both a sedan and a variant (that is, estate car or wagon, depending on which side of the Atlantic you reside!) but, at almost two feet (60cms) longer than a Beetle and substantially heavier, it was in dire need of a more powerful engine than anything Volkswagen had to offer. The answer? You've probably already guessed: Porsche! As Porsche developed the new air-cooled flat-six engine for its latest sports car, the 901, it didn't take a rocket scientist to suggest using this for the EA 128, along with the matching transmission.

There was certainly enough room in the engine bay, which had been designed to accept a new four-cylinder boxer engine as well as a 'six'. There was talk of VW building a six-cylinder engine of its own, based on a 'stretched' version of a new four-cylinder engine developed for the EA 142, but that made little sense when Porsche had already covered similar ground. The six-cylinder engine was detuned to a modest 90bhp for use in the big sedan, which wouldn't have made it an exciting car to drive, but there was obvious potential to make upgrades at a later date.

Sadly that opportunity never arose, for the EA 128 was killed off for a variety of reasons. One was almost certainly down to budgets, for the production costs of a Porsche drivetrain were considerably higher than anything Volkswagen had to contend with previously. Then we need to look at the intended market. In the USA, Chevrolet's Corvair was already in decline, largely thanks to the pressure brought to bear by Ralph Nader in his book 'Unsafe at any speed', which slated the Corvair for its wayward handling.

Nader's criticism of the Corvair was, arguably, largely unfounded. Yes, there had been a number of accidents involving GM's rear-engined, swing-axle compact, but that was largely down to a lack of familiarity with the handling

characteristics of a rear-engined car on the part of the average US buyer, more used to understeering, front-engined 'tanks'. Too many owners went barreling into corners, panicked and backed off the throttle, resulting in terminal oversteer and a visit into the undergrowth. Tripping over kerbs led to a number of roll-over accidents, too.

The consequences of letting similarly inexperienced customers loose in a Porsche-engined VW sedan didn't bear thinking about. But the biggest negative was the projected price, which would have made the EA 128 far more expensive than any rival domestic product from Ford or Chevrolet. Sadly, what promised to be an autobahn-eater extraordinaire was destined to become nothing more than a footnote in VW and Porsche history. Two examples survive, though, and you can examine a sedan in the VW Stiftung Automuseum and a station wagon in the *Zeithaus* at VW's Autostadt, both of which are to be found in Wolfsburg and which should be high on any list of museums to visit.

But what of the EA 142? How did that help Porsche? The answer is simple: the engine. The original flat-four air-cooled engine from the Beetle was a sound, reliable unit, its roots set deep in VW (and hence, Porsche) history. Over the years since its origins in the late 1930s, the Type 1 engine, as it is known, underwent progressive development, notably increasing in size from 985cc to 1131cc and then, in December 1953, to 1172cc. Power output had risen to the heady heights of 30bhp by this time, too.

In 1962, the original engine, which had been used by Porsche as the basis for the first 356 motors, was abandoned and a new unit introduced with a redesigned crankcase. Although still displacing 1172cc, it now pumped out 34bhp. Over the next few years, this same basic engine increased in capacity, first to 1500cc and ultimately to 13- and 1600cc. These larger-capacity engines were first put to use in Volkswagen's Type 2 (Transporter) and Type 3 (Fastback, Squareback, etc) ranges before finally being adopted by the Beetle.

But, as good as the Type 1 engine was, it was clearly being stretched to its limits for use in such a wide variety of applications. Still firmly set on using an air-cooled engine, Volkswagen's engineers took a fresh look at the flat-four motor. The current engine had several weaknesses, such

Below: Several versions of the EA 128 were built, including both sedan and estate cars (wagons or Variants), with different frontal treatments. It would have made an impressive autobahn cruiser!





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as a propensity for dropping exhaust valves, and the crankcase was costly to produce. Being cast from an exotic magnesium alloy, it was light and dissipated heat well, but it was expensive and had reached its limits in terms of a capacity increase.

The cylinder heads, too, were a limiting factor. Porsche had deliberately designed them to restrict airflow into the engine, acting as a limiter to allow the engines to be run at a constant high speed for hours on end. Indeed, Volkswagen used to boast that the Beetle's maximum speed was its cruising speed. As cars (and vans) became heavier, the need for a larger capacity engine became obvious. The Type 1 engine had reached the limits of its development, so VW took a blank sheet of paper and started afresh. Well, almost afresh, for the new engine was still an air-cooled flat-four – that was, after all, one of the cornerstones on which the company's reputation had been built.

The first major departure was the use of an all-aluminium crankcase. This was far stronger than the earlier type, cheaper to produce and leant itself to further capacity increases at a later date. The cylinder spacing was increased to allow the use of larger-bore cylinders, too. The downside was that it was substantially heavier than the old casting – in fact, when complete, the new engine (referred to generally as the Type 4, after the model range in which it was introduced) weighed almost 15kg more than its predecessor.

The cast-iron cylinders were redesigned so that the skirts

sat deeper into the crankcase, adding to the rigidity of both the case and the cylinders themselves. The crankshaft was new, too, with larger main bearings (60mm in diameter as opposed to 55mm), although the rod (big-end) journals remained the same as those of the Type 1 engine at 55mm. The new crankshaft had a relatively short stroke of just 66mm, compared to the last of the Beetle engines' 69mm stroke. The cylinder bore was increased to 90mm (the largest Type 1 cylinder had a bore of 85.5mm), resulting in a capacity of 1679cc.

Now here's an interesting fact: this combination of bore and stroke is identical to that of the classic Fuhrmann-designed four-cam Carrera engine, Type 547, first seen in 1957. Coincidence? We think probably not...

The cylinder heads were new, too, with inlet ports that were spaced more widely apart than those of the older engine, while the exhaust ports now exited straight down, rather than at each end of the heads, rather like those on Porsche's 911 engine. There were two main reasons for this, one being to improve gas-flow, the other was to reduce the length of the port to aid heat dissipation.

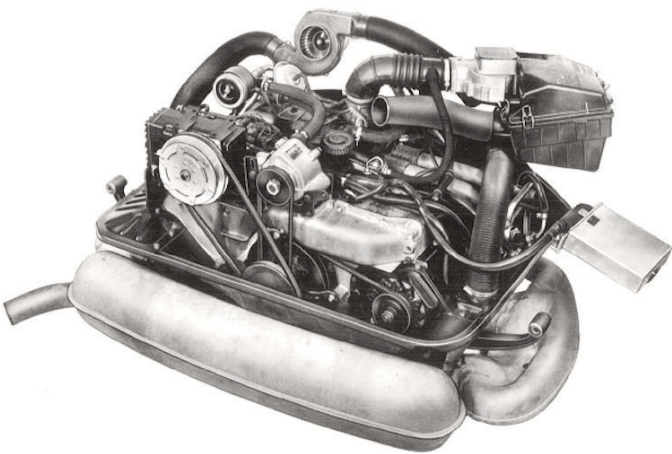
Much of the rest of the design echoed that of the Beetle engine, save for the improved oiling system which now included a spin-on oil filter. The original engine relied on nothing more than a simple gauze filter over the end of the oil pick-up in the sump. The obvious shortcomings of this design hadn't been lost on Porsche, who incorporated an

Above: The EA 142 was the first successful prototype for some years. It would eventually grow to become the Volkswagen 411 (and thus the 412) range but, more importantly, it featured a new engine that would be snapped up by Porsche for use in two of its models...

Below left: The all-new VW 411 attracted a lot of attention from the press, who saw it as a turning point in VW design. Sadly the market saw it otherwise...

Below right: A whole new factory was built to cater for production of the new joint project between VW and Porsche – the 914

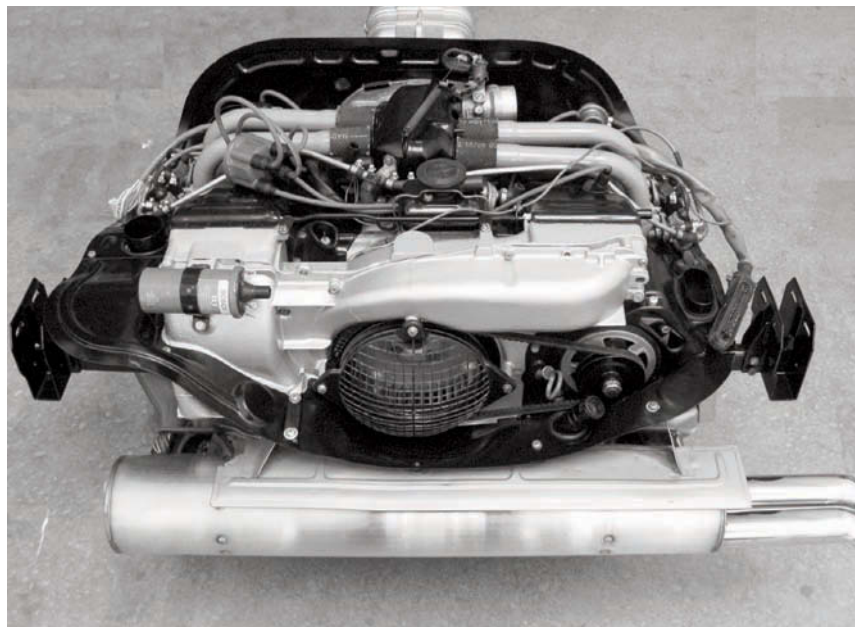




Above right: The all-new Volkswagen Type 4 engine shared few components with the original Beetle unit. With a cast-aluminium crankcase, it was stronger but almost 15kg heavier than its predecessor

Above left: This is the variation used in the short-lived Porsche 912E

Below: The mid-engined 914 was without doubt the best known collaboration between VW and Porsche



external oil filter on its 356 engines.

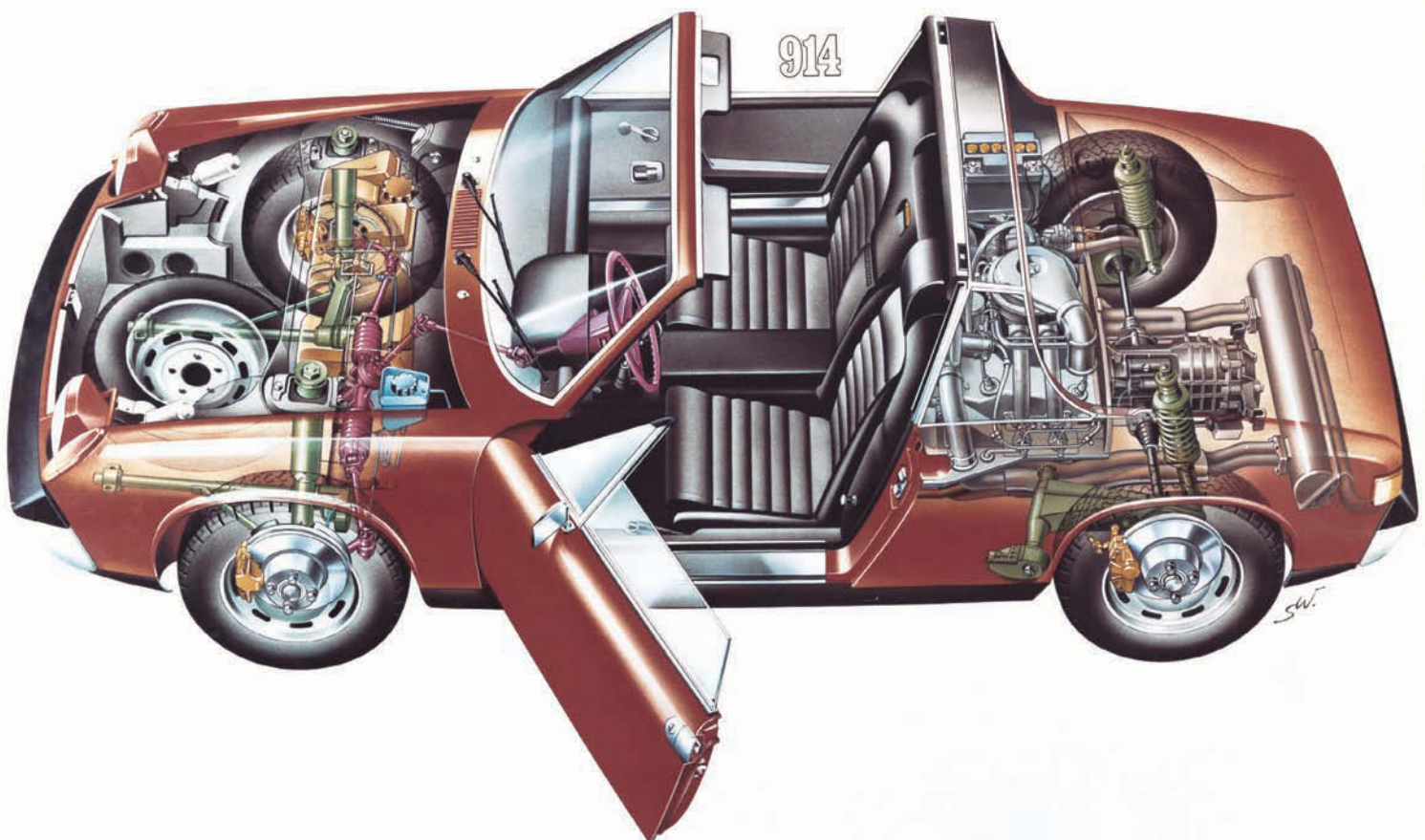
The new engine was available with either dual carburettors or equipped with the latest Bosch electronic fuel-injection. This system had been first seen on the VW Type 3 models, and was a simple design based on technology developed by the Bendix company in the USA. It used a single throttle body with individual injectors controlled by a small ECU that, while crude by today's standards, made this a true state of the art installation in its day. Bosch called its system the 'D-Jetronic', with the letter D referring to 'Druck', German for pressure.

First seen on the VW 1600TL and 1600E Type 3 models in 1968, it relied on the measurement of engine speed and air density in the inlet manifold to calculate mass air flow and hence the fuel requirements. So-equipped, the 1.7-litre engine produced 79bhp. The new engine was a natural to use in the latest collaboration between Wolfsburg and Stuttgart: the VW-Porsche 914. The 914 had grown out of a

desire on Volkswagen's part to broaden its product base by offering a sportscar to replace the Beetle-based Karmann Ghia and on Porsche's part to create an entry-level model to entice new customers into the dealerships. But like so many such partnerships, it was destined to become a victim of inter-company politics.

The Type 4 engine underwent progressive development over the next few years, increasing in capacity first to 1.8-litres (with 85bhp) and then finally to 2.0-litres (100bhp). It proved to be a strong, reliable unit let down in just a couple of areas, one being that, when allowed to run hot, the cylinder heads could suffer dropped exhaust valve seats. The 2.0-litre four-cylinder engine was a strong runner, very torquey and only 10bhp down on the much heavier 911-sourced 2.0-litre 'six' used in the more costly 914/6. But the Type 4 engine's days were numbered.

Due to a change of management, Volkswagen had lost interest in this particular joint venture, preferring instead to





concentrate on the new water-cooled Scirocco and Golf models. The formal agreement between the two companies was torn up in May 1974, effectively hammering the final nail into the 914's coffin.

That could easily have been the end of the new engine as far as Porsche was concerned, for there was already talk of a new range of water-cooled cars on the horizon.

But in 1976 Porsche resurrected the Type 4 engine for use in the one-year-only 912E. Built and sold solely in the US market, the 912E was essentially a 911 with a four-cylinder motor, very much in the mould of the original 356-engined 912 of the mid-1960s. The reasoning behind this was to protect its market share at a time when the company was beginning to feel the pinch. The 914 was effectively dead, and the new 924 wasn't going to be ready for another year. So, what was the obvious answer? Build a 'modern' 912.

The engine was essentially the same 2.0-litre unit from

the outgoing 914 but this time it featured the latest Bosch L-Jetronic fuel-injection, which differed from the D-Jetronic by its use of an air-flap to more accurately measure the volume of incoming air. Thanks to restrictions imposed by Federal emissions regulations in the USA, the 912E engine was saddled with thermal reactors and an air-pump. This, along with reduced compression (now just 7.6:1) saw the overall power output reduced to just 86bhp, resulting in less than exciting performance. In fact, according to *Road & Track* magazine, the 0-60mph time was a leisurely 11.3 seconds, with a top speed of 115mph.

After just one year and with just 2099 examples built, the 912E made way for the water-cooled 924. Its demise also marked the swansong of the VW-designed air-cooled Type 4 engine as far as Porsche was concerned. However, as history has proved, this was by no means the last time VW and Porsche would be bedfellows – for better or worse. **CP**

Above: Its looks were never going to win it any awards, but the VW 411 gave Porsche the opportunity to build low-cost entry-level models in the form of the 914 and the 912E

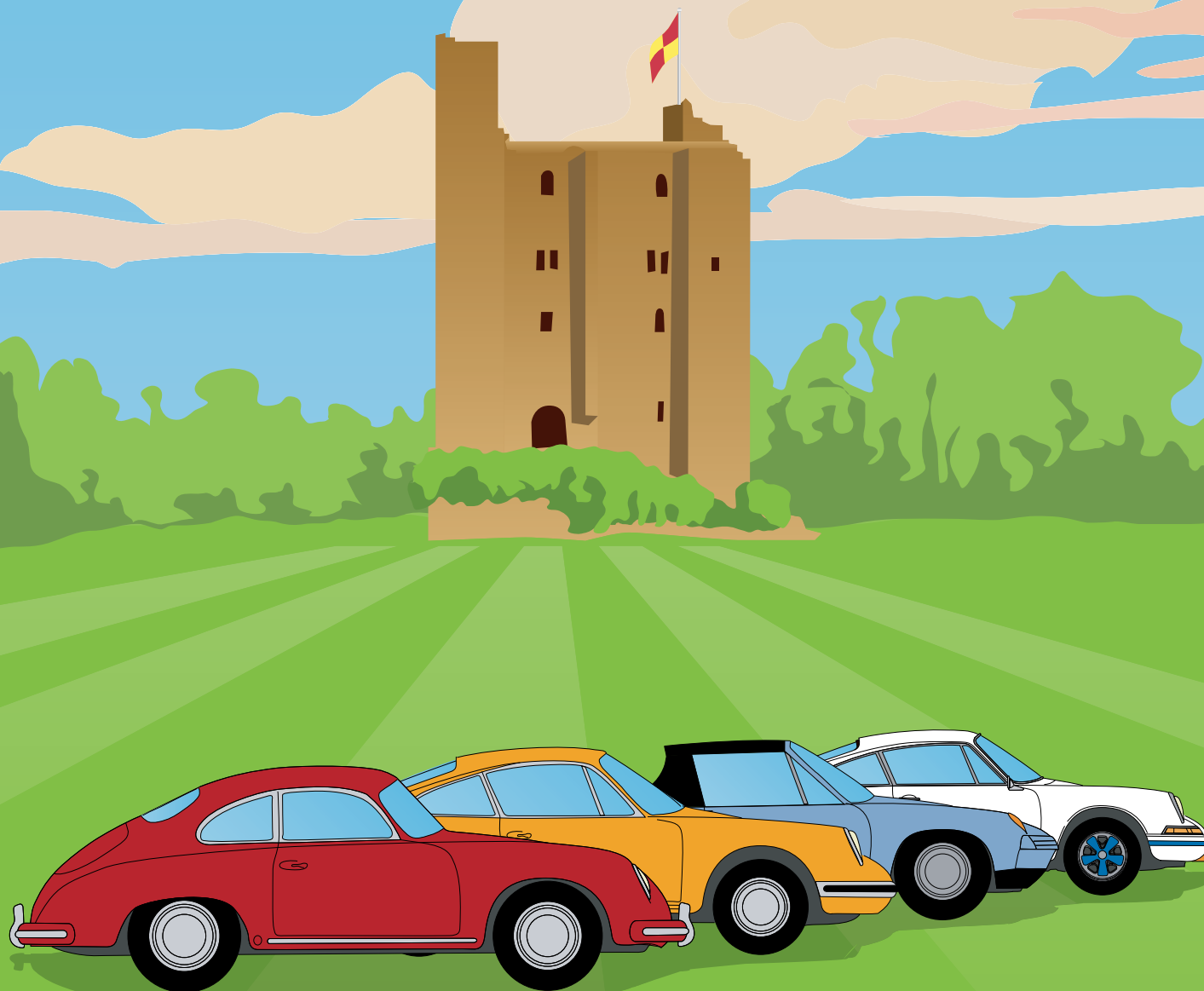
Below: There was little other than the badging to differentiate between the 912E and the contemporary 911 – until you fired up the engine, of course...



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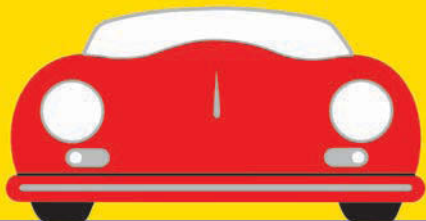
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DECADES OF EXCELLENCE

Not often do we feature a company founded over 60 years ago. North Hollywood Speedometer happens to be one of them. It has built its reputation thanks to its unparalleled experience and meticulous work, making it one of the leaders in its niche. Let's swing by North Hollywood, California (where else?), to see what the fuss is all about





Above: Workshop is always busy, and is jam-packed with parts and tooling to repair all kinds of instrumentation. Naturally, Porsche gauges play a huge part in the company's workload

Opposite: NHS owner Ralph Klink purchased the firm six years ago from its original owner, Hartmut Behrens

Below left: 904-style 'triple cluster'. Left is original; right was custom-made by NHS

Below right: 911 original tach on left; one-off on the right (it never existed as a production unit); note use of correct Porsche-style font

Specialised shops play a key role in helping today's vintage Porsche scene thrive. *Classic Porsche* has featured a few of them over the years, including some located in Southern California, where 356s and early 911s in particular abound. North Hollywood Speedometer (NHS) is one name often mentioned by enthusiasts...as has been the case for decades. Would you believe the company came about in 1955? Curious to find out about the place and its history, we spent an afternoon with the firm's owner, Ralph Klink, who gave us the grand tour.

NHS has had close ties with gauge manufacturer VDO for the last half a century. It settled on Lankershim Boulevard, less than a mile from its current location, before moving to their current address in 1969. That same year, the company, under the helm of Steve Heisler, had become the exclusive North American distributor for VDO Wholesale Parts. He and his team mostly supplied the booming hot rod and dune buggy markets with new products, although Porsche items represented a large bulk of the sales, too.

In 1972, Hartmut Behrens and Klaus Miese purchased the company; they aggressively expanded the business to

include repairs, though they also started to see a demand for restorations and customising. Incidentally, they were the first to offer repairs on electric tachometers. The two partners agreeably split in 1985, with Hartmut keeping North Hollywood Speedometer while Klaus opened Palo Alto Speedometer, located near San Francisco. NHS, which employed eight technicians, heavily advertised and offered multiple seminars back then; however, emphasis slowly shifted towards restoration and custom work as years passed.

Even through the economy's ups and downs, business remained stable over time, an attribute that drew Ralph to purchase the firm six years ago. It happened a bit by accident, as he explains: 'I've known Hartmut since I was seven years old – he is a very dear family friend. My prior experience was as a dealer providing sales and service for surgical microscopes and lasers – another niche market – but I kept an eye on his business.

'One day, we were sitting at my parents' house for Thanksgiving dinner and Hartmut's wife told him he should retire. His answer was: "What will I do with the business?". And my wife Mary said: "We'll buy it!" The timing was good





and we bought NHS in November 2014.' Hartmut stayed on board as a consultant for about a year and, to this day, he will gladly pick up the phone if Ralph has a question.

Originally separated, the two units are now connected and under the same roof, and cover 4100sqft (380sqm), not including the upper storage recently added. The shop organisation has evolved since our host took over, with each item stowed in a dedicated area to easily find it. The showroom and office space occupy the front of the building, with parts storage – representing 50 per cent of the shop's floor area – located behind.

One room is devoted to painting, stripping and sandblasting, and finishing cables; another to machining, from milling to turning. Our visit continues with a large area

that sees most of the restoration activity and a room dedicated to electronics. Some decades-old tools and instruments continue to be actively used, still performing perfectly though occasionally needing repairs. They include signal generators for both speedometers, tachometers and accessory gauges.

A total of 11 technicians handle the day-to-day tasks, with a few of them having recently joined the crew as the Porsche market has truly taken off

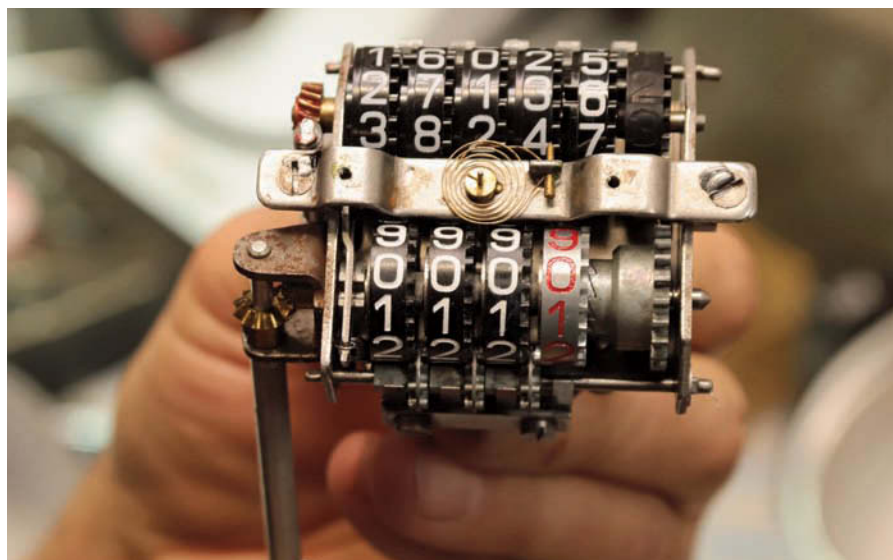
in the last couple of years. Each member has a certain speciality: 356s, early 911s, late 911s, etc. Yet, Ralph decided to cross-train everyone, so production isn't affected if someone gets sick, for instance. 'It has become much more

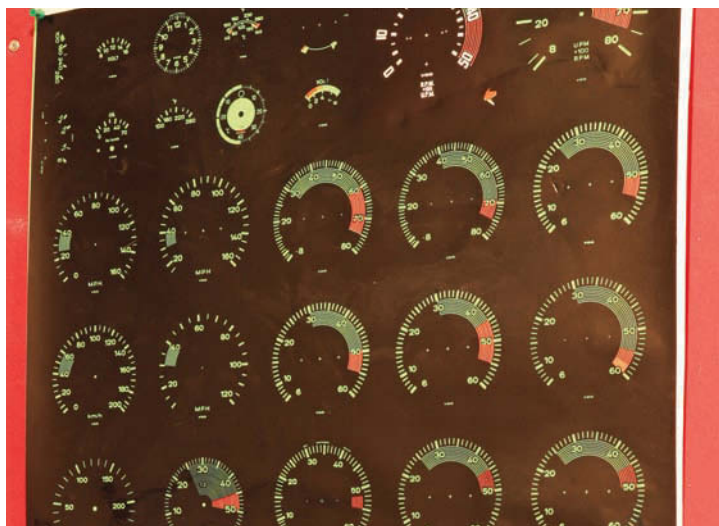
Above: Meet the North Hollywood Speedometer crew – including their most important team member, seen wearing his special protective fur coat...

“A TOTAL OF 11 TECHNICIANS HANDLE THE DAY-TO-DAY TASKS...”

Below left: Shelves are stacked with parts collated over many years

Below right: Complexity of odometer and trip meter workings is clear to see





Above left: That's about 80 per cent of the faces used by NHS for the 356 range alone

Above right: Used faces, including 85mph (max) faces used when the speed limit was 55mph. Also some grey-market faces



of a team environment – the biggest asset of this company is its people,' he adds. 'The average time a technician has been with us is about a dozen years. The challenge is that they have to be skilled mechanically; but the work also requires an artistic approach when we are doing dial face graphics, for example.'

Technicians have access to thousands of parts gathered over half a century. About 30 per cent were purchased in large quantities as final buys from VDO, before Continental took over ownership and supply began drying up. Yet, the company also manufactures a lot of items used on an almost daily basis (almost none come from China), especially gears that are no longer available.

Restoration of Porsche gauges therefore sees a mix of parts: new from VDO, remanufactured from NHS, plus used, such as cases and dial faces. Finding them on the market can be a challenge; but other difficulties pertain to getting the correct graphics for the instruments (font, colours, etc), so that you cannot distinguish

an NHS-done gauge from a stock unit.

Since the 1970s, Porsche gauges represent about 80 per cent of the business, and not much has changed today. North Hollywood Speedometer mostly handles orders from shops based all around the world – retail sales only represent about 20 per cent of the revenue. But estimating the 'restoration vs. modification' ratio proves more difficult, as Ralph explains: 'A

lot of restoration will have a customisation thrown in. We often change the range and colour of the tachometers, for instance. Some customers also ask to remove the white dial faces on a set of gauges we made in the '80s, and change them back to OEM.' Once in a while, the team gets an instrument and soon discovers that it has been worked on by NHS 50 years ago!

Both 356 and 911 instruments represent the majority of the restoration-oriented projects. Sales of these two models are almost evenly split 50/50, although NHS does a lot more regular service on 911 gauges, since these cars are still driven quite a bit. The staff does not handle

“THE COMPANY ALSO MANUFACTURES A LOT OF ITEMS...”

Below: Ralph Klink shows off the instrument displays used in the showroom and at the many car shows attended





'modern' clusters, though, starting with the complicated 997 – you almost need the vehicle on site to perform any work.

However, the shop supplies a large portion of the instruments for Singer; they require combining two sets of gauges to create one set for each car.

By the way, do not expect to buy freshly restored, off-the-shelf Porsche instruments from the company: such a purchase was still possible half-a-dozen years ago, however, Ralph made the decision to keep his valuable inventory for servicing gauges which are brought in, or shipped, by his customers. Time is an issue as well, although turnaround has improved tremendously. Ralph adds: 'In 2015–16, we were inundated with orders; but we soon managed to drop our restoration lead time from six months to two to four months. We recently had more staff trained. It takes one or two years to train a

technician – these guys take a lot of pride in their work.'

“IT TAKES ONE OR TWO YEARS TO TRAIN A TECHNICIAN...”

Besides instruments for Porsches, NHS also works on other brands, with an emphasis on German cars (starting with Mercedes-Benz and VW models), in addition to a handful of Swedish, British and Italian automobiles. Let's not forget some American vehicles (but only if they are concours-quality projects), especially since quite a few other shops have closed down. No Japanese gauges though, as

Ralph does not have the inventory to restore them properly.

We truly didn't know what to expect when we visited NHS, but the tour turned out to be fascinating, especially considering the company's long history, which has evolved from primarily repairs to concours-level restorations. Who said you needed dozens of cars to make a vintage Porsche-related shop interesting? **CP**

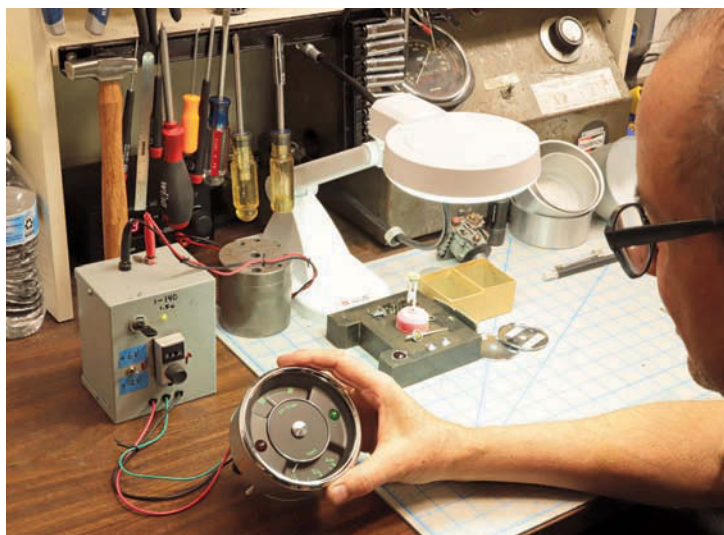
Above left: Machines include a cable (and housing) cutter plus another that crimps the end of the cables

Above right: 1972 911E gauge being converted into an RSR gauge

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Below left: Mike (a 356 gauge technician, primarily) showing a gauge being tested following repair





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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). C70/030

930 Turbo SE original RHD Flatnose, one of 38 made in 1986 in original right hand drive form, optional extras, 4 speed version with the larger oil cooler at the front, 330bhp, twin exhausts and in excellent condition, had a full 'sympathetic restoration' over the last 4 years, including a full body and mechanical strip down and full repaint, £149,950. Tel: 07961 377754. Email: andrewtilan@email.com (Staffs). C70/020



1972 911T/E, matching numbers car, older restoration with big file of all works carried out, great condition, runs fantastic, ready to use, rare oil flap model (6 months only), silver, black leather interior with Recaros, 2.4 MFI, recent alternator rebuild, fan and cowl refurb and new belt, £75,000, selling to fund another toy (356A). Tel: 07742 043528. Email: primotv3@googlemail.com (Birmingham). C70/003



1977 911 3.0 Targa G-Series narrow body LHD, finished in Schwarz Black with polished stainless steel roll hoop and sill covers, coupled with polished Fuchs Maxlite alloys really make this Targa stand out from the crowd, imported from California so totally rust free. £30K 2.5 year nut and bolt rotisserie glass over restoration 2016-19, engine and 915 gearbox were inspected, compression was tested and found to be excellent. Reconditioned Zenith 40 twin carburettors fitted, Bosch distributor rebuilt and new fuel pump installed, rolling road tuned. Upgraded seats, new carpets, Momo Prototipo steering wheel, Targa top restored, all new rubber seals/door seals, windows, side sill mouldings etc. Euro spec lights. History file dates back to my purchase in 2015 and is accompanied by some photos of the restoration, UK registered (MOT and tax exempt), this car owes me in excess of £65K, so grab yourself a bargain, £39,995. Tel: 07976 440110. Email: rogettaylor101@hotmail.com. C70/017



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912-6 no rust project car, 1966, perfect starting point, all steel body, no rust, 5-gauge, 911 motor conversion, 915 trans. Major upgrades to the suspension components, late M vented brakes, late aluminium cross arm, late A-arms, shocks, hubs, through body sway bar and aluminium rear trailing arms, contact for more photos, £9999. Tel: +1 785 280 2768. Email: jason@schmitt-rs.com (USA). C70/028

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. C70/021

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). C70/007

911/964 Cabriolet accessories, 964/911 Cabrio full length double duck tonneau cover and hood cover, black, hardly used, perfect condition. Hood cover, £500; tonneau, £750; together £1100. Both in original black vinyl bags, must collect or pay postage. Tel: 07876 547548. Email: williamblloyd@gmail.com (Oxon). C70/008

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. C70/006

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@classicporsche.com. C70/022

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). C70/023

Miscellaneous



Volkswagen Porsche 356, 1664cc, 1971, black Speedster, radio/CD player, heater, spot/fog lights, Vintage Speed exhaust, twin carbs, tax, MOT exempt, £20,000 ono. Tel: 01359 230397 or leave message (Suffolk). C70/018



Porsche 109 Junior tractor, 1962, in good working order, £10,250. Tel: 07913 707975. C70/004

'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. C70/005

Porsche books, Porsche Road Tests Collection No.1 1965-1975, Brooklands Books; Porsche by Motorbooks Library by Shotaro Kobayashi, both in good condition, £20. Tel: 01590 670813. Email: roboberts7@hotmail.com (Hampshire). C70/011

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). C70/014

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). C70/009

911 & Porsche World issue no1 to current, 911 & Porsche World magazines, from the very first issue number 1 to June 2019, 300 issues. I have subscribed from the very start, house move necessitates sale, collection only from North Worcs, £100. Tel: 07971 573388. Email: steve.plant@hotmail.co.uk. C70/013

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911 & PW number 1 to current issue, all the magazines are within hardback binders and as such are in excellent condition, £150. Prefer collection from Bishopton but could deliver within 50 miles. Tel: 07980 455804. Email: j.knowles968@yahoo.co.uk (Scotland). C70/016

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). C70/010

911 & Porsche World, from Jan '05 (#130) to Dec '08 (#177), excellent condition, £55 plus post, or buyer collects. Tel: 07958 126801. Email: suzukiirigger17@yahoo.co.uk. C70/024

Porsche Post magazines, 43 copies of *Porsche Post*, three from the 1960s, 40 from the 1970s and 1980s, £25, please phone for exact details. Tel: 01590 670813. Email: roboberts7@hotmail.com (Hampshire). C70/025

Porsche books Various Porsche books as new condition, at half new price each. Randy Leffingwell "Porsche 911 by design" (Motorbooks), £10; Paul Frere "Porsche 911 Story" (Haynes), Michael Scarlett "Porsche 911" (Haynes), £10; Adrian Streather "993 the essential companion" (Bentley), £25; Adrian Streather "Porsche 911-964 - enthusiasts companion" (Bentley), £25. All items plus p&p. Tel: 07853 763025. Email: alastairtgbell@hotmail.com. C70/012



Original '70's Porsche car care kit, original Porsche car care kit from the late seventies, unused and complete, I used it as a feature displayed in the trunk when displaying my '77 Carrera 3.0. I understand that these were given as a gift on purchasing a Carrera 2.7 and 3.0 in the '70s. Some slight signs of wear from being moved around in its plastic Porsche branded box, but still an attractive and rare feature to have with your period Carrera, £75. Tel: 07761 084385. Email: davidbolton01@aol.com (Cheshire). C70/019

Registration, 'JJJ 911S' number on retention, £2000. Tel: 07810 058297. Email: s-blakeley@sky.com. C70/026

Wanted

WTB Classic Porsche issue no.1, want to purchase issue no.1, will complete my collection, will be a great home. Tel: 704 467 1310. Email: conrad0320@gmail.com (USA). C70/027

Wanted Porsche 911SC LHD project, rebuild/repair/abandoned project car, all possibilities considered including car needing paintwork, bodywork or mechanical repair, but complete car must be there please, prefer a non sunroof car, but will consider sunroof. Happy to travel within UK and Europe for the right car, cash waiting, please email me photos and details on what you have. Tel: 07809 164607. Email: davidjennings27@gmail.com. C70/015

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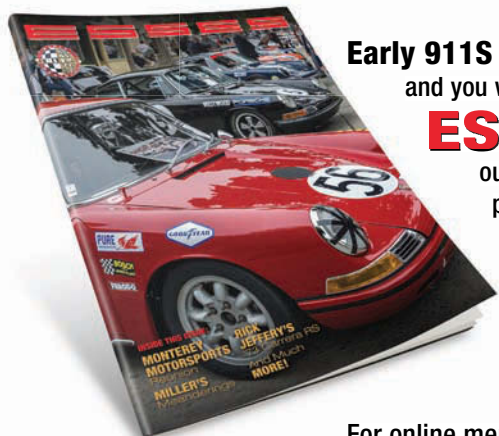
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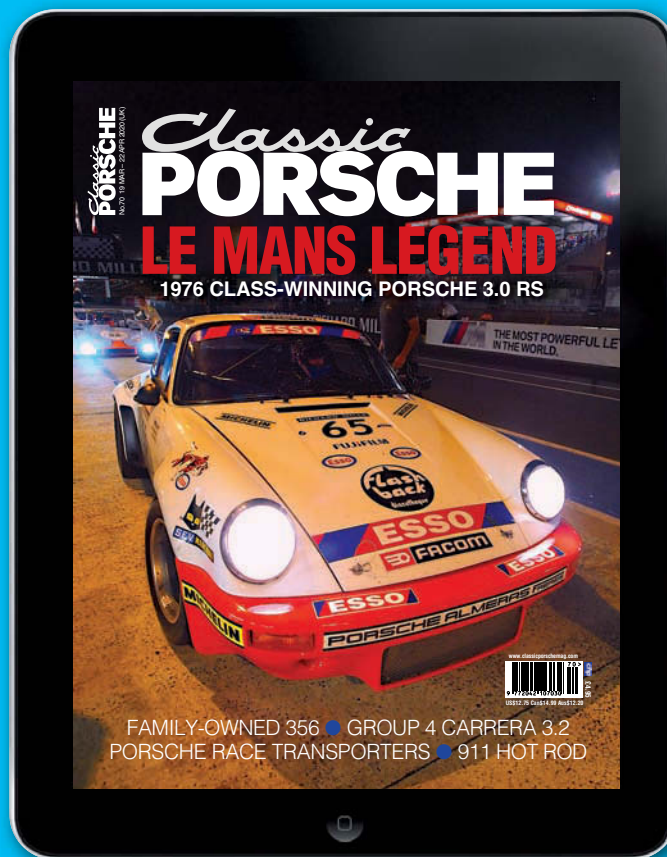


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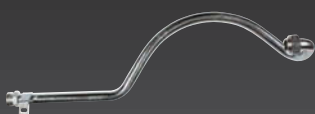
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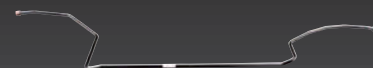
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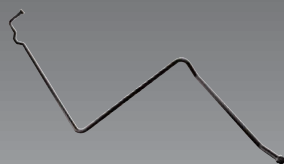
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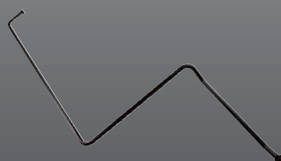
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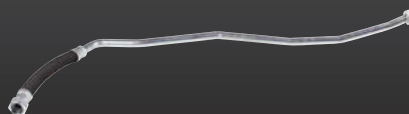
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