

Classic
PORSCHE
ISSUE NO.73 JANUARY-FEBRUARY 2021 £4.95

Classic **PORSCHE**

GREY MATTERS

CAPESPORT 911 BACKDATE BREAKS COVER

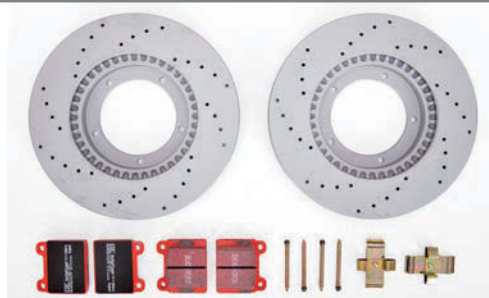


356 ZAGATO COUPE ● 956 ENGINE EVOLUTION
JO SIFFERT ● EMMERLING 911 ● OILCOOLED
PATRICK MOTORSPORTS ● MIKE MALAMUT



Race Exhaust System 911 F Model
Dual Inlet & Outlet Muffler

Part #: FVD 111 911 16



Sport Brake Service Kit Front
911 (1969-83)

Part #: FVD BSK 351 91102S



Adjustable Spring Plate Set Rear
911 (69-86), 912 (69), 930 (78-88)

Part #: 150 910 159

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

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

fvd Germany

tel: +49-7665-98990

fax: +49-7665-989920

email: info@fvd.net

fvd North America

tel: +1-954-571-2050

fax: +1-954-571-2060

email: sales@fvd.net



Classic PORSCHE

Kelsey Publishing Ltd, The Granary, Downs Court, Yalding Hill, Yalding, Kent, ME18 6AL, United Kingdom.

EDITORIAL

Editor: Dan Furr

Email: dan.furr@kelsey.co.uk

Twitter: @DanFurr

Art Editor: Peter Simpson

Contributors: Shane O'Donoghue, Andy Tipping, Dan Sherwood, Ade Brannan, Tom Horna, Sharon Horsley, John Rampton, Stephan Szantai

ADVERTISING

Group Advertising Manager:

James Stainer, 01959 543515 or 07948 802130

james.stainer@kelsey.co.uk

MANAGEMENT

Chief Executive: Steve Wright

Chief Operating Officer: Phil Weeden

Managing Director: Kevin McCormick

Subscription Marketing Director: Gill Lambert

Retail Director: Steve Brown

Print Production Manager: Georgina Harris

Print Production Controllers: Kelly Orriss and Anne Meader

Subscriptions Marketing Executive: Dave Sage

Affiliate Marketing Manager: Kate Chamberlain

SUBSCRIPTIONS

Nine issues of *Classic Porsche* are published per annum

UK annual subscription price: £69.00

Europe annual subscription price: £79.50

Rest of World annual subscription price: £118.50

Find current subscription offers at:

www.bit.ly/subscp

Already a subscriber? Manage your subscription at:

shop.kelsey.co.uk/myaccount

Buy back issues at:

www.bit.ly/issuescp

CONTACT US

For customer service support, please visit:

help.kelsey.co.uk

Customer service and subscription postal address:

Classic Porsche Customer Service Team,
Kelsey Publishing Ltd, The Granary, Downs Court, Yalding Hill, Yalding,
Kent, ME18 6AL, United Kingdom.

DISTRIBUTION

Distribution in Great Britain
Marketforce (UK), 2nd Floor, 5 Churchill Place, Canary Wharf,
London, E14 5HU
Tel: 020 3787 9001

Distribution in Northern Ireland and the Republic of Ireland

Newsread Tel: +353 23 886 3850

PRINTING

Precision Colour Printing, Telford

Kelsey Media 2020 © All rights reserved. Kelsey Media is a trading name of Kelsey Publishing Ltd. Reproduction in whole or in part is forbidden except with permission in writing from the publishers. Note to contributors: articles submitted for consideration by the editor must be the original work of the author and not previously published.

Where photographs are included, which are not the property of the contributor, permission to reproduce them must have been obtained from the owner of the copyright. The editor cannot guarantee a personal response to all letters and emails received.

The views expressed in the magazine are not necessarily those of the Editor or the Publisher. Kelsey Publishing Ltd accepts no liability for products and services offered by third parties.

Kelsey Media takes your personal data very seriously. For more information of our privacy policy, please visit Kelsey Media takes your personal data very seriously. For more information of our privacy policy, please visit kelsey.co.uk/privacy-policy. If at any point you have any queries regarding Kelsey's data policy, you can email our Data Protection Officer at dpo@kelsey.co.uk.

Classic Porsche is entirely independent of Dr. Ing. h.c. F. Porsche AG. Contents may not be reproduced in any form or stored on any electronic system without written permission. No responsibility accepted for any unsolicited material. GT Porsche recognises and abides by copyright laws and attempts to correctly credit all material used. If we have used or credited some of your work incorrectly, please contact us and we will do our best to fix the error.



**NEXT ISSUE ON SALE
FRIDAY 15TH JANUARY**



MOVING FORWARD



As the definitive celebration of air-cooled classics, *Classic Porsche* has been a hugely respected title on the newsstand for a decade. You can imagine how thrilled I was when invited to occupy the editor's chair for both this and its sister title, *911 & Porsche World*, which remains the world's best-selling monthly Porsche magazine thirty years on from launch. Together, these publications showcase the very best of the Porsche scene, with *Classic Porsche* leading the charge for old-school cool.

Before launching into this issue of the magazine, I'd like to take a moment to pay tribute to my predecessor, Keith Seume, who "first kicked around the idea for *Classic Porsche* twenty years ago". It may have taken ten years for the first issue of the magazine to reach

newsstands, but it was certainly worth the wait. I'm looking forward to steering the ship as it enters its next decade of success.

Keith may have relinquished his position as editor of *Classic Porsche*, but I'm pleased to confirm he'll continue contributing to the magazine as a roving reporter, detailing his adventures at various shows, both at home and overseas. This is, of course, working on the assumption shows actually take place in the near future! To say 2020 has thrown the world a massive curveball would be something of an understatement, leaving plans in disarray for those of us who enjoy road trips, hanging out at events or stealing a few hours to simply get out and drive in our Stuttgart-crested joy toys. Let's hope for a return to something resembling normality on this front early in the year ahead.

Most important, of course, is the need for all of us to keep well and stay safe, which can be easier said than done. Even so, I've worked hard with my team of contributors to enable secure access to some amazing classic Porsches, which you'll find spread across the following pages. Enjoy the magazine.




Dan Furr Editor
[@DanFurr](https://twitter.com/DanFurr)

GET IN TOUCH

Email classicporsche.ed@kelsey.co.uk Facebook [classicporschemag](https://www.facebook.com/classicporschemag)

View the latest *Classic Porsche* subscription offers at www.bit.ly/subscp


GEARED TO WINNING

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

Tandler Precision Limited

29 Ross Road Business Centre
Northampton NN5 5AX

Tel: 01604 588 056 Fax: 01604 588 064

Email: sales@tandler.co.uk

www.tandler.co.uk

MITTELMOTOR™ EVERYDAY RACING

PORSCHE PARTS SERVICE MOTORSPORT

f @MITTELMOTOR
i @MITTELMOTOR.DE
v @MITTELMOTORGMBH

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



SERVICE AND REPAIR OF ALL
PORSCHE MODELS



DAILY WORLDWIDE SHIPPING
OF ORIGINAL, AFTERMARKET
AND RACE PARTS



ORIGINAL AND RACE ENGINE
BUILDING

**MITTEL
MOTOR
.COM**



PayPal





**Classic on the outside,
high tech on the inside.**

Porsche Classic Communication Management system.

Timeless driving pleasure meets state-of-the-art technology thanks to our new navigation system with a classic look. For all classic Porsche models with a 1-DIN slot (911 up to 993 and transaxle vehicles), it features Apple CarPlay and DAB+ Digital Radio. Find out more at www.porsche.com/uk/classic-pccm.



PORSCHE

FEATURES

10 **CAPED CRUSADER**
Introducing the gorgeous CapeSport 911.

28 **EVOLUTION OF THE SPECIES**
Development of the 956 engine.

42 **OILCOOLED 2020**
This year's bash at Boxengasse.

48 **GOLD RUSH**
A 911 restomod with a split personality.

56 **PATRICK MOTORSPORTS**
A Porsche-driven story of success.

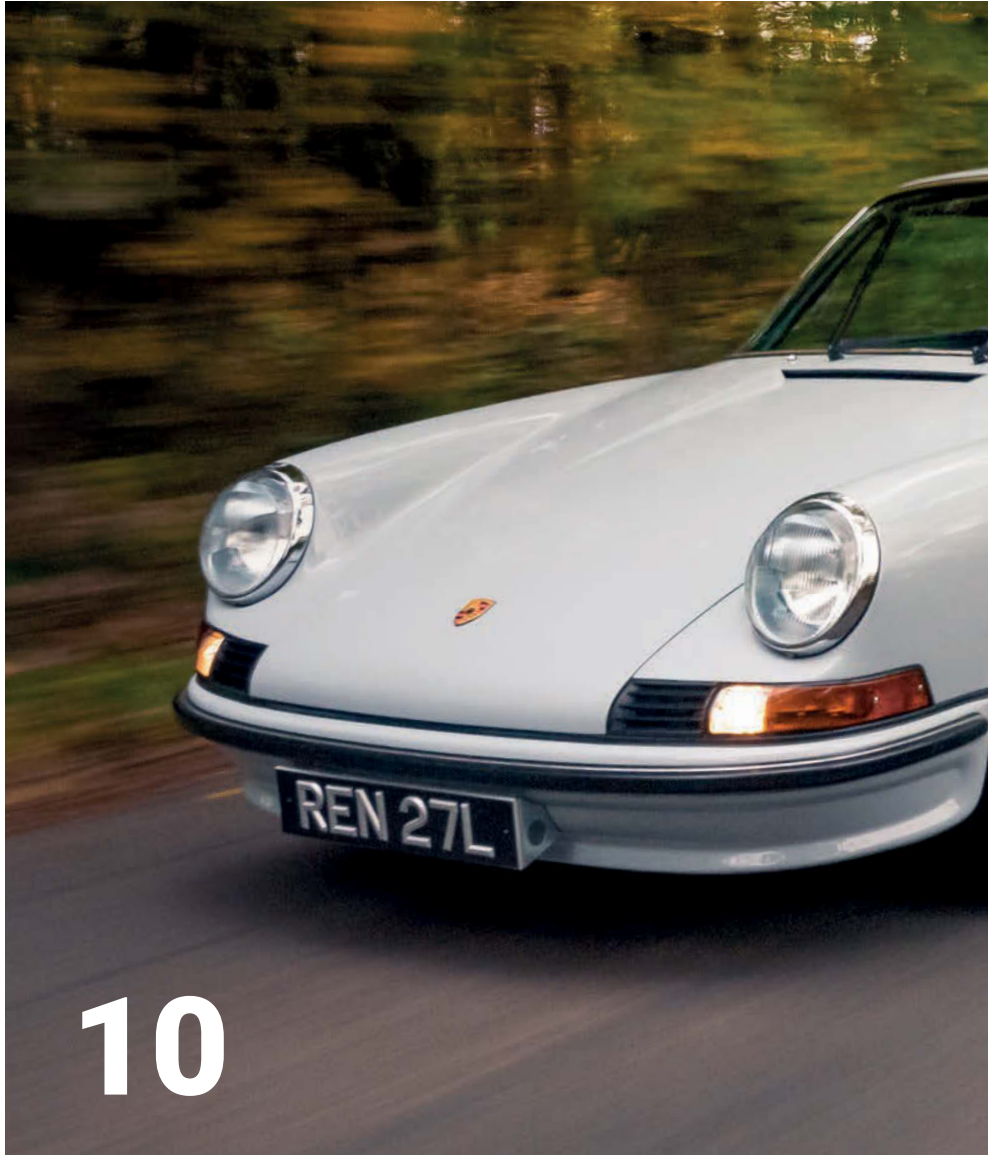
62 **BATTLE STATIONS**
Porsche Club Motorsport's 911 Challenge.

66 **RARE BREED**
From sketch to street: 356 Zagato Coupe.

74 **JO SIFFERT**
Porsche motorsport hero remembered.

80 **LOFTY AMBITION**
Mike Malamut's amazing 'car condo'.

86 **RAISING THE ROOF**
A hop back to when the 911 SC was new.



REGULARS

18 **NEWS AND PRODUCTS**
What's happening in the Porsche world.

36 **GUEST SPEAKERS**
Porscheophiles speak their brains.

41 **Q&A**
Visiting Norfolk's Premier Coachworks.

97 **THE FINAL SAY**
Restore a Porsche for love, not money.

SUBSCRIBE TO
Classic
PORSCHE
SEE PAGE 78
FOR DETAILS





1967 PORSCHE 911 R TRIBUTE



**GASWERKS
GARAGE**

1 (855) 983-9571

sales@gaswerksgarage.com

GASWERKS GARAGE IS PROUD TO SPECIALIZE IN AIR-COOLED RESTORATION, SERVICE AND SALES



1962 Porsche 356B Super 90
Karmann Notchback Hardtop T6



1977 Porsche 911 (930) Turbo
Carrera



1989 Porsche 911 Turbo Cabriolet



1995 Porsche 911 Carrera RS

Available for Sale Now



YouTube

@gaswerksgarage

gaswerksgarage.com

Aluminium steels

Available January

Pre-orders now being taken



LMZ1550 15 x 5 ET36

LMZ1560 15 x 6 ET36

LMZ1570 15 x 7 ET32/23

Group4wheels



group4wheels



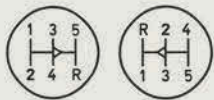
group4wheels



group4wheels.com

PARADIGM SHIFTER

STEALTH EDITION



For all
901/911/915s
to 1986



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

\$725

SR150s



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



CAPED CRUSADER

Marking the next phase in the history of a company renowned for producing award-winning classic car restorations, the CapeSport 911 looks set to be the first of a new breed of backdates...

Words Dan Furr Photography Dan Sherwood



Redditch, England, November 2020. I'm standing in the courtyard of Cape International, one of the world's leading lights in the field of Austin-Healey restoration. Established in the early 1990s by classic car enthusiast, Steve Norton, the company plays host to the rarest surviving examples of the long defunct British manufacturer's output. As if to prove the point, a glance inside the Cape workshop reveals a freshly restored 100S. Limited to just fifty units and produced in 1955, the aluminium bodied open-top was originally hand-built at Healey's headquarters in nearby Warwick and prepared primarily for racing. Steve's talented team of technicians has lovingly brought the car back to a better than new state. It's certainly in greater shape than the unrestored 100S test car which sold for \$1.3m at auction a decade ago.

Why, you might be wondering, am I waxing lyrical about vintage British sports cars in a magazine dedicated to the celebration of air-cooled Porsches? It's a good question, and one answered when a swift turn of my head draws gaze away from the Big Healey and fixes squarely on the gorgeous grey 911 waiting patiently for my attention. Fresh from its appearance at the Concours of Elegance at Hampton Court Palace, not to mention the car's outing to the decidedly wet Rennsport Collective gathering at Stowe House less than twenty-four hours before my visit to north-east Worcestershire, the distinctively decorated Porsche represents a new string to Cape International's bow.

Steve picks up the story. "Cape International builds cars intelligently specified and exquisitely detailed, setting the highest standards in Austin-Healey restoration since 1993. We are also one of the largest



stockists of new and used Austin-Healey parts and accessories, plus we make hundreds of components in-house. In 2018, the company was acquired by Liberty House Group, a British-based industrial, metals and technology business. With Liberty's investment, a plan of expansion and recruitment was immediately drawn up, leading me to evaluate where Cape International could transfer its knowledge and immense skillset beyond the world of Austin-Healey."

NEW BEGINNINGS

Steve's team's three decades spent dismantling, restoring and reconstructing premium classics— and manufacturing their component parts — affords intimate knowledge of each vehicle and encourages them to view cars in terms of layered assembly. Equally as interested in the finish of a wishbone bolt as the quality of final paintwork, this 'eyes open' attitude to automotive restoration is entirely transferable to the world of classic Porsches. Needless to say, it didn't take long for Steve to find himself staring at a pair of neglected 911s in need

of resurrection. Turning the first page of a new chapter in the Cape International story, the duo of derelict 911s was soon making its way to Redditch.

The car you see on the pages before you is one of the two 911s Steve bought. Introduced to the world as a late 2.7-litre S, the car was originally supplied to a buyer in Japan, where it spent most of its life. Strange, then, that it should be left-hand drive. No matter — time spent residing in the Land of the Rising Sun, Steve rightly suggests, is one of the reasons the car's body was in such solid condition, if in need of cosmetic attention. Indeed, what bothered Steve most was the badly extended rear wheel arches, aftermarket front chin spoiler and bizarrely fashioned rear impact bumper.

Something of a 'bitsa', his new toy was riding on genuine 930 Fuchs five-leaves. Pleasingly, the car's original engine — not the world's most revered incarnation of the flat-six, but complete with its magnesium crankcase — remained in place, as did opening rear quarter windows. All Steve had to do was work out how this Stuttgart-crested classic would

Above Fleet of foot and devastatingly good looking, this unusually hued 911 set pulses racing at the Concours of Elegance at Richmond's Hampton Court Palace

Below Inspiration for the look of the CapeSport car came from the handful of 911 Carrera RS 2.7 prototypes



announce Cape International's arrival on the Porsche stage. In truth, it was an easier task than you might think. After all, here was a company responsible for some of the world's most impressive restored classic British sports cars, many of them winning cabinets full of silverware, others becoming celebrated museum exhibits around the globe. The artisan approach to building what would be revealed to the world as the CapeSport 911 was already set in stone.

DIFFERENT STROKES

That isn't to say pulling together a show-winning 911 is entirely the same proposition as working on an Austin-Healey. "Removal of the Porsche's engine and gearbox is a prime example of where differences lie," Steve smiles.

"On a 911, you're more

or less looking at four bolts and done. A

Healey, on the other hand, will have you dealing with forty-four bolts before you can relieve its beating heart of duty!" Simple,

then? Well, not quite, even if Porsche parts availability is immeasurably easier due to the manufacturer's continued operation (Austin-Healey ceased to exist in 1972) and its dedication to reintroducing OEM parts for legacy models. "I don't mind admitting I consulted with established Porsche restoration specialists, including Steve Wood and Mikey Wastie at Autofarm, when it came

to mapping out specification for a 911 with serious kerb appeal and the ability to engage in spirited B-road blasts. It was of paramount importance the CapeSport creation had truly accessible power of at least 200bhp and torque dialled in to avoid massive spikes each end of the performance curve. I reasoned excessive power outside of the 35mph to 70mph zone would be a complete waste for the intended driving environment."

There's no doubt Steve's team had the skills to create a car of the calibre he envisaged ("the kind of 911 as civilised as you want it to be for daily driving, but capable of stretching a grin from ear to ear during cross-country sprints, all the time being able to stand up to scrutiny against the very best restored classic Porsches out there"), leaving the aesthetic his biggest challenge.

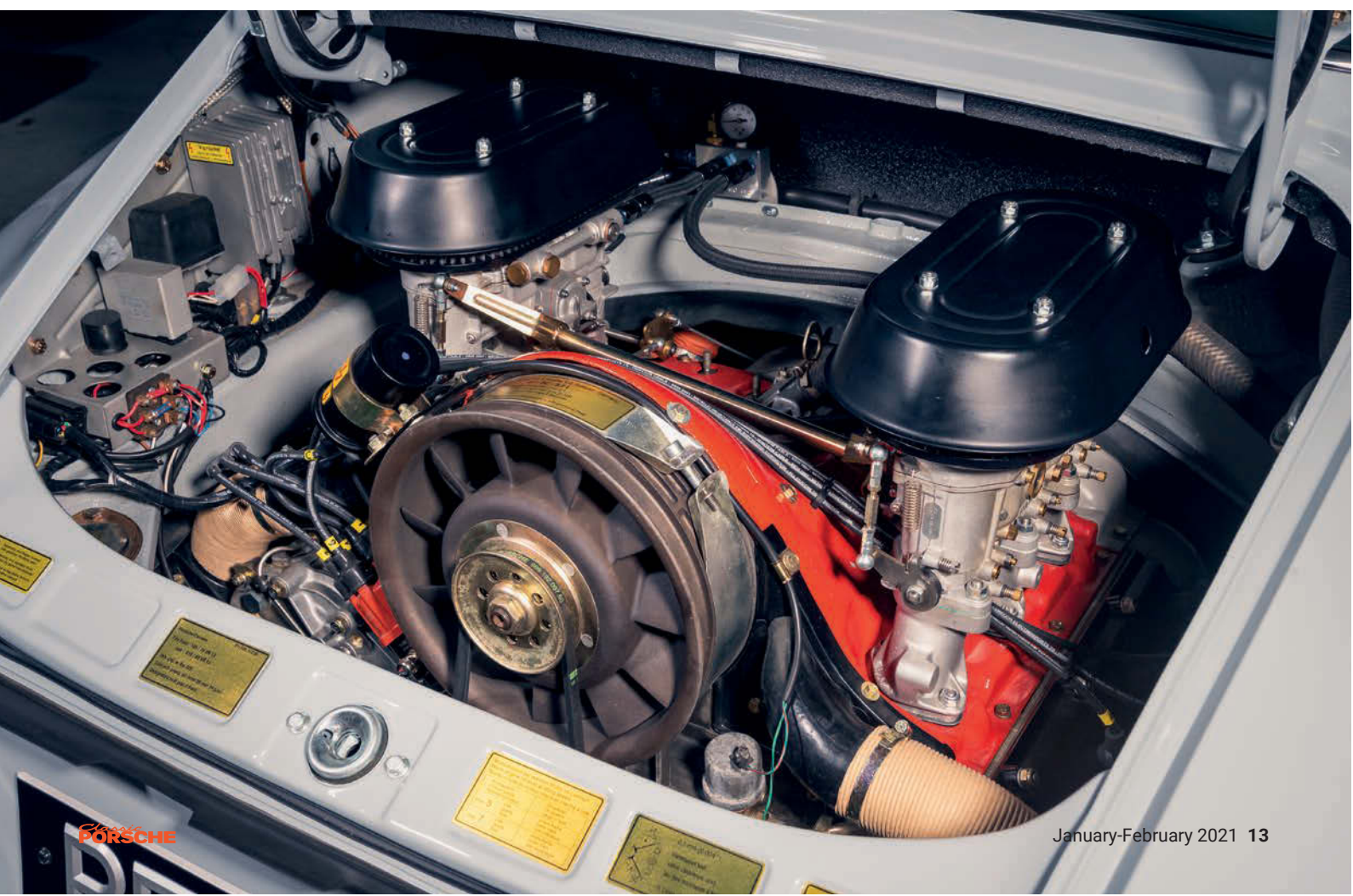
To that end, he took inspiration from the 1973 911 Carrera RS 2.7 prototypes. Free of the series model's ducktail spoiler, aggressive front bumper, side stripes and traditionally colour-coded wheels, the handful

POWERING THE CAPESPORT 911 IS AN OVERHAULED FLAT-SIX WITH DISPLACEMENT INCREASED TO 2.8 LITRES

of prototypes built and kept by Porsche for testing and pre-production purposes boasted a simpler, more graceful look and represent arguably the most significant examples of the RS 2.7 manufactured. Little wonder Steve held them in such high regard.

The aforementioned rear arches — fibreglass in their construction — were swiftly despatched in favour of

Below Original flat-six has been increased to 2.8 litres and benefits from a raft of upgrades, assisting the delivery of just over 200bhp





new SC steel bulges supplied by vintage Porsche parts specialist, Karmann Konnection. Observing how Porsche applied RS arches in period, the Cape crew followed suit, reasoning the finished car would be judged critically on bodywork before any test of the mechanicals. The 930 wheels were restored and wrapped in fat Pirelli P6000s, while backdate bumpers, LED lights, new green-tinted glass, a two-stage heated windscreen and restored brightwork joined the bare-metal soda-blasted body in a coat of custom grey.

TIDY TRIBUTE

You might have noticed the oil filler flap on the offside rear quarter. Purely cosmetic (though could be made functional), it was another nod to the RS prototypes Steve adores, as is the car's overall stance, achieved through the appointment of Bilstein dampers, new sway bars and a ride height, geometry and corner weighting configuration courtesy of Porsche chassis tuning specialist, Center Gravity. Proflex polyurethane bushes provide further firm feel behind the wheel, a sensation bolstered by a restored steering rack and refurbished upper column, new engine mounts, 930 track rods, all new bearings and fixings.

Powering the CapeSport 911 is a comprehensively overhauled flat-six with displacement increased to 2.8 litres. The unit makes use of JE pistons, Nickie cylinders,

911 S camshafts, PMO carburettors, Magnecor ignition leads, a Classic Retrofit CDI+ ignition and coil, a 123 Ignition system (with spark advance controlled via Bluetooth) and a refurbished crankcase. The cylinder heads are completely restored, complete with new valves and guides, while all engine brightwork has been plated, with tinware powdercoated black and fitted with new rubber skirts. The original heat exchangers were in excellent order and were reinstalled with a new silencer and associated fittings. The punchy boxer is fed fuel by Teflon supply lines equipped with Aeroquip fasteners.

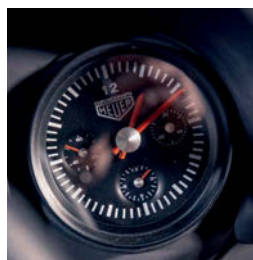
The car's gearbox was treated similarly, it being completely dismantled and rebuilt with new parts, including a Helix clutch and the addition of a Quaife ATB helical limited-slip

differential. New driveshafts, gear linkage, hand throttle and a new clutch pedal spring feature, as do all new electrics, linked by a Kroon wiring harness. The attention to detail is carried over to the cabin, which is trimmed in lashings of burnt orange Nappa leather covering Recaro Sportster CS seats. Basketweave carpet is the perfect accompaniment in a cockpit kitted out with a MOMO Prototipo steering wheel, Rennline pedals and footrests, a Porsche Classic single-DIN sat-nav head unit and a Heuer-branded chronograph.

Clearly, the CapeSport 911 has been built as a 'no

Above Steve's team has created a beautifully built backdate that's an absolute joy to drive and looks every bit a showstopper

UTILISING THE VERY BEST MATERIALS AND WITH INPUT FROM THE MOST RESPECTED PORSCHE SPECIALISTS



Above Interior features Recaro CS seats trimmed in burnt orange Nappa leather, parts from MOMO, Rennline and a bespoke chronograph

expense spared' affair, utilising the very best materials available and with input from some of the most respected Porsche specialists, as well as the wealth of experience Steve's own technicians have in dealing with the restoration of award-winning classic cars. Is beauty only skin deep, though? What is this car like to drive?

In a word, sublime! So perfectly executed is every aspect of this backdate that I'm sure even those with no prior experience of seat time in an air-cooled 911 will feel totally at ease and instantly capable of getting the best out of the car. It sticks to the road like glue, perfectly following the line of even the tightest of corners at speed without the back end feeling twitchy or the threat of understeer. Launching out of bends is done with the kind of surefootedness inspiring confidence as the sharp needle of the rev counter rapidly makes its way toward the redline. Steering is perfectly weighted, the MOMO drilled three-spoke giving a race-ready feel to proceedings (it's no coincidence this has become the de

facto aftermarket steering wheel for classic Porsches of all varieties), while shifting is pleasingly smooth and precise, enabling rapid work through gears without fear of error. 200bhp (confirmed on the Rolling Road Services dynamometer in Stourbridge) isn't going to set the world on fire in today's world of 911s reaching 60mph from a standing start in 2.3 seconds, but with bags of torque on tap and coupled with the CapeSport 911's superior chassis dynamics, it's plenty to encourage plenty of smiles to the mile.

SITTING COMFORTABLY

The Recaros are an inspired choice — I can see why so many tuners inside and outside of the Porsche scene choose Sportster CS seats. Figure hugging without being uncomfortable at the end of long journeys, they hold the driver firmly in place as the host vehicle is thrown hard into each twist of the road ahead. In the case of the CapeSport 911, this animated behaviour is announced

Below Maximum power is firmly focused on the midrange, assisted by slick shifting and a Quaife limited slipper keeping this 911 on the straight and narrow





by a strong bark from the overhauled boxer at the rear. Needless to say, I didn't bother playing with the Porsche Classic infotainment system. With a soundtrack this good, why bother?

I'm interested to find out how the car was received when unveiled at Hampton Court Palace. "Of course, I have every confidence in my team's ability to turn out the very best work, but 911 restoration is new territory for us and we were about to go toe to toe with established specialists well-versed in the nuances of the classic Porsche scene," Steve explains. He's referring to the dazzling display of bespoke 911s at the Grade 1 listed royal palace, which saw Singer exhibit one of its famous 964-based builds. In the face of stiff competition, commanding the attention of socially distanced masses looked to be a challenge, on paper at least. There was no need to worry. "Experience has taught me showgoers

like to seek out something different, something they've never seen before," Steve continues. Singer might have presented 'one to watch out for' in promotional literature leading up to the big day, but all eyes were on the CapeSport 911, largely because the event's attendees had no idea what this new arrival was! Captivated, they ensured heavy footfall on the Cape stand, which also featured examples of the firm's Austin-Healey work.

With this completely justified stamp of approval secured, the next CapeSport 911 is already in production. "We can offer turnkey cars or complete restoration of an already owned Porsche," Steve confirms, excited by what this brave new future holds for the company he founded all those years ago. Based on the output of its maiden voyage into the wonderful world of Porsche, we can't wait to get behind the wheel of the next air-cooled classic to roll out of Redditch. **CP**

Above Classic 911s are now a core Cape International offering, alongside ongoing Austin-Healey restorations

Below Optimised chassis and carefully considered suspension equipment ensures the CapeSport 911 clings to corners with ease



THE PASSION RUNS DEEP

**Restoration is just the start of the journey.
The routes are endless.**

With over 25 years experience in creating award winning ground up restorations, breathing new life into classics is second nature to Cape. Blending traditional skills with creative flair, we work with you to turn your dreams into reality, delivering levels of finish and detailing that are stunningly unique.



CAPE INTERNATIONAL
BESPOKE CLASSIC CARS

The Old Chocolate Factory, Unit 49H Pipers Road, Park Farm Industrial Estate, Redditch, B98 0HU
Tel: 01527 521 633 • www.cape-international.com

LIVEWIRE

Our look at what's happening in the wonderful world of air-cooled classics...



40-YEAR MOT EXEMPTION LAUNCHED IN NORTHERN IRELAND

Following changes to legislation announced by Infrastructure Minister, Nichola Mallon, in October, a forty-year MOT exemption has been introduced in Northern Ireland for vehicles of historic interest. The change brings Northern Ireland in line with Great Britain and applies to vehicles which have not been substantially altered, as well as those no longer in production. Vehicles first registered before 1960 are already exempt from periodic testing in Northern Ireland. The assumption, so government says, is that vehicles reaching their fortieth anniversary are likely to be in the hands of enthusiasts keeping their four-wheeled friends in tip-top condition.

A rolling forty-year MOT exemption was introduced in England, Scotland and Wales back in May 2018, causing complaint from many owners clubs and industry bodies who felt the ruling was a sure-fire recipe for ensuring unsafe vehicles remain on the public highway, even with a legal requirement for owners to ensure their cars are roadworthy. A real concern is that enthusiasts with the best of intentions may end up deferring essential maintenance work until they're forced to deal with potentially dangerous mechanical or chassis failure. In usual circumstances, the cause would likely be picked up on an MOT

inspection before error occurs, forcing retirement from the road until the remedial work is carried out.

Despite criticism of the policy, Northern Ireland has now followed Great Britain's lead. "This is will welcome news for all owners of classic cars," Minister Mallon announced. "I commend my officials for working at pace to enable this change to take place following our decision to implement the ruling first announced in July."



PORSCHE FOR COLLECTORS
EARLY 911S

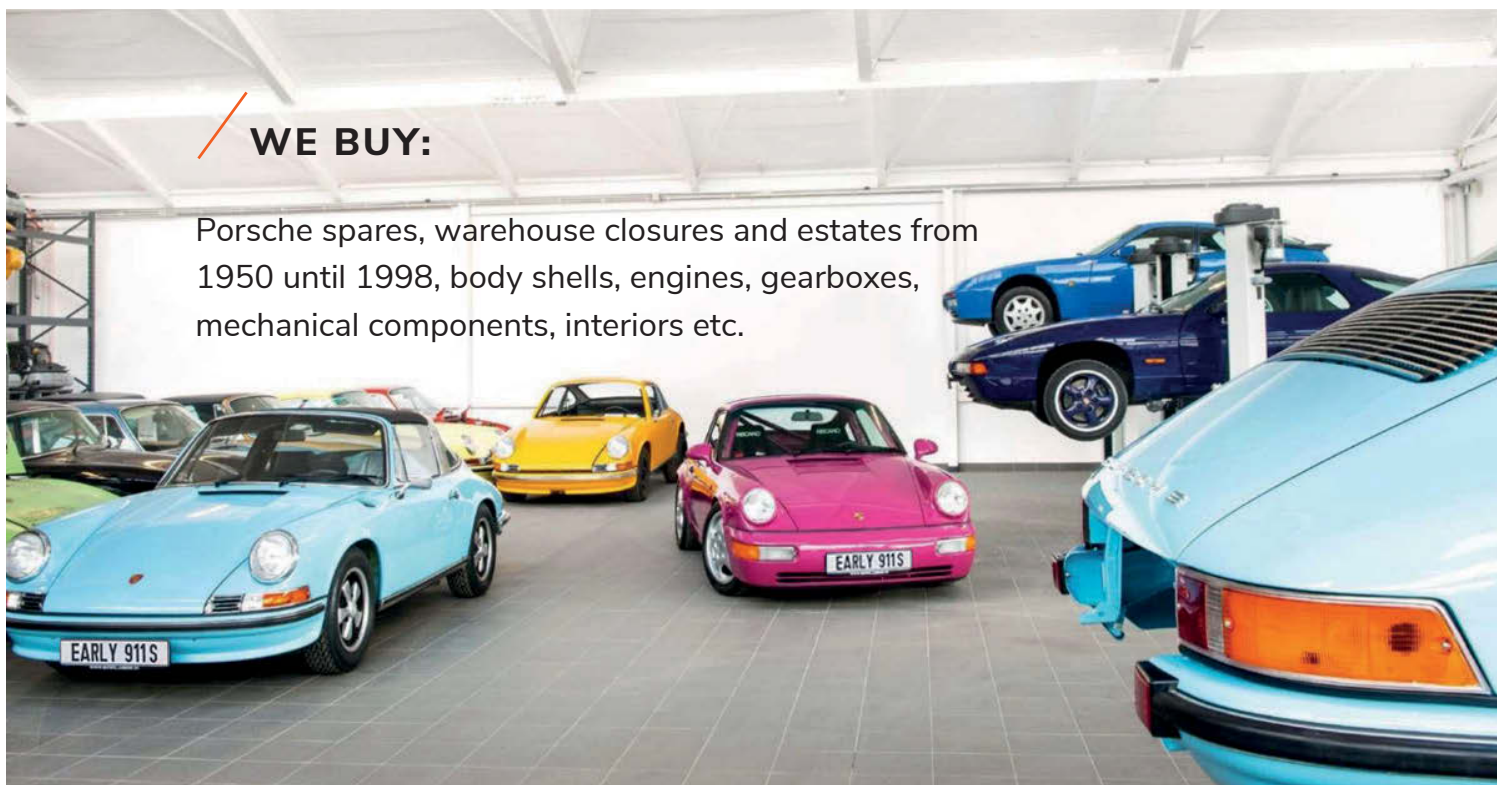
PURCHASING:

WORKSHOP CLOSURES

CARS

WE BUY:

Porsche spares, warehouse closures and estates from 1950 until 1998, body shells, engines, gearboxes, mechanical components, interiors etc.



REDEFINING PERFORMANCE EXHIBITION LAUNCHES IN LOS ANGELES

Having had a passion for technology and innovation from childhood, Ferdinand Porsche presented the Lohner-Porsche hybrid four-wheel drive car at the 1900 Paris World Exhibition. It's easy to draw parallels between his early automotive creation and the current output of the firm carrying his name, but what's remained constant throughout the Porsche company's history is its ambition for continually redefining performance. It's a fact not lost on the world-famous Petersen Automotive Museum

in Los Angeles. Indeed, the museum's latest exhibition, Redefining Performance, highlights Porsche's transfer of technology from race to road. Showcase cars include a 356 SL Gmund Coupe, a 910 Carrera 10, a 935 Kremer K3 and more modern examples of Porsche track weaponry, such as a 924 GTP and a 991 RSR. On display in the museum's Mullin Design Studio until the end of January 2021, this exciting compilation of Stuttgart-crested track stars allows visitors to explore a history of influential Porsche race cars in a single, central location. Hop online and visit petersen.org to book tickets and view a calendar of events.



ENGINES

SPARES

PROJECTS

ABANDONED RESTORATIONS

LOOKING FOR:

2.0 / 2.2 S / 2.4 S

Carrera RS / Carrera 2.7 (1974-76)

Turbo 3.0 / Turbo 3.3 Targa

3.2 Litre Clubsport / Speedster / SCRS

964 RS / NGT / Cup / 3.8

965 Turbo 3.6

993 RS / NGT / Cup / GT2 / Turbo WLS2

Paint-to-sample cars

Press cars / Police cars and Prototypes

Porsche 597 Jagdwagen

Abandoned restorations



www.early911s.de

mh@early911s.de

BROOKLANDS GIVEN £950K LIFELINE

Brooklands Museum, home to Porsche Club GB's fantastic fiftieth anniversary bash for the 914 in 2019, has been awarded a £950,000 lifeline as part of the British Government's £1.57bn Culture Recovery Fund (CRF), the Culture Secretary has announced. The Museum is one of 1,385 cultural and creative organisations across the UK receiving urgently needed support. Further rounds of funding in the cultural and heritage sector are due to be announced over the coming weeks.

Based on the site of the world's first purpose-built motor racing circuit and the most prolific aircraft manufacturing site in Europe, Brooklands showcases an incredible collection of cars, planes and historic buildings, with an 800-strong workforce of dedicated volunteers serving as its backbone. Like many museums across the world, however, the Weybridge site continues to face financial challenges as a result of the ongoing COVID-19 pandemic.

The next six months will be exceptionally difficult — Brooklands faces its usual tough winter season, but with the added uncertainty of lockdown restrictions. The funding has been awarded in order to cover

projected losses until spring 2021, as well as an injection of cash to cover running costs for up to eight weeks.

"We're absolutely thrilled to receive this funding," beamed Brooklands CEO, Tamalie Newbery. "Brooklands is an award-winning museum and can now remain open to visitors. We can also carry on our valuable work preserving the Brooklands site and its collection. As an independent charity, income from visitors has always been our main source of funds, meaning lockdown has had a devastating impact on cashflow. We are, however, delighted by the public's positive response since we reopened, and this grant means that throughout the winter months and beyond, visitors will be able to continue coming to Brooklands and discover the inspiring stories of what people have accomplished here."

The grant is the second boost Brooklands has had in recent weeks, following its new educational partnership with Heritage Skills Academy (HSA), which sees HSA expand from its current headquarters at Bicester Heritage to the historic Surrey location, forming a second teaching site for HSA heritage engineering apprenticeships. For further information, visit brooklandsmuseum.com.



PORSCHE LE MANS SUCCESS CELEBRATED AT GOODWOOD SPEEDWEEK

Across three days at the end of October, Porsche's latest and historic race cars were shown and demonstrated around Goodwood, one of the world's most adored circuits. Billed as Goodwood Speedweek, the event saw the Stuttgart marque celebrate fifty years since its first overall win at Le Mans. An outing for the Salzburg-livered 917 driven to victory by works pilots, Richard Attwood and Hans Herrmann, as well as a thrilling drive at dusk by a quartet of 956/962 (alongside other Group C monsters) dressed in a variety of iconic liveries, the race marked the first

outing for the bright blue, Kenwood-decorated 956-101 since way back in 1986. P3 overall and a class win wasn't too shabby for the oldest car (by four years) on the grid!

Elsewhere, the Porsche Museum let rip with air-cooled 911s of all generations and in all flavours. And, of course, our favourite manufacturer didn't miss the opportunity show off its latest range of decidedly non-air-cooled cars, including the all-electric Taycan.

All eyes, however, were on the Group C Porsches in attendance, which amazed everyone lucky enough to see them strutting their stuff on Goodwood's hallowed asphalt. Same time next year?!



DESIGN911.com

EVERY PART FOR EVERY PORSCHE

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

WORLDWIDE DELIVERIES

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

We are stockists of major brands including:



5%
OFF

use online code
CLASSICP9
at checkout

PRODUCTS

Exciting accessories and sensible stocking fillers to help you get the very best out of owning a classic Porsche...

SUBSCRIBE TO
Classic
PORSCHE
SEE PAGE 78
FOR DETAILS

SHAND CAPESPORT ROAD BIKE

In collaboration with bespoke classic car specialist, Cape International, Scottish bicycle manufacturer, Shand Cycles, has produced a handmade modern-classic road bike to celebrate completion of the CapeSport 911. Featuring a lightweight, handmade Italian Columbus Zona TIG-welded tube frame with full carbon-fibre forks, an SRAM Force AXS drivetrain and gearset, Zipp 303 wheels (wrapped in tubeless Vittoria performance tyres), Vision 5D handlebars, a full carbon seat post, a Pro Logo saddle and a pairing of headset and bottom bracket from Ride Works, this brilliant bike adopts the CapeSport car's cool grey paintwork, as well as its burnt orange hand-stitched leatherwork. Fancy a same-spec Shand bike with a finish to match your prized Porsche? Get in touch with the Cape International team today.

Price: £7,800

cape-international.com or call 01527 521633



STUTTGART CLASSICA 911 TURBO (930) FLARES

Have you ever wanted to take an early 911 and add wide flares, resulting in the appearance of a classic 911 Turbo? Up until now, it hasn't been possible without a significant amount of costly and time-consuming work. Thankfully, independent Porsche parts specialist, Stuttgart Classica, is on hand to save the day with this classic 911 Turbo arch flare kit, suitable for any pre-993 air-cooled 911. Hammer-formed on the British company's new CNC jig fixtures and CAD-designed to exactly replicate the same dimensions as the original Porsche parts, these fantastic flares are yours at a pleasing price point.

Price: From £474

stuttgart-classica.co.uk or call 01386 701953



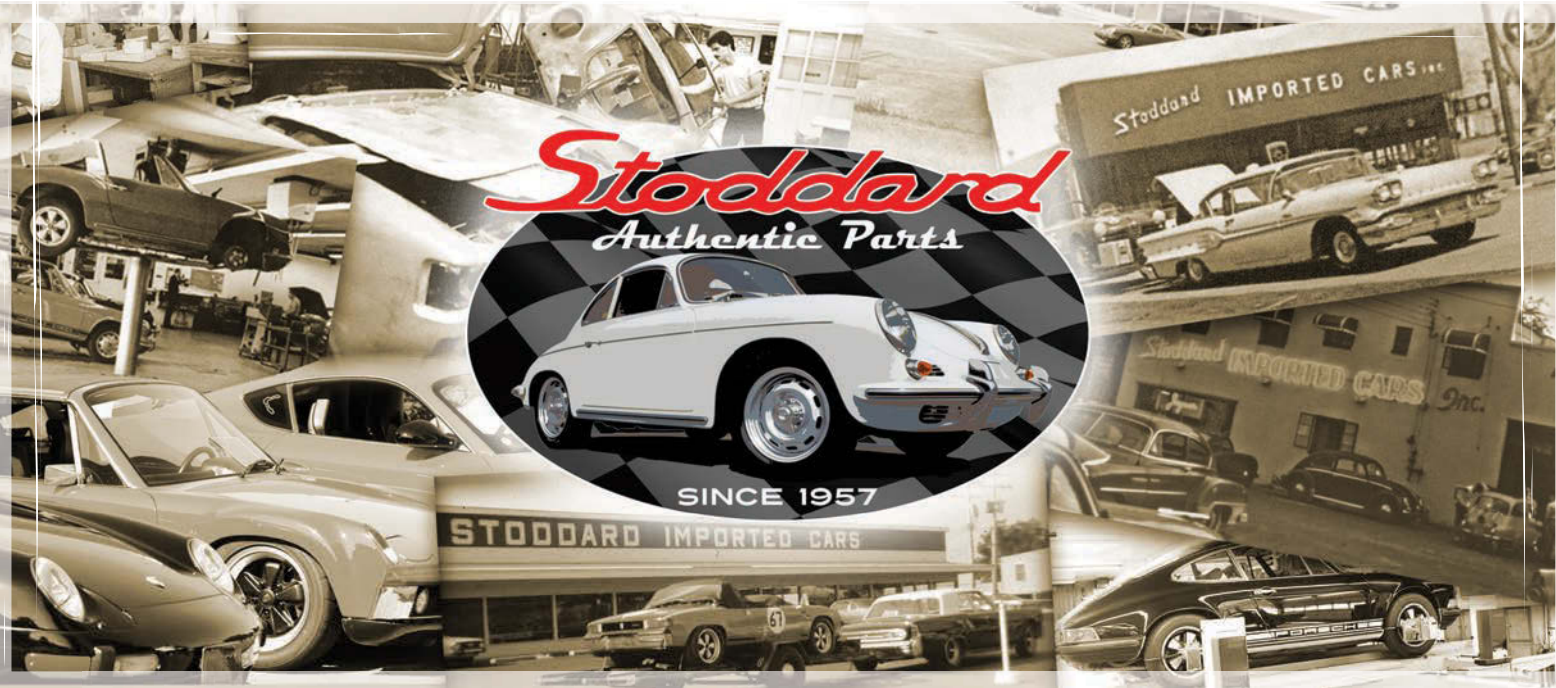
TAMIYA 1:12 935 MARTINI PLASTIC MODEL KIT

For many years, model makers have been crying out for Tamiya to reissue its celebrated 935 Martini plastic model kit. Not one to ignore the pleas of its loyal customer base, the Japanese manufacturer has obliged with this highly anticipated package. Complete with working front and rear suspension, a steering wheel moving the front wheels, a detailed rendering of the 935's air-cooled flat-six (as well as the accompanying turbocharger, cables and lines), faux cloth seat belt, photo-etched buckles, a removable frunk, opening doors and engine cover, etched brake discs, a metal antenna and high quality body graphics by Cartograf, this diminutive track attacker is available to order with a ten percent discount when bought through the Model Sport online store.

Price: £143.99 (RRP 159.99)

modelsport.co.uk or call 01943 466535





New Oil Change Kits

For 356 to 997
Using Motul Classic
Or Modern Synthetic
With Filters and Seals



Show Quality Hubcaps

Proper Stamping
Correct Crests
Baby Moon NLA-361-002-00
Super 644-361-031-11
356C NLA-361-031-00



Stoddard Sport Exhaust

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



Suspension Pan Repair Jig

Just Like Original Tool
Makes a Tough Job Easy!
T52-863



Shine Up License Light

Correct Stamping
and Castings
With All Factory Marks
NLA-631-601-00



Gas Tanks

For 356B T6 and 356C.
Proper Grey Finish
Includes all stamped
impressions, welds, and
brackets exactly as original.
NLA-201-001-07



LCD Repair Kit

Easily Fix HVAC Screen!
For Boxster and 996
SIC-653-101-10



LN Nickies Cylinders Matched with Mahle Pistons

1720 or 1925cc
Ships Today!



Seat Belt Sets

Modern DOT Certification
For 911 912 914 1969-1988
Stay Safe!
SIC-803-014-00 shown



Tear Drop Light Sets

As Original for 356B and 356C
Proper Markings.
Concours Correct.
Red / Amber
644-631-403-10-SET
Red / Red
644-631-403-00-SET



Maxilite Alloys Stoddard Exclusive Satin Finish

Made in Europe,
TUV Tested
Sizes from 15x4.5-15x9



New 914 2.0 Cylinder Heads

Complete with
Valves/Springs
039-101-351-E



6-Volt Starter

For Early 356
All New - High Torque!
NLA-1107-6V-LMS



Early 911 Alternator

All New from
WOSPerformance
SIC-333-0-LMA



New SWB 911 Lights

Complete Assemblies
From Porsche Classic
US or Euro-Spec

Stoddard.com

Highland Heights, Ohio 44143 USA 800 342 1414

Stoddard

NLAParts.com

Reno, Nevada 89431 USA 800 438 8119

CTEK GULF-BRANDED LIMITED EDITION ADVANCED BATTERY CHARGER

OEM supplier, CTEK, has just launched its Gulf Limited Edition charger, featuring three key charging and maintenance stages to maximise the power and the lifetime of your Porsche's battery. Not only will this trick bit of kit ensure your pride and joy's battery is always in good condition, you can also use CTEK's 5A Gulf-branded offering to repair a discharged battery. Fully automatic, the unit can be left connected to your joy toy's battery for long periods of time (ideal for Porsches kept in the dry during winter) and won't overcharge or undercharge when left to work its magic. No specialist knowledge is needed for operation and the product is supplied with crocodile clips and eyelet connectors for maximum convenience. A unique countdown timer tells you when your car's battery will be ready for use. Tough, durable and expertly built, this attractive charger also comes supplied with a five-year warranty and is designed to cope with a range of different environmental factors, including temperature fluctuation. Retailing for a smidge under £100 at morethanpolish.com, it's also competitively priced. Additional accessories, such as a wall mount, extension cable and bumper pack are available to purchase separately.

Price: £99

morethanpolish.com or call 01780 749449



SPARK 1:43 1981 DAYTONA 935 K3

This beautifully detailed depiction of the Garretson Racing 935 K3 driven to victory at the 1981 24 Hours of Daytona by Bob Garretson, Bobby Rahal and Brian Redman has been produced by Spark in anticipation of the fortieth anniversary of that momentous win. Manufactured from resin, dressed in an accurate replica of the full-scale car's Style Auto racing livery and sitting on a presentation plaque printed with the car's identity in full view, this gorgeous model is available to order direct from the Selection RS online store for less than sixty-five euros, which is much cheaper than the price published by the firm's rival retailers, even with seven euros added for international shipping. The perfect stocking filler!

Price: 64,95€

**selectionrs.com or call
+33 (0)384 781 859**

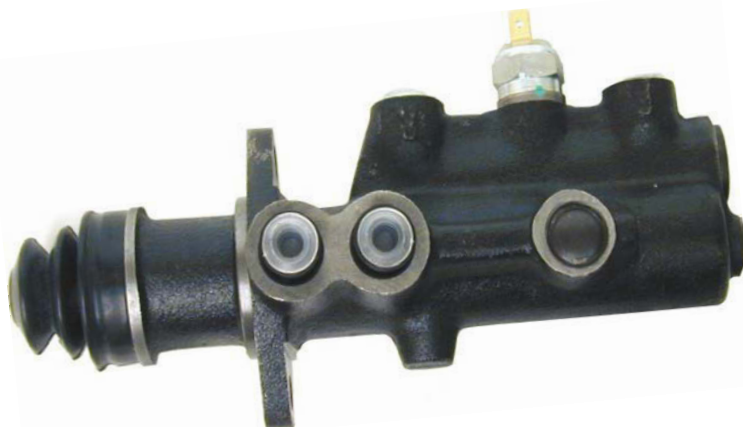


BRAKE MASTER CYLINDER UPGRADE FOR CLASSIC 911/912/914

Upgrading the anchors on your classic Porsche is a sensible idea, especially if you're boosting power beyond factory specification. Suitable for non-servo air-cooled 911s (1968-1977, including 930), 912 and the mighty 914/6, this upgraded master cylinder from Heritage Parts Centre features a 23mm bore, giving the driver a stiffer and more responsive braking experience, as well as a decrease in pedal travel. Manufactured from high-quality cast iron to OEM exterior dimensions and with EPDM piston seals, you'll be able to fit the part (and the included brake light switch) as a simple swap over, save for re-bleeding the fluid system. Offered at less than a hundred quid, each sale includes free delivery.

Price: £99.95

heritagepartscentre.com or call 01273 444000



AUTOMOTION

New parts for your Porsche

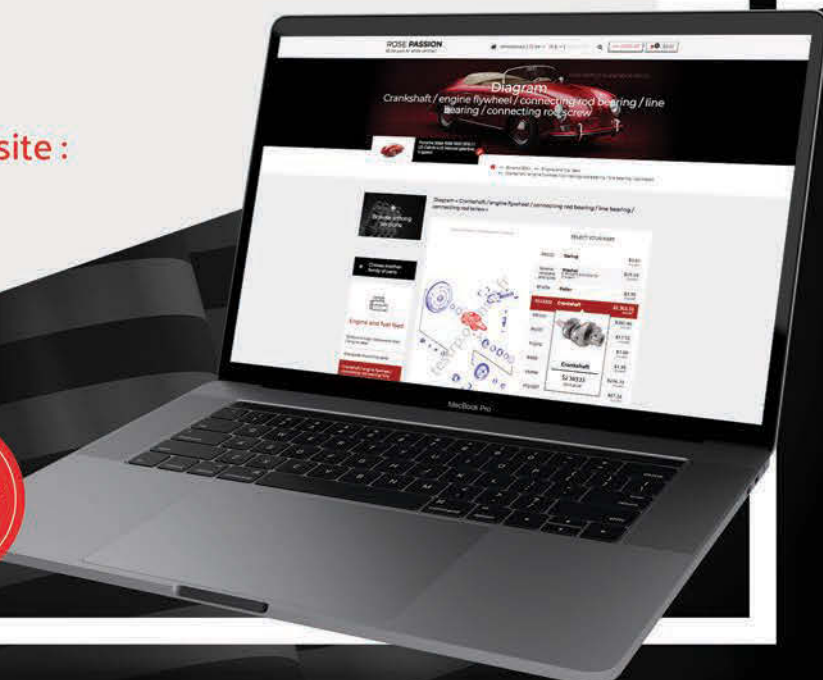
THE
BIG
COME
BACK

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

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

FOR AN ORDER,
Select it directly on our website :
www.automotion.com
www.rosepassion.com

We
ship all
over the
world



AUTOMOTION

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

ROSEPASSION

WEBCON THROTTLE LINKAGE KIT FOR 914

The 914 has long been an under-celebrated model in Porsche's back catalogue of air-cooled classics, which is why it's great to see this throttle linkage set designed and manufactured by fuel system specialist, Webcon, for twin Weber carburettor installations on the four-cylinder variant of the Targa-topped two-seater. Suitable for Weber 40, 44 and 48 IDF products, this superbly engineered kit will allow twin carburettors to be accurately balanced at the same time as providing a smooth and consistent throttle action. Available to order direct from

Webcon as part number 9900429500, the package includes balance shaft and levers, adjuster rods, springs, bearings, mounting plates, bolts, fixings and lubricant for a true 'fit and forget' 914 throttle linkage solution.

Price: £209.47

webcon.co.uk

or call 01932 787100



SCRATCH SHIELD BUCKET FILTER SYSTEM

This nifty bucket filter system from British car care product manufacturer, Scratch Shield, creates a protective barrier, preventing you from transferring dirt and debris onto your car's bodywork by way of contaminated sponge or wash mitt. Available in a choice of red, blue or black finishes, each filter includes a swirl pattern and legs acting as baffle plates to reduce the chances of creating a vortex that may move dirt after it settles. This must-have product for anyone keen on cleaning their car can be adjusted to ensure a stable fit in virtually any bucket. Talking of which, robust, large-capacity Scratchshield buckets can be added at the point of order.

Price: £6.99

scratchshield.co.uk or call 0845 582 0285



DO88 911 TURBO (930) SILICONE HOSE KIT

Swedish performance parts manufacturer, DO88, has produced a reinforced silicone hose kit designed to replace tired OEM 911 Turbo (930) rubber pipework. Manufactured from high quality materials with a fantastic gloss finish and heavy duty resistance to extremes of temperature, each multi-layered hose can handle high pressure and won't crack in even the harshest of driving environments. Oil breather, turbocharger intake, K-Jetronic, airflow and vacuum hoses are on offer in a variety of striking colours to match your 930's colour scheme, as is a matching selection of polished fasteners.

Price £308.07

do88.co.uk or call 0333 577 9961



RESTORATION

Design EUROPE



QUALITY PORSCHE AUTOMOBILE PANELS

www.restoration-design.eu

A. Plesmanlaan 22, 9615TH Kolham, Netherlands

Tel: 0031 (0)50-5490085 | Fax: 0031 (0)50-5490087 | Mob: 0031 (0)6-53945104

Email: info@rescue-911.nl

EVOLUTION OF THE SPECIES

Combining air cooling and water cooling, the awe-inspiring 956's flat-six powerplant has a storied history...

Words Shane O'Donoghue Photography John Rampton

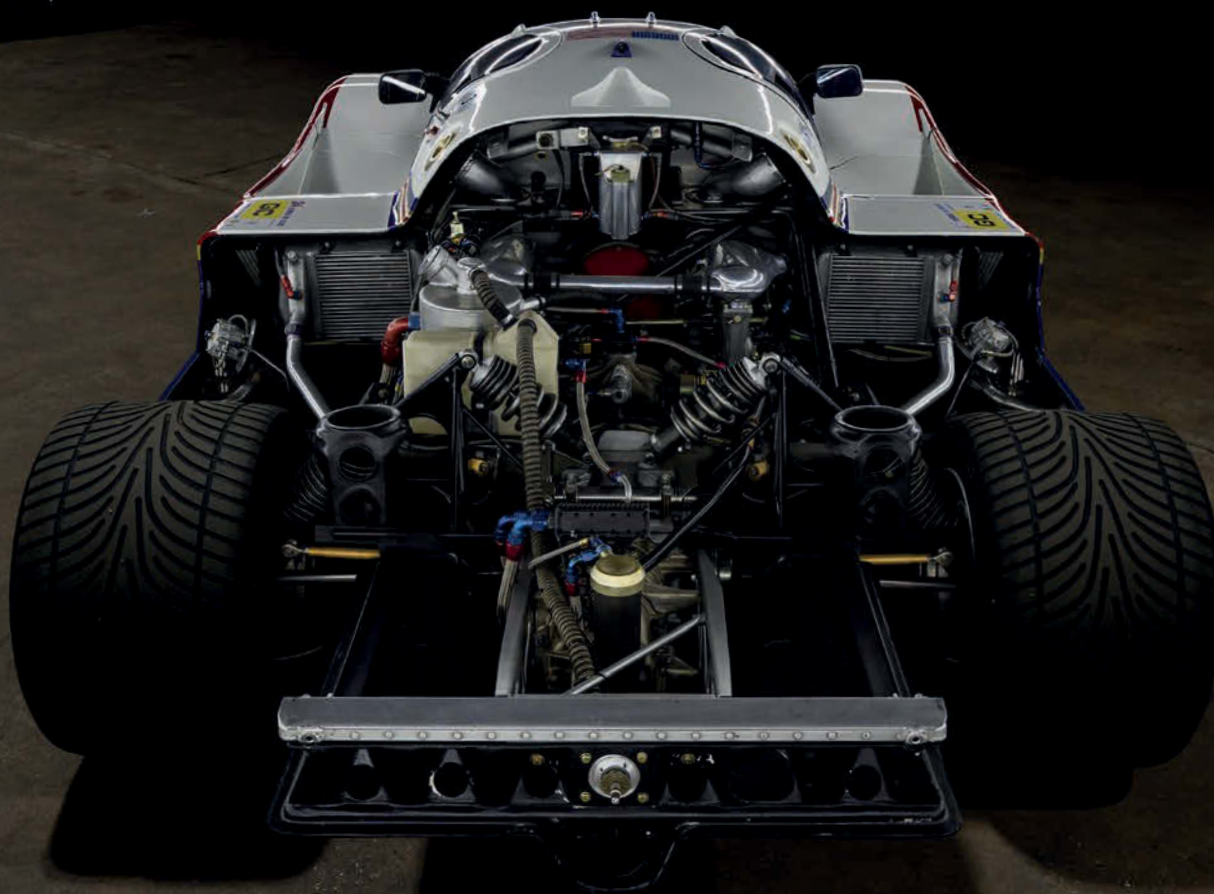


As is often the way in the cut and thrust of global motorsport, necessity is the mother of invention and, despite changes in race regulations making life difficult for the sport's engineers, designers and financiers, altered rulebooks have proven to be instrumental in the creation of some of the most iconic racing machines of all time — cars such as the 956 and its phenomenal flat-six engine, utilising a mix of air cooling and water cooling.

The 956's inception was precipitated by a significant change in formulae by the Fédération Internationale de l'Automobile (FIA) ahead of the 1982 racing season. Before then, six 'groups' existed, but were rationalised into three categories from 1982: Group A for production-

based touring cars, Group B for GTs and Group C for sports prototypes. The 956 was designed to fit into the latter class, which effectively replaced Groups 5 and 6 with a new closed-roof formula. Group C rules were also inspired by Le Mans regulations, where relative freedom was given to the engine capacity and design, but a restriction was placed on the amount of fuel that could be used. The cars had to conform to an 800-kilogram minimum weight limit, with maximum fuel capacity of a hundred litres and no more than five refuelling stops per 1,000 kilometres (approximately 621 miles) raced. Breaking those restrictions down, at a limit of six-hundred litres per 1,000 kilometres, the racers had to average at least 4.7mpg. That sounds ludicrously profligate, even against the economy possible in a tuned





air-cooled 911 Turbo, but it was a major challenge for all involved when paired with ever-increasing performance and speed. To understand the evolution of the Porsche racing boxer that eventually came to power the 956 on its successful debut season, we need to look back at what was happening a decade earlier — specifically, we need to land at the arrival of the 911 Carrera RSR Turbo. This awesome racer is credited with kick-starting Porsche's success with turbocharged race engines. In fact, the RSR Turbo was the first turbocharged car to compete at Le Mans. Porsche had already seen the benefit of turbocharging through the updated 917's uncompromising domination of the Canadian-American (Can-Am) Cup in 1972 and 1973, and with the first 911 Turbo (930) series production car being readied for release, the same technology was used to develop the RSR Turbo in parallel.

SIGNAL BOOST

The FIA's redefinition of Group 5 for 1972 increased freedom in terms of production numbers required for homologation, but put in place a three-litre engine capacity limit. Unfortunately for Porsche, the FIA applied a 1.4 multiplication formula to the capacity of turbocharged engines in a bid to level the playing field

between force-fed powerplants and naturally aspirated engines. This scuppered any ideas Porsche had to use the 930's three-litre engine as a basis for the racer. Instead, its boxer ran a crankshaft from the two-litre 911 and a swept capacity of 2,142cc, with the addition of a large KKK turbocharger. The rest of the engine was very special, with forged aluminium pistons, a magnesium crankcase, Nikasil-coated liners, unique cams, titanium

connecting rods and production-based cylinder heads featuring bespoke machining and small tweaks to improve cooling, including sodium-filled inlet valves and finned exhaust valve guides.

SECOND AND FIRST POSITION WENT TO THE SISTER 956s, THE WINNER DRIVEN BY THE DUO OF ICKX AND BELL

Speaking of keeping toasty operating temperatures at bay, the normally upright engine cooling fan was mounted horizontally. It's suggested this engine put out up to 493bhp at 7,600rpm. The best result the car achieved was a commendable second place at Le Mans in 1974, but Porsche had undoubtedly learned a huge amount about harnessing the power of forced induction when developing the RSR Turbo.

The 2.1-litre engine from the RSR Turbo was transplanted into the new 936 in readiness for racing in 1976. The new Porsche was an open racer built to the FIA's Group 6 regulations. Porsche continued with the KKK turbocharger, but added an intercooler for each

Above A development of the 936/81 engine, the 956's flat-six was mated the very first dual-clutch gearbox, technology evolving into today's super-slick Porsche PDK transmission



Above The 956 features an aluminium monocoque chassis, allowing Porsche to meet the 800kg minimum weight limit dictated by the FIA's then new Group C rules

cylinder bank, mounted above the engine, behind the horizontal cooling fan. As with the RSR Turbo, the layout was similar to that of the road-going 911, with two valves per cylinder and a single chain-drive camshaft per bank of cylinders. The 936's engine used dual ignition and arrived with 513bhp. Its role in the 956's development will become apparent shortly, but first, we need to talk about the iconic 935.

MAKING OF A MONSTER

In 1976, for Group 5, the new 935 succeeded the relatively short-lived RSR Turbo and came with a new engine that took many of the turbocharging lessons learned from its predecessor and married them with more of the 930's three-litre engine components. Porsche wanted to compete in the under-four-litre category so, with the 1.4 multiplication factor for turbocharging taken into consideration, that meant an engine of no more than 2,857cc. The road car's

engine, a 2,994cc unit, was taken as the basis, but its bore was reduced by three millimetres, to 92mm, while the 70.4mm stroke was retained. Hence, the crankshaft and crankcase were carried over to the racer. Unsurprisingly, the exhaust and intake systems were completely different, and the lubrication system was suitable upgraded. The production car's K-Jetronic fuel injection and ignition system were replaced by a Bosch mechanical fuel injection pump and dual-ignition for the racer. A single KKK turbocharger was used, running 1.4 bar of pressure for a quoted power output of 582bhp at 7,900rpm, though the driver could momentarily up the boost to 1.55 bar. That year, Porsche won the FIA World Championship for Makes.

The following year, Porsche changed over to a bi-turbo setup, using one turbocharger per bank of cylinders. A larger intercooler was also fitted. These changes are believed to have led to an increase in maximum power to 621bhp (at 8,000rpm), but undoubtedly would

Below Though the most famous 956s are dressed in Rothmans livery, a variety of other teams campaigned the model, including Joest Racing (pictured), resulting in the 956 taking nine out of ten top spots at the 1983 24 Hours of Le Mans



have assisted with the drivability of the car as well. It's important to remember, these cars suffered huge amounts of turbo lag when off-boost. This wasn't the only challenge – with increasing performance, and hence the amount of heat that needed to be expended, the 1977 cars struggled with cylinder head gasket issues. For the following season, despite its huge success with the lightweight and reliable air-cooled engine concept, it's understood Porsche considered producing an all-new water-cooled flat-six for its new racer, the 935/78 (affectionately nicknamed *Moby Dick* due to its giant 'whale tale'). Group 5 regulations, however, prevented the change, effectively stipulating that the air-cooled engine block, crankcase and cylinders from the production 911 had to be used. Nonetheless, the rules allowed Porsche to apply water cooling to the cylinder heads for the first time. This did away with the head gasket issue (because the cylinder heads were actually welded to the cylinders!), but also freed up room in the heads to allow Porsche to employ four valves per cylinder, along with individual camshafts for inlet and exhaust valves on each bank – driven by gears to allow higher speeds. The new four-valve design would allow for freer breathing at high revs and, therefore, more power. In turn, the move to water cooling for the cylinder heads allowed Porsche to scale down the air-

cooling system in the 935, resulting in less drain on the engine. Saying that, each bank of cylinders had a gear-driven water pump. As a consequence of the two-layer cooling system, there was a claimed reduction in the temperature of the cylinder liners from 280°C to 200°C. Though there's no official documentation to prove this, it's suspected the reduction in cylinder temperatures also allowed Porsche more freedom with spark advance – lower temperatures means less likelihood of 'knock'.

ROAD TO RACE

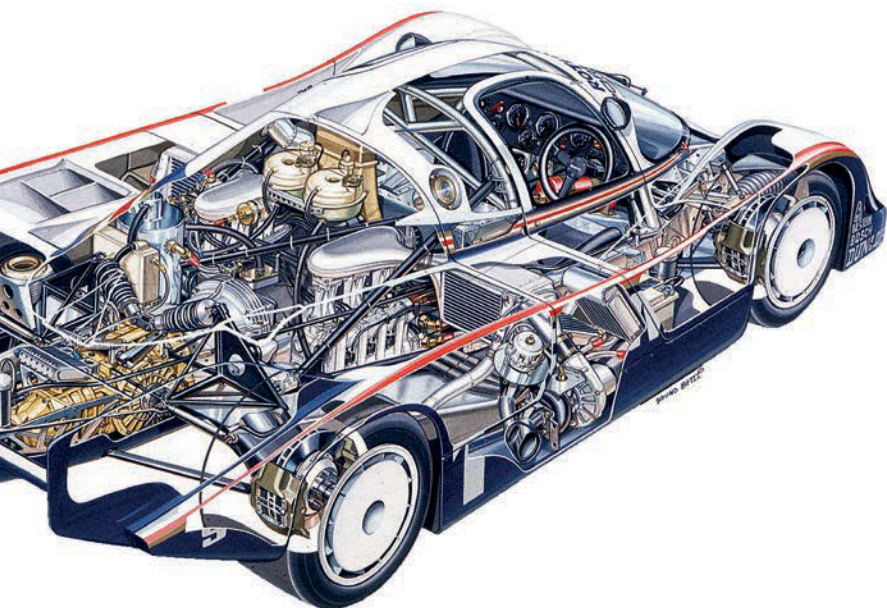
The result of all this development work was effectively an all-new engine, using the updated 930's 3.3-litre powerplant as a basis, but significantly overhauling it with the appointment of a specially treated crankshaft, titanium connecting rods and special pistons. By reducing the bore, displacement was reduced from the road car's 3,299cc to 3,211cc. Once again, a pair of KKK turbochargers were used, with driver-selectable boost pressure. Up to 833bhp was produced, partly made possible by higher compression ratio and redesigned combustion chambers. The 935 featured a variety of different flat-six engines thereafter, some of them exclusively air-cooled, but *Moby Dick* set the template for the future.

The next, somewhat curious, stepping stone to



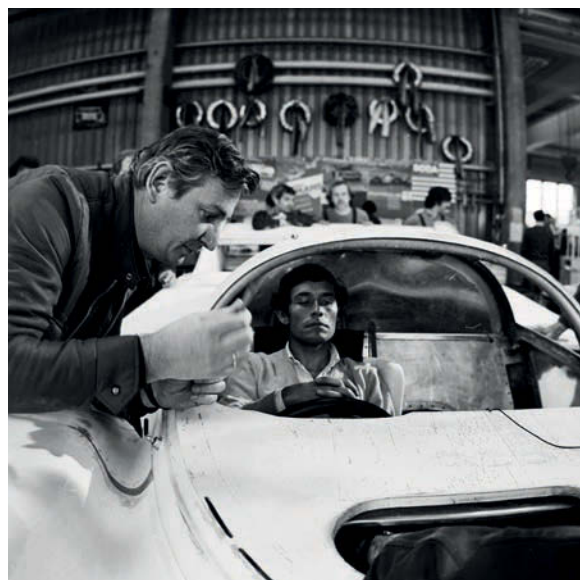
Below The 956 featured here finished third in the 1983 24 Hours of Le Mans thanks to the efforts of star drivers, Hurley Haywood, Al Holbert and Jürgen Barth





Above Cutaway diagram of the 956 shows the complexity of the Group C icon's engineering, which would evolve into the 962

Right Factory engineer, Norbert Singer, and works driver, Jacky Ickx, during 956 development at Weissach



the 956 came in the shape of an ill-fated attempt to challenge for victory at the 1980 Indianapolis 500. Porsche partnered with Interscope Racing, a team that had already successfully campaigned the 935 in the International Motor Sports Association (IMSA) series in the USA, a move to ensure the Stuttgart marque wouldn't be responsible for the chassis. The Interscope car was a bespoke creation and, unlike the Ford-Cosworth DFX V8 of the day, which was the leading engine choice in IndyCar, the Porsche engine required a support cradle. Nonetheless, the 935's flat-six was taken as the starting point. Its capacity, in accordance with the rules, was reduced to 2.65 litres (the bore was reduced to 92.3mm and the stroke shortened to 66mm), and a single, punchy turbocharger was used. This engine also used methanol as its fuel, as per the regulations.

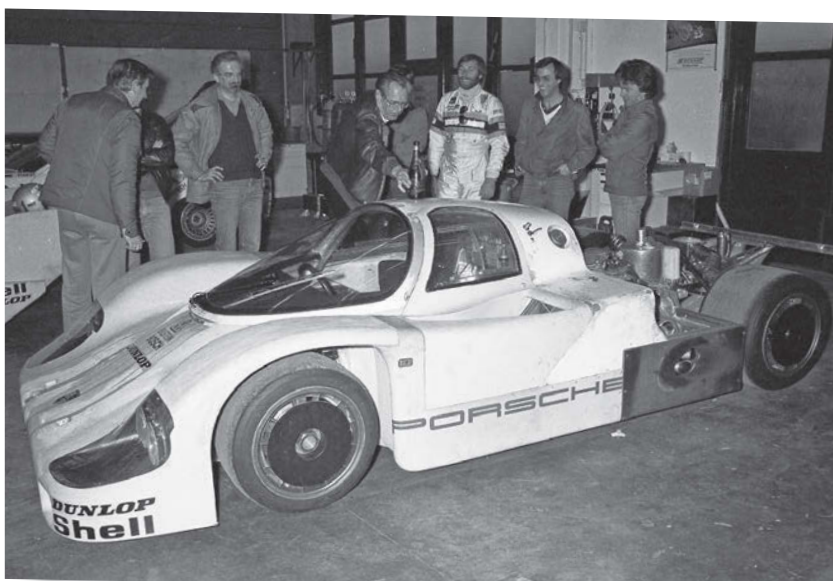
The car, named Interscope IR01, was fast out of the box when running boost levels Porsche expected to be allowed to race with (1.82 bar), delivering output rumoured to be over 789bhp, but there was political turmoil in the sport and organisers eventually slapped Porsche's engine with a frustrating 1.62-bar boost

pressure limit. The change dropped peak power closer to 621bhp, which would never have been competitive enough. Consequently, Porsche pulled out. All was not lost, though — the works team now found itself with a new race engine.

Ahead of the 1982 rule changes, our favourite manufacturer returned to its retired 936, literally dragging the 1976 and 1977-winning examples out of the vault for a return to racing in 1981. The new engine, producing close to 611bhp, proved to be reliable despite the lack of 936 testing ahead of Le Mans that year. Nevertheless, Jacky Ickx and Derek Bell duly won the race an hour ahead of their nearest rival. No pressure on the shoulders of the incoming Porsche 956, then?!

Neatly, American racing driver, Hurley Haywood, is the link between the 2.65-litre version of the 936 and the very example of the 956 you see pictured here — in partnership with Jochen Mass and Vern Schuppan, Haywood piloted the second example of the resurrected 936 to twelfth place at the 1981 24 Hours of Le Mans and, in 1982, along with Al Holbert and Jürgen Barth, he finished third in the same race, piloting the Rothmans-

Below The factory motorsport team, including Barth and Singer, celebrate a job well done





liveried monster photographed at Hampshire-based luxury car storage facility, Toy Storage, and presented on the pages before you. Second and first position went to the two sister Rothmans Porsche System 956s, the winner driven by the formidable duo of Ickx and Bell.

For the 1983 season, the only major change to the 956's engine specification was the replacement of mechanical fuel injection with the more sophisticated Bosch Motronic 1.2 electronic injection setup. Peak power output doesn't appear to have changed significantly, but the closer control of fuel metering afforded by the new engine management system was a major boon in improving fuel economy, stretching out the number of laps possible in the 956 between fuel stops and allowing drivers to use maximum performance more of the time. It's important to remember, the FIA limited the amount of fuel that could be used, meaning mpg was

just as important as outright performance. Incidentally, the 956's engine was made into various high-capacity derivatives for high-power qualifying use, too, but the lower capacity was usually reverted to for racing, in a bid for optimum reliability and fuel economy.

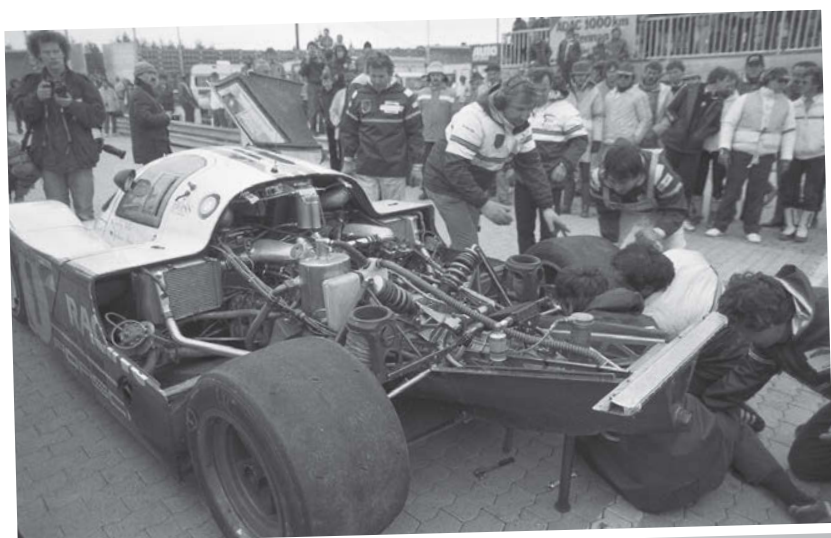
STATES OF MIND

Dominating Group C in Europe, Porsche hoped to expand its success with the 956 to the North American market. Alas, IMSA deemed the racer illegal for entry in the competitive Camel GT series of the time. Not only was the engine not based on a production unit's (it was unrecognisable from the 930 Turbo's by this stage, other than in vague layout), the 956's 100-litre fuel tank was too small (by twenty litres), its aluminium roll cage was frowned upon and, probably the clincher, the 956 allowed its driver's feet in front of the centreline of the front

axle, which was deemed as unsafe and unacceptable by IMSA.

It only took until 1984 for Porsche to remedy the latter issue, by creating the longer-wheelbase 962, which we'll examine in a forthcoming issue of *Classic Porsche*. The newer racer could never use the 956's engine, however, not least because there was no Porsche road car powered by a flat-six with water-cooled cylinder heads. And there wouldn't be for another thirteen glorious years. **CP**

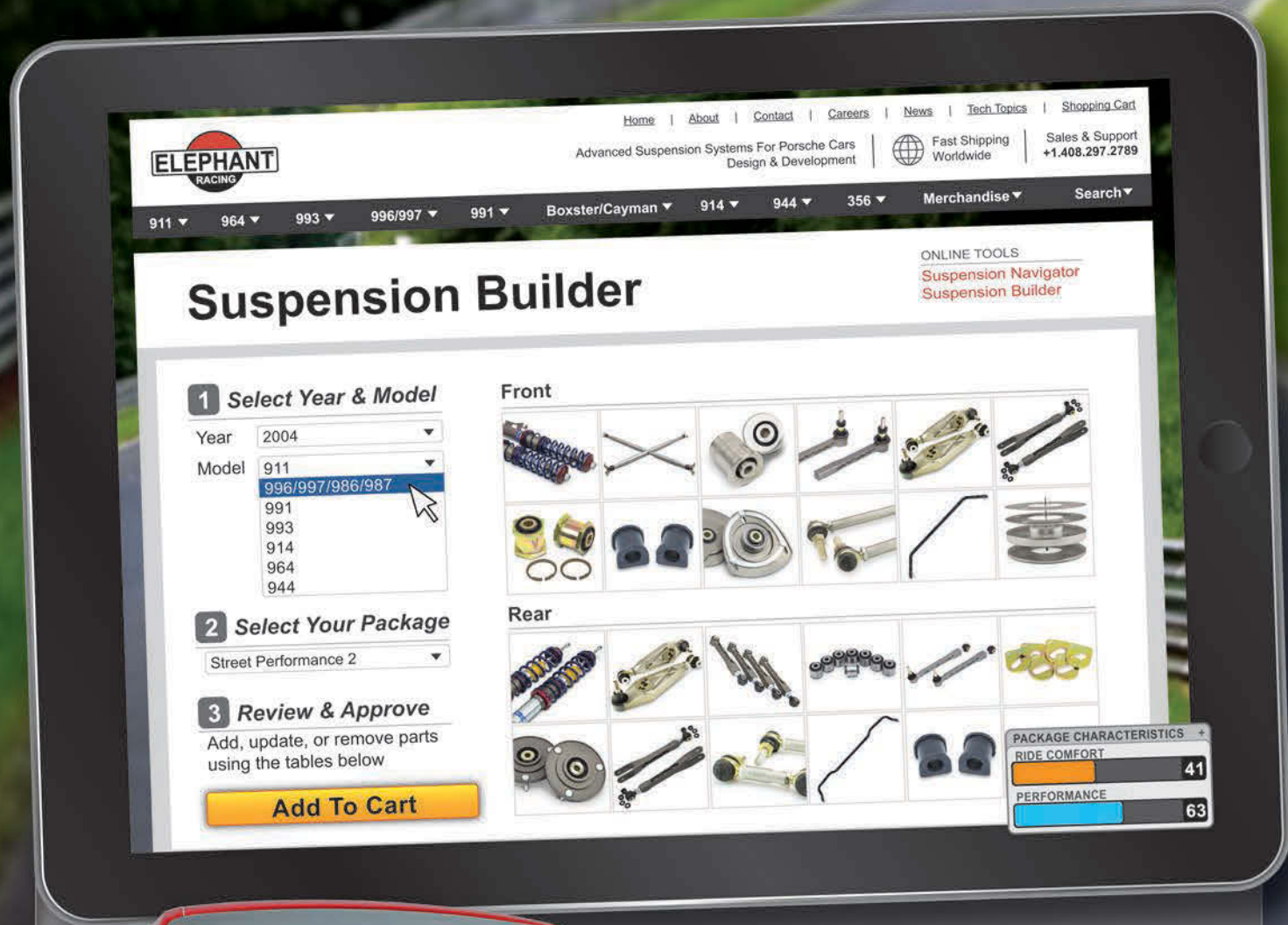
Above The 956 was the first Porsche to feature ground effect aerodynamic design, a feature producing more than three times as much downforce as the 917



Left Singer oversees urgent 956 rear end work while racing fans watch in wonder

Complete Suspension Packages

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



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



TREVOR CRISP

The introduction of Group C regulations heralded the start of what many motorsport fans regard as the Golden Age of endurance racing. Though not campaigned as aggressively as they were in period, the 956 and 962 can compete in Peter Auto's current historic series... we hope!

Trevor established 956/962 restoration business, Katana Ltd, following fifteen years spent heading up the world renowned restoration department at Group C Ltd. Visit katanaltd.com and search for him on Instagram @katana_ltd



People have asked how the continually changing state of lockdown has affected the operation of my business, which is primarily the restoration of surviving 956 and 962 racing Porsches. Considering my workshop is conveniently located thirty minutes away from Silverstone Circuit, you'd think I spend much of my life at the track, but the truth of the matter is the long-term projects my team and I are involved in are usually for collectors, whose cars might only see action when undertaking an occasional parade lap. In other words, life at Katana has more or less been 'business as usual'.

That's not to say there hasn't been a fly in the ointment — this year, for the first time in my company's history, a customer said he wanted to go racing. Peter Auto's newly formed historic series for Group C cars

fifteen original factory Rothmans 956 and 962 chassis. Another is currently underway. I'm often asked what makes these cars so special. The answer lies in their construction — when compared to other Group C cars on the grid, it's immediately apparent how over-engineered a 956/962 is. The build quality is fantastic, with everything exquisitely built from exotic materials, including magnesium, aluminium and a huge amount of titanium. There are very few steel components in the suspension make-up of these cars, rendering the competition extremely basic in comparison, though it's fair to say some manufacturers, such as Mercedes (in developing the C11), caught up years later.

We've seen many more 956 and 962 racers roll in and out of the Katana workshop doors over the years, some being ex-works cars, some based on customer chassis. Our latest project is the restoration



was the intended forum, 956-101 was the car I was asked to prepare for battle. Retired from the track since 1986, the blue Kenwood-liveried Porsche was all but loaded

onto a transporter ready for its journey to Circuit Paul Ricard in France for the highly anticipated Dix Mille Tours du Castellet, when news broke announcing a

change to lockdown restrictions. Thankfully, we managed to get out to the Monza Historic, plus we were able to field the car among other Group C four-wheelers at the recent Goodwood Speedweek, but with so much of the racing calendar postponed and huge disruption in the world of motorsport in general, 2020 couldn't have been a worse season for returning an old motorsport machine to its natural habitat.

Over the years, we've restored no fewer than seven of the remaining

of two IMSA-raced Porsches. They're quite different to the European cars we're used to working with. Changed forced induction setups is

just one notable difference.

Specification could change significantly between IMSA racing seasons, too, meaning we're engaged in heavy research to pinpoint the exact configuration of each car at

a specific point in its racing history, determined by the customer. We're looking forward to progressing with each build in the coming months.

There's another reason Group C cars are so special: there was something immensely satisfying about watching them swap paint in aggressive nose-to-bumper battles at the hands of star drivers in front of cheering crowds at some of the world's best-loved circuits. The Golden Age of endurance racing? It's difficult to argue against the case!

EVERYTHING EXQUISITELY BUILT FROM EXOTIC MATERIALS, INCLUDING A HUGE AMOUNT OF TITANIUM



911 2.4 S

Silver Metallic • Black Leatherette Seats • Side Oil Filler • 15" Fuch Wheels • Restored Left-Hand Drive Car • Matching Numbers • Porsche Certificate of Authenticity • 1972 (K)

£164,995



911 GT3 (996)

Guards Red • Black Leather Bucket Seats • One of just 106 UK-Supplied Cars • Air Conditioning • Paragon Service History • 18" Sport Design GT3 Wheels • 29,552 miles • 1999 (V)

£79,995



911 Turbo (997 GEN II)

Jet Black • Black Leather Seats • PDK Gearbox with Paddles • Bose Sound Parking Sensors • Sport Design Steering Wheel • Bi-Xenon Headlights • 34,027 miles • 2012 (12)

£67,995



911 GT3 Clubsport (996)

Guards Red • Black Nomex Bucket Seats • One of just 113 UK-Supplied Cars • Rear Roll Cage • Air Conditioning Previously Sold & Serviced by Paragon 74,398 miles 2000 (W)

£64,995



911 Carrera 4 (993)

Arctic Silver • Classic Grey Leather Sports Seats • 285 BHP VarioRam Engine • Air Conditioning • 17" Cup Wheels • Dark Blue Power Hood with Tonneau • 61,259 miles • 1997 (P)

£59,995



911 Turbo GEN 1.5

Basalt Black • Black Leather Adaptive Sports Seats • Tiptronic S Gearbox 19" Turbo Wheels • Sport Chrono Previously Sold & Serviced by Paragon 45,105 miles • 2008 (58)

£54,995



911 Carrera 2 Coupe (993)

Amethyst Metallic • Marble Grey Leather Seats • Manual Gearbox 17" Cup Wheels • 285 BHP VarioRam Engine • Previously Sold & Serviced by Paragon • 78,664 miles • 1996 (N)

£59,995



Cayman 718 T

Carrera White Metallic • Black Leather 918 Bucket Seats • Manual Gearbox 20" Carrera Sport Wheels • Switchable Sports Exhaust • Sport Chrono • 1,669 miles • 2019 (69)

£52,995



911 Carrera 2 (991)

Carrera White • Black Leather Seats PDK Gearbox • Switchable Sports Exhaust • 20" Carrera Classic Wheels Previously Sold & Serviced by Paragon 37,285 miles • 2012 (12)

£49,995



Boxster 718

GT Silver • Black/Crayon Dual-Tone Leather Seats • PDK Gearbox • 20" Carrera Sport Wheels • Touchscreen Satellite Navigation • Switchable Sports Exhaust • 2,119 miles • 2019 (19)

£45,995



Boxster Spyder (987)

Jet Black • Black Leather Sports Seats PDK Gearbox with Paddles • 19" Black Boxster Spyder Wheels • Sport Chrono Full Leather Interior • 14,528 miles 2011 (11)

£44,995



Cayenne Diesel 4.2 V8

Meteor Grey • Black Leather Heated Seats • Tiptronic S Gearbox • 21" Cayenne Sport Edition Wheels Panoramic Glass Sunroof • Reverse Camera • 42,579 miles • 2016 (16)

£38,995

01825 830424

sales@paragongb.com

www.paragongb.com

We have superb in-house workshop and preparation facilities. Each car is supplied fully serviced with a new MOT and our 12-month/12,000-mile comprehensive parts and labour warranty. See more of our current stock at paragongb.com

PARAGON GB LTD

FIVE ASHES

EAST SUSSEX

TN20 6HY

SEÁN MATTHEWS

When coping with personal trauma, cars not only provide welcome distraction, they have the power to inform the future direction of your life. Moreover, few enthusiast scenes provide the kind of big-scale support network you're able to take advantage of as the owner of a Porsche...

Seán established RennEleven in 2019. Billed as a "911 Enthusiasts Lifestyle Hub", the associated Instagram channel boasts more than 20k followers and has given rise to a new YouTube channel. Hop online and visit [@renneleven](#)



Many people ask me why I established RennEleven, my 911-themed online hub, which has now grown to include regular cars and coffee mornings. Obviously, I wanted to indulge my passion for the marque, but the truth of the matter is that publishing daily Instagram posts and regular YouTube videos packed with content about Porsche cars, not to mention the people involved with them, provided a sense of purpose when the world seemed to be crashing in around me.

I lost both my parents in quick succession. Mum passed away first. She'd been suffering from cancer. Dad died a short while later, the result of complications arising from an operation that didn't go according to plan. Back then, I was engaged to be married, but my world was turned

long, I began to see audience numbers grow dramatically. Follower engagement was strong, with increasing numbers of visitors taking time out to contact me via private message or through post replies. I seemed to have struck upon a winning formula.

The project's success has seen me make a huge number of good friends and, ultimately, has restored balance to my life. I finally unboxed (both physically and figuratively) a lot of stuff in my parental home, my fiancée and I got back together and I changed career (I'm now working in the automotive industry). In short, my love of Porsche, combined with my determination to succeed and the warmth of the brand's enthusiast scene, helped me to find the inner peace I was missing.

Following the sale of my Dad's house, I realised my lifelong ambition and bought a 911. I'm continually personalising the car to suit my



upside down and I soon found myself struggling with mental health issues. Having to spend time living in a house left largely untouched by Dad after Mum died certainly didn't help matters, and led to both the collapse of my relationship and a nervous breakdown. I really couldn't see a way forward.

I've always been a huge petrolhead and started an Instagram page to share photos and stories about Porsche enthusiasts and their cars. A family friend who works as a counsellor encouraged me to focus on developing the channel into something more rewarding — a kind of pet project to help provide distraction from the situation I was in, but also activity I could throw myself into with a view to developing the page into an online Porsche lifestyle hub. It was the push in the direction I needed and, before

aesthetic taste and driving style. In fact, as I write this guest column, the car is at my local body shop being treated to corrective paintwork.

CARS AND THE ENTHUSIAST COMMUNITIES SURROUNDING THEM HAVE THE ABILITY TO CHANGE LIVES

I'm afraid to say I'm not in possession of an air-cooled 911 (yet!), but the model of Porsche I've bought is beside the point — it's no exaggeration to say I live and breathe the brand, but using

my own experience as a benchmark, it doesn't really matter if you're a Porsche, Volkswagen, Ford, Honda, Nissan or Audi nut — cars and the enthusiast communities surrounding them have the ability to change lives, whether as a consequence of providing the tools to channel energies otherwise boiling over in negative fashion, or through the personal support of compassionate, like-minded individuals. If, like me, you're especially lucky, it might even be a mix of the two.



Front turn signal, left / right, EU, for Porsche 911 / 912, 65-68, original production, Bosch, housing metal **550,00 €** per part



Front turn signal, left / right, USA, for Porsche 911 / 912, 65-68, original production, Bosch, housing metal **550,00 €** per part



Tail light, left / right, EU, for Porsche 911 / 912, 65-68, original production, Bosch, housing metal **671,00 €** per part



Tail light, left / right, USA, for Porsche 911 / 912, 65-68, original production, Bosch, housing metal **671,00 €** per part



Cylinder head for Porsche 356C/SC / 912, new prod., new heads with valves / springs / spark plugs / etc., ready to install, sale only as set **3990,00 €** set price



Contact plate for Porsche 911 / 912, 65-73 / 914/6 **94,80 €**



Thermostat, front oil cooler, for Porsche 911, 2.0S / 2.2S / 914/6 GT **589,00 €**



Carpet strip, stainless steel polished, original optics, Porsche 911 / 912, 65-67 **107,90 €**

Trust.

Premier Coachworks is one of the UK's leading classic Porsche restoration specialists. With a focus on perfect panel work, sublime paint and exquisite detailing, our track record in bringing Porsche classics back to life is second to none. It's why our customers trust us with millions of pounds worth of precious metals every year.



**Premier
Coachworks**

01603 615172 // porschenorfolk.co.uk

INSIDE STORY

Based in Norfolk, Premier Coachworks is one of the UK's leading Porsche bodywork restoration centres. Its track record in bringing impotent air-cooled 911s back to life has made the company a go-to service provider for many of the UK and Europe's most renowned classic car specialists...

Wayne Parker launched Premier Coachworks in 2004, starting as he meant to go on – the company's first jobs were the renovation of a Carrera RS 3.0 and Carrera RS 2.7. The firm is based in the heart of Norwich and specialises in classic 911 builds.



How and when did you start restoring classic Porsches?

A long time ago! I began working my way through the deep end of classic car restorations back in 1992. I originally cut my teeth on Superleggera Lancia builds. Anyone that knows anything at all about classic Lancia (or any vintage Italian marques) will confirm you get your hands dirty very quickly on these cars – metal peels away like paper. They tend not to like any climate that's colder and wetter than Florence on a hot summer's day! After four years of high-end renovation work, panel fabrication and painting, I was asked to turn my hand to a rare 911 Carrera RS 3.0. It turned out to be a successful project, winning plaudits from well-known marque specialists. This positive experience quickly made me realise I'd rather be working on classic Porsches than less well-engineered cars of a similar vintage.

What model do you enjoy working on the most?

Every car is special and offers a unique opportunity to create something visually stunning. It's tricky to say what my personal favourite is – there are so many individual aspects of Porsches I really enjoy working on. That said, I'm a huge fan of the short-wheelbase 911. The lines are so perfect, especially when painted an original solid colour. When we put these cars back to a condition that's better than when they left the factory, the shape looks good enough to eat. There's something special about these early 911s that shines through and, thankfully, I've been fortunate enough to see some of the best of the best come through our body centres courtesy of discerning customers who don't cut corners when it comes to the scope of their builds.

What model has Premier Coachworks renovated more than any other?

It would have to be pre-1974 911s. We've seen everything, from major basket cases to time warps in need of basic fettling. We've also been lucky to see the rarest of the rare. For example, we've recently completed work on an original narrow-bodied ST. There really is nothing my team hasn't faced when it comes to major 911 renovations. Regardless of the condition of each car to begin with, we ensure they leave ready to win awards. You can only get to that level of output

after amassing many years of experience working on a particular model. We're lucky to be able to specialise in early 911s. Many of the UK and Europe's leading Porsche specialists trust us for exactly this reason.

How long does it take to renovate a classic Porsche?

The length of time taken depends entirely on the car, the available budget and the overall customer expectation. We can paint cars in a matter of weeks, but I have to say, if a car is in for major surgery, we won't cut corners. In other words, expect us to be involved for up to a year. Premier Coachworks works closely with its customers to ensure they understand the process of renovating a classic Porsche. This cooperation involves an important level of trust, many detailed meetings and honest reviews detailing key stages of progress, all in the interest of ensuring the very best end product. This takes time to get right – it isn't unusual to see cars remain in our metalwork shop for months before they're transported to our paint shop. A car will only ever leave us when it has our seal of approval, which translates as confirmation the finished Porsche can be cherished without worry for the next twenty-plus years.

Have you ever worked on a famous car?

Plenty! I won't divulge who the customers were or which cars they brought to us, but I'm happy to say we've worked on a few famous Porsches for singers (I'm talking music, not 964 backdates!), footballers, actors and a celebrity chef. We're responsible for the rejuvenation of some of the most well-known 911s in the UK and North America. Many of the cars seen in our favourite magazines and auction houses have been through our hands for paint and renovation work. That's all I can say for now, but watch this space – we currently have a variety of interesting projects on the go.

Does Premier Coachworks have a view on what the Classic Porsche market is likely to look like in the next ten years?

Oddly, electrification may help the classic Porsche scene – I can see a time when even more money is invested in the upkeep of older cars because they're considered a sound investment. As a leading Porsche renovation company, I'd like to see older cars reach even higher standards of restoration and, who knows, maybe even further price rises for the very best examples. It's a market always in a state of flux, but if we take a long-term view, we could see a time when these beautiful creations can be cherished and enjoyed long into a future dominated by battery power. At the end of the day, what else stirs your loins like the sound of a flat-six wailing behind your ears?! As long as classic Porsches are used and enjoyed, I'll be happy. With this in mind, I'd urge anyone looking to invest in an air-cooled Porsche to be selective and hold out for a car with good history. Immaculate, unrestored cars or those nice patina are always worth the hunt.

How should Classic Porsche readers get in touch with you, Wayne?

Call direct on 01603 615172 or visit www.the-coachworks.com





OILCOOLED 2020

The recent huge gathering of classic Porsches at Boxengasse provided welcome respite for marque enthusiasts in between periods of frustrating lockdown...

Words **Dan Furr** Photography **Tom Horna**

Back in the summer of 2019, Frank Cassidy was gearing up for the inaugural Oilcooled, a triple-whammy of Porsche-themed entertainment spread across a weekend in mid-August. Kicking off with a Saturday track session at Silverstone's infield Stowe circuit, followed by a drive-in screening of the classic Steve McQueen flick, *Le Mans*, the event culminated with a day-long static display of exotic Porsche machinery spread across a picturesque portion of Boxengasse, the hundred-acre Oxfordshire site Frank has developed into a one-stop destination for Porsche services and hospitality.

Thanks to lockdown restrictions caused by the current pandemic, 2020's Oilcooled outing seemed in doubt, but due to Frank's stringent risk assessment, close collaboration with the local council, strict measures far

exceeding government requirements and enthusiastic co-operation from the show's commercial partners, Oilcooled came back even bigger than before — when compared to footfall in 2019, more than double the number of attendees showed up, bringing a huge number of wild and wonderful classic Porsches with them.

"Our primary objective was to make Oilcooled a perfectly safe environment for friends and enthusiasts to meet," Frank explains. "To that end, we increased the number of marshals by thirty percent — a move designed to assist with dispersing potentially gathering groups — installed hand sanitiser stations every few yards, introduced track and trace as a mandatory requirement of entry and took the temperature of everyone attending. We also took the decision to swap card and cash payments for food and drink with a QR code, enabling truly contactless transactions."

Above Frank's personal workspace was open for public viewing during the event, allowing punters to get up close with the many air-cooled 911s in his collection



Above Stuttgart Classica's superb RSR is set for a starring role in a forthcoming issue of *Classic Porsche*



Right Boxengasse's resident Porsche specialist, Autofarm, threw open its doors to reveal an array of exciting restorations in progress





Announced before the event, this year's Oilcooled sponsors were insurance firm, Tysers, tyre manufacturer, Nankang, suspension brand, Bilstein, motorsport wristwatch outfit, Omologato, Volkswagen and Porsche parts supplier, Heritage Parts Centre, and Boxengasse-located independent Porsche specialist, Autofarm.

Traders included Design 911, the chassis experts from Tractive Suspension UK, as well as Blockley-based air-cooled Porsche restoration and parts maker, Stuttgart Classica. Company bosses, Jason and Will, brought their beautiful blue RSR to the event, marking the first in a series of star cars to grace the Boxengasse courtyard. We'll be featuring this track-oriented bruiser in a forthcoming issue of *Classic Porsche*, suffice to

say the car was a popular feature of the day, as was the Icon Engineering 917 K replica. Created from moulds taken from the very 917 owned by former racing driver, David Piper, Icon's car is a blend of air-cooled magic and state-of-the-art computer-aided design sat over bespoke chassis tubework imagined from reduced-scale factory drawings. No fewer than 220 tubes were laser-cut from CAD models, dropping into a jig with such precision that the resulting chassis almost built itself! Taking twelve weeks to weld together, more than three hundred mounting brackets were involved in the procedure, supporting the body and myriad other equipment, from the interior mirror to the oil cooler, plus all suspension components, which necessitated the use of no less

Inset Frank delivers a rousing rendition of the Yazz classic, *The Only Way Is Up*, for the entertainment of Oilcooled attendees (nb. this claim may not be entirely accurate)

Bottom left Icon Engineering 917 K replica was one of the star cars at the inaugural Oilcooled and made a welcome return this year





Above All manner of air-cooled 911s were in attendance, from race, fast-road and rally cars, many of them supplied by noted Porsche specialists



Bottom Though the focus of the event was air-cooled classics, owners of water-cooled Porsches were also welcome to attend





than six more jigs. The end result is a faithful facsimile of a genuine 917. Running a rebuilt 964 flat-six (a flat-twelve will set you back \$1.3m), Icon's 917 is just like the famous one, but with a handy extra: a number plate!

Other standout road-legal cars at Oilcooled included an impressive quartet of Rubystone Red RS-badged 964s and the biggest gathering of air-cooled RUFs in the UK to date. Some had travelled from as far as the north of Scotland to be at the event, with specialists (including Tech 9, Paragon, Tuthill and Hexagon Classics) bringing close to fifty collector cars to Boxengasse. Needless to say, Oilcooled's 950 ticket holders were treated to very special eye candy.

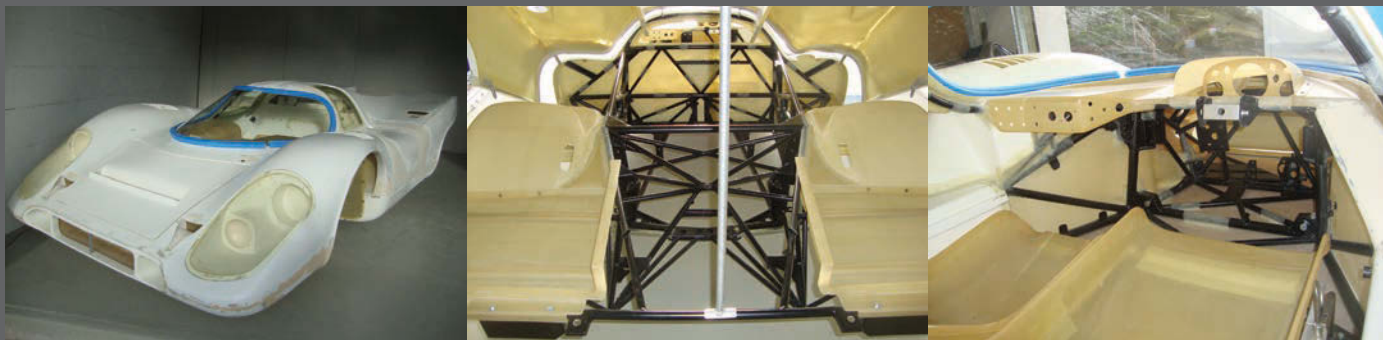
As was the case in 2019, the big day was preceded by a drive-in movie night. The 1987 Charlie Sheen classic, *No Man's Land*, was the film of choice, a famous flick based around a plot involving a string of air-cooled 911 thefts. No such treachery at Oilcooled, where the only things stolen were the hearts of those lucky enough to see the amazing machinery on display, not least the most original 1973 Brumos RSR race car in existence. A string of two-litre 911 track attackers and the only

Viper Green 993 RS Clubsport to be built also provided a veritable feast for the eyes.

"Oilcooled is a friendly, welcoming environment for fans of the Porsche marque to gather," Frank says. "It's a laid-back affair, not stuffy in any way. The cars are the big draw, but the event is, in fact, all about the people inhabiting our corner of the classic car scene. It's the perfect forum for catching up with mates, exchanging stories about automotive adventures, restorations and modifications. It's an excuse for a reunion of sorts, which is why we felt there was a need to be socially responsible far beyond the regulations laid out by the government's coronavirus rulebook."

With the current pandemic causing frequent changes to lockdown in different parts of the UK, Frank has yet to set a date for 2022's Oilcooled. Keep tabs on the Boxengasse social media pages, where an announcement will be made in due course. And if you want to see if your car features in the official Oilcooled gallery, pop along to bit.ly/oilcooled20, where you can download event photos. We'll see you at the next Boxengasse bash! **CP**

Above A QR code was used in place of cash or card transactions in order to promote truly contactless payment for food and drink



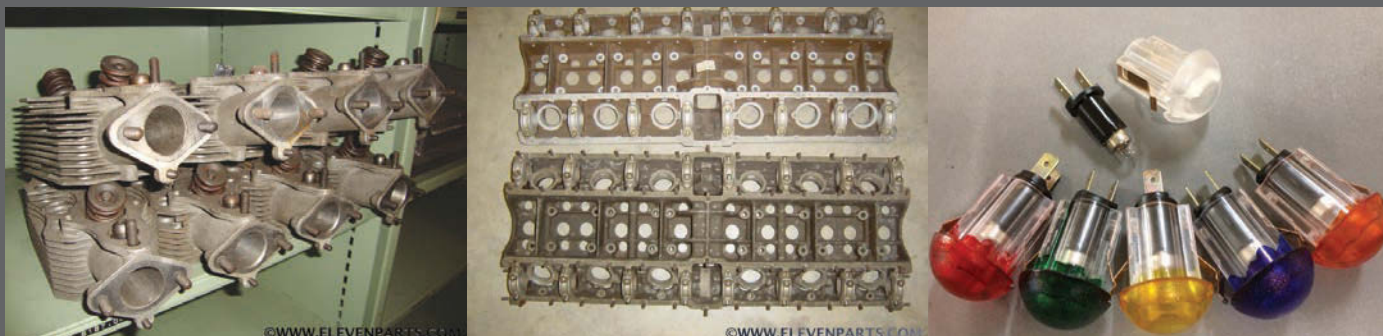
1970 PORSCHE 917K spare chassis-body. Built by the best (ex Porsche) experts, 100% authentic in quality and looks. NO VIN number ! Ideal for an owner of an original 917K to preserve his valuable chassis-body. Includes windscreen, all plexi, wire harness. Stored in Germany. Euro 330'000.00



1968 PORSCHE 910 project. Chassis-body built in the 70's by Bill Bradley Racing as official partner, spare car (NO VIN) that was never used. Original 910 engine and rebuilt 910 gearbox. Many original NOS parts. Additional wide body tail for 11 or 12" rear wheels. Set of 5 Fuchs wheels 4.5x15" for 1967 911S. Concours condition. Euro 12'000.00



Original NOS 3L RS-RSR race exhaust 8 KG. Euro 4'500.00 / Original NOS 2.7RS reinforced rear swing arms. Euro 6'000.00 / Rebuilt 547/1 Carrera 1500GS engine, nr. 90944, stored in USA. Euro 225'000.00



907 - Type 771, 8 original used cylinder heads. Euro 24'000.00 / Original 4 cam housings 917. One NOS, 3 used but good. Euro 44'000.00 / New correct Lollipop control lights for most racing Porsches. Euro 150.00 each

GOLD RUSH

Powered by a 290bhp 3.6-litre flat-six, this RSR-styled restomod's split personality makes it the perfect fast-road racer...

Words and photography **Steve Hall**



Lucky. That's me. It's a thought that crosses my mind every time I get to write about the amazing machinery I'm regularly granted access to. Time with the gorgeous gold 911 on pages before you, however, was extra special. Before I go any further, I should say there's a lot to love about this job besides the cars, the driving and the visiting exciting locations which serve to enrich the stories *Classic Porsche* publishes. The main attraction is the people. From fellow photographers to journalists, PR folk to racing drivers, dealers to owners. I've been fortunate enough to enjoy spending time in the company of truly

brilliant individuals, several of whom I now consider firm friends. This building of relationships around a common adoration for Porsche is something I love about my job just as much as the cars that draw us enthusiasts together. Undoubtedly, others working in this industry will tell you the same.

Why all this nostalgic waffle? Today, I'm writing about a 911 created and owned by one of the great car people I'm lucky enough to call a friend — Heinz Emmerling is a humble, generous and funny Porscheophile with a searingly sharp mind. Even if you don't know him by name, there's every chance you've heard reference of his work through the grapevine — chatter about this





affable chap near Frankfurt who builds incredibly special Porsches is becoming increasingly common. He's a man who was creating 911 restomods years before the term was commonplace (his first project rolled out of the Emmerling skunkworks back in 1994).

Emmerling's earliest 911 build rose from the ashes of a crashed 964 Carrera RS and was made to look like a facsimile of a 1972 RSR. Originally assembled as a personal project, the finished 911 garnered a huge amount of interest and, before long, an interested party made an offer that couldn't be refused. And so, Heinz, together with his sons, Frank and Marius, set about expanding their existing business servicing and upgrading Porsche sports cars to include bespoke builds, each utterly unique, each a different recipe of donor,

look and desired chassis behaviour. That said, if there's a single theme running through every Emmerling project car, it's this: a laser-like focus on driving dynamics in their purest form. In other words, the Emmerlings create cars free of anything that doesn't serve to make them a better driving machine, evidenced by the lack of 'jewellery'

inside and out.

Interiors are dressed with race-spec seats, a steering wheel and little else that wasn't there before. Outside, aero addenda exists only where it aids performance, while

wheels are upgraded simply to shed weight.

All of this brings us neatly to the gold 911 you see on these pages. Clearly, the aesthetic is heavily inspired by the 1974 RSR 3.0. If you think the car looks good here,

Above Emmerling is no stranger to the world of 911 restomods, with his earliest pet project dating all the way back to 1994

IF YOU THINK THE CAR LOOKS GOOD HERE, I CAN ONLY OFFER IT'S EVEN MORE BEGUILING IN THE METAL

Below Functional cockpit balances everyday comfort with track car sensibilities





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

P A L M F I B R E
COCO MATS
The Original Auto Mat.

www.cocomats.com 001.803.548.4809



I can only offer that it's ten times more beguiling in the metal, at once rippling with aggression and intent whilst simultaneously appearing delicately proportioned. The effect undoubtedly has a lot to do with the car's size (so used are we to modern sports cars grabbing attention through sheer physicality). I'm not here just to tell you how easy this car is on the eye, though — it's time to go for a drive. Once again, I'm reminded again how very lucky I am.

AUTOBAHN STORMER

I'd been working in Germany for a few days prior to spending seat time in this extraordinary 911. The dreaded COVID-19 hadn't registered on anyone's radar and I was staying as a

guest at the Emmerling family home. Over *weissbier* and pizza, my host and I made plans to hang out for the weekend, resulting in a fun couple of days shooting this stunning car in its natural

habitat. And what a weekend it turned out to be! Unburnt hydrocarbons hung in the air, the fettled 964-sourced 3.6-litre flat-six emitting the occasional pop and bang entirely in keeping with its master's intent. Accompanied by AKI programmable ignition (with individual coilpacks), a lightweight flywheel, uprated cams, bespoke manifolds, a sublime stainless exhaust and breathing through K&N air filters, the bold boxer did its best RSR impression.

All of Emmerling's restomods are based on G-series or 964-generation 911s. In the case of the gold 911, the lighter G-body was deemed better suited to an RSR

evocation, a move in keeping with notion of shedding bulk. In truth, it's not a massive leap to backdate a G-model to that wonderful 1974 RSR aesthetic and, to most onlookers, I'd wager Emmerling's creation would pass for the real thing at first glance. His car would certainly be more usable, though, the result of a deliberate plan to ensure this 'race car for the road' is easy to live with day to day, making it one of the more approachable 911s in the Emmerling back catalogue. We're still talking about a 1,040kg car pumping out 290bhp, mind.

A nod to how usable this car is for everyday driving, the first thing that strikes me is how comfortable I am after climbing into the cockpit. Figure-hugging Recaro

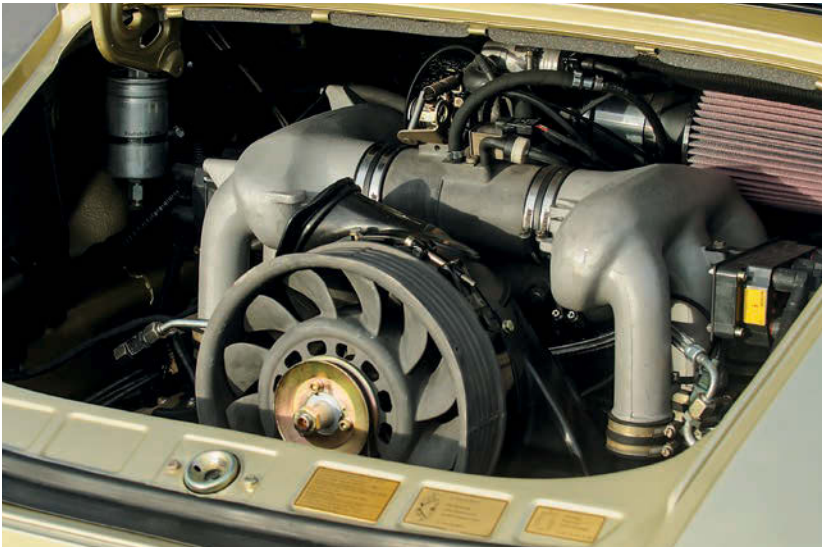
bucket seats are more padded and a fraction more reclined than a full-on track focused offering and, for me, they suit the fast-road vibe of this car to a tee. I'm clamped in place by those big

bolsters, perfect for anchoring myself to work the MOMO drilled three-spoke, which feels fantastic, largely thanks to its Alcantara-trimmed rim and perfect diameter, the pronounced dish bringing the part closer to my chest. With my *derrière* hovering above the floor, the wheel sits just where I want it, while the pedals are perfectly positioned to enable easy heel-and-toe downshifts — something I can't resist doing in order to generate whip-crack response and a brilliant bark from that mighty motor nestled at the rear.

Ah, the motor. I understand exactly what Emmerling

Above Emmerling's goal was to create a track-friendly 911 he could use as a daily driver without suffering fatigue over long journeys and commuting

UNBURNT HYDROCARBONS HUNG IN THE AIR, THE FETTLLED FLAT-SIX EMITTING THE OCCASIONAL POP AND BANG



Above 290bhp and 255 lb-ft torque makes for a lively 964-sourced 3.6-litre engine

was getting at when he told me he wanted this car to be totally accessible in all driving environments. The engine is superbly tractable once warmed through, pulling without hesitation from low revs, the smooth delivery of power completely devoid of flat spots. Then there's the other side to this car's character: the experience of it flashing its fangs as you reach the upper reaches of the rev band. Stay with the throttle from 3,000rpm, and you can play out the full orchestra of the tuned flat-six, the sound mutating from a deep guttural roar into a razor-sharp howl as the cams do their work approaching the 7,000rpm redline. All the while, the onboard shift indicator urges me to grab the next ratio.

Given its head, I'm soon reminded that 290bhp and 255lb-ft torque in an air-cooled 911 this light is pretty bloody exciting. Calm and responsive at cruising speeds, with the plush action of stiff Bilstein dampers — bolstered by chassis bracing, reinforced rear axle mounts, a reinforced crossmember and rose-joints



throughout — rounding off the worst imperfections, I start leaning into tight switchbacks at rapid pace and the experience all comes together. The steering remains light and perfectly weighted, pattering away in your hands while the sticky Michelins (nine inches of width at the front, eleven at the rear, each black circle wrapped around a gold BBS split rim) deliver confidence through their immense grip of the asphalt. At seven tenths, the effort feels totally within itself, encouraging the exploration of everything the engine has to give, which is ample for road and occasional track use. Delve deeper into grip levels and you can add typical classic 911 traits into the mix — trail the nose in a bit and your butt informs you of gentle yaw as you manipulate the throttle mid-corner. Put simply, the way Emmerling's RSR evocation immerses you in feedback is utterly exhilarating. It might have been prepared to deliver an easy drive whatever the road surface (and whatever the level of skill its driver might have), but it's still a fairly raw Porsche and

Below Classic RSR-inspired aesthetic is clear to see from every angle





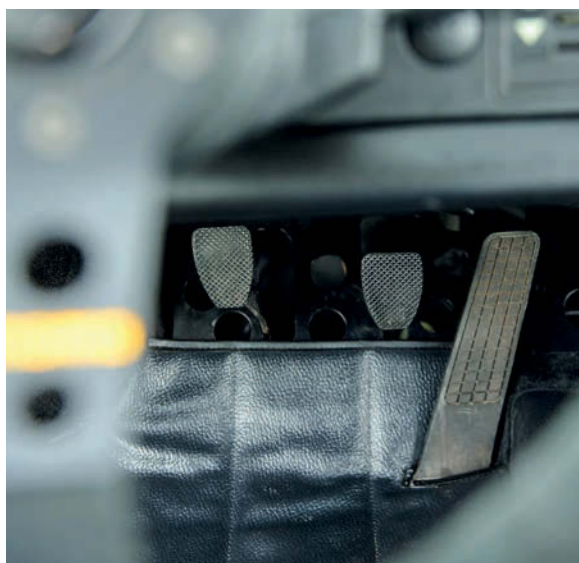
definitely feels every inch a classic 911.

With stoppers lovingly borrowed from a 930, braking is never in doubt. Braided lines make for a rock-solid pedal feel, easily brushing aside any velocity you might have accrued. Perhaps the weakest part of the driving experience, however, comes courtesy of the 915 five-speed. I find it a tad recalcitrant when cold, though plenty usable enough not to detract from the host 911's overall driving experience. The lever itself feels terrific in hand, just like all the touchpoints of this special 911, which are absolutely the essence of what the car is all about. There's no radio, just the sublime soundtrack of that angry flat-six bleeding through thin, lightweight glass, urging you to drive as hard as you can whenever (and

wherever!) it's possible to do so, something I wasted no time exploiting during the overcast weekend I spent behind the wheel of this magnificent 911.

Emmerling and his sons can be found working on several rare and interesting Porsches at any given time. His might not be a name as well known outside Germany as those of his contemporaries (most of the cars the Emmerlings have sold have left their custody through word of mouth), but with his gold RSR-influenced build proving the design, quality and thrilling driving experience we've come to expect from more established Porsche specialists, the grin across my face after piloting this potent Porsche was assured. I've said it before and I'll say it again: I'm a lucky boy. A very lucky boy! **CP**

Above Originally registered in factory specification in 1977, Emmerling's muscular restomod sets the gold standard among his builds





Longstone

CLASSIC TYRES



PIRELLI
CINTURATO™

185/70WR 15 CN36



www.longstone.com

Tel: +44(0)1302 711123

Check our Porsche page on the website to view the range of tyres or call us for advice on the correct tyres to fit



PATRICK MOTORSPORTS

Celebrating three decades at the top of its game, this world-famous Porsche specialist has grown from humble beginnings to become a leader in the design and manufacture of bespoke parts for air-cooled classics...

Words **Dan Furr** Photography **Andy Tipping**



The sign outside is big. Really big. Taller than the state-of-the-art facility it advertises, this twin-legged tower punctuates Washington Street in Phoenix, Arizona, with a depiction of a 914. Most specialists dealing primarily in the manufacture and supply of parts for air-cooled Porsches would adopt the familiar silhouette of the evergreen 911, but not Patrick Motorsports. The 914, though traditionally a lesser loved model from the Stuttgart stable, has been an integral part of this company's huge growth since being founded in 1989.

Back then, James Patrick III — a local detailing fanatic with a history of dismantling, reassembling and trading old Volkswagens — was looking forward to a bright, independent future after time served working for Powerhaus, a 930 parts specialist. "It was a good

eighteen months, but I was ready to branch out on my own," he tells us, after confirming he fell in love with the classic 911 after exposure to examples owned by his then girlfriend's father and friends of the Patrick family. Leaving the biggest impression on the young marque enthusiast — and arguably responsible for sowing the seed that would result in the birth of Patrick Motorsports — was the 914/6 raced by his uncle Bill. "I remember considering how few six-cylinder 914s were built," James continues, referencing the three percent of total 914 production to be equipped with a flat-six. By his reckoning, not only was the 914 one of Porsche's biggest success stories, it was also a car likely to be owned by drivers frustrated by the limited power produced by even the punchiest flat-four fitted to the model during its seven-year run on the assembly line.

Before long, the fledgling Patrick Motorsports

Above Both signage and company founder standing tall at the purpose-built facility in Phoenix, Arizona



was offering 914/6 conversion packages. "I oversaw design and production of everything an owner might need to switch their 914 to 911 power," James recalls. Engine mounts, oil cooler, exhaust components, sheet metalwork, chassis reinforcement, suspension upgrades, throttle equipment. You name it, James was offering it. Unsurprisingly, the kit was a big hit and continues to be a core offering in the Patrick Motorsports product portfolio, which has never lost sight of how important the 914 was for the firm's rapid expansion. Even today, James and his now seventeen-strong team continue serving owners of the Targa-topped two-seater. "We've just launched a stainless steel four-point 914 hood pin kit," he reveals. "It's designed and formed with bespoke tooling to ensure a clean, professional fit and finish. The 304 stainless steel plates are laser-cut for

precision and uniformity, with rounded-edge scuff plates to protect the high-wear, critical corners of the hood's leading edge."

This attention to detail is typical of all items listed in the Patrick Motorsports product catalogue, whether designed for the 914 or, as James explains, the 356, 912 or all generations of air-cooled 911. "Before long, I was

involved in campaigning 914s in historic racing competitions. During this time, I recognised a desire from owners of track oriented 911 Turbos for the retrofit of the G50 gearbox into their four-speed machines." 930s were only

equipped with the five-speed unit for the 1989 model year (the last period of G-series production before the arrival of the 964), despite being a standard offering in the Carrera 3.2 for a couple of years beforehand. The resulting conversion kit was another big seller, paving

Above James counts two 356s in his personal collection of Porsches

JAMES WORKED WITH AN ARCHITECT TO DESIGN AND CONSTRUCT THE CLINICALLY CLEAN 33,500FT² BUILDING

Bottom left The company has become a complete one-stop destination for all Porsche restoration and upgrade services, including trimming





Above Dedicated engine room is just one of many such departments at the site



the way for the development of a 3.6-litre flat-six upgrade kit for smaller displacement 911s. These supremely engineered offerings continue to be big sellers.

PARTNER PROJECTS

Heavy involvement in the world of mid-engined marvels saw Patrick Motorsports called upon to assist with conversions outside the Porsche stable, too. "At one point, we were retro-fitting 993 Turbo six-speed transmissions into Ultima GTRs," James laughs. This hands-on experience with Porsche gearboxes led to the creation of custom components for 901, 915, 930 and G50 units, as well as technical partnerships with established clutch component manufacturers and friction material specialists, the result being a range of heavy duty, lightweight RSR-style flywheels for all the aforementioned 'boxes, with direct influence taken from the 934, 935 and 956/962 factory race cars. "In the end,

we produced kits for every possible clutch and flywheel configuration for every layout of classic Porsche!"

As you can imagine, rapid expansion and huge demand for its products and services necessitated a need to move from a succession of smaller premises to increasingly large space, before James worked with an architect to design and construct the clinically clean 33,500ft² bespoke building the company occupies today. "I started out leasing warehouse space to accommodate what was essentially a mail order parts supply business. I installed lifts, but they were for prototyping and test fitting purposes, rather than general servicing. A few years later, I was fixing up a bigger workshop, but I wasn't comfortable investing so much time and money in someone else's building, which is why I ended up buying my own when, once again, it was time to relocate." By now, servicing, massive parts storage (including an inventory of no-longer serviced

Below The 914 has played a pivotal role in the success of the business James started as a mail order parts supply retailer in 1989





original items) and a machine shop formed part of the Patrick Motorsports infrastructure. As time continued to fly by, however, the need for even more space crept in, but before James landed on the idea of a completely bespoke building, he bought an additional property near his company's established headquarters.

MOVING STORY

"It worked, but having the business spread across two different locations soon proved tiring. For example, even though both buildings were within a few short minutes of one another, having a technician travelling from one site to the other to grab parts for whatever job they happened to be working on was less than ideal." The solution came in the form of a giant parking lot a short walk away. Formerly used as a car rental base for shuttle companies working in and out of the nearby airport, the site housed a small administrative building and a car wash. Seeing huge potential, James worked with his friendly bank manager to buy the plot outright and began a process to transform it into the wonderfully futuristic facility Patrick Motorsports now calls home.

In addition to plush office space and recreational rooms, this square-edged landmark houses a general servicing area, a dedicated engine room, a transaxle room, an upholstery studio, a chassis tuning room (complete with dynamometer and an advanced ambient temperature control system), a large machine shop, a giant parts warehouse, a shipping department, a meet-and-greet sales counter, a library (serving the company's technicians and housing a comprehensive collection of Porsche workshop manuals, a sea of computers, factory diagnostic equipment and anything else needed for

troubleshooting purposes). There's a tool store, a parts wash room (where the old car wash used to be), an in-house paint and body repair shop, a sterile car cleaning room, low pressure zones for dust control, a large fabrication room. The list goes on. Make no mistake, this is a building intelligently designed to uniquely suit Patrick Motorsports as a destination for start-to-finish Porsche restoration and associated services (now incorporating water-cooled cars), not to mention the firm's continued ambition for growth. To that end, we wonder how the global pandemic has affected operation. "Like many in the automotive aftermarket, we've been incredibly lucky," James confirms. "Our parts department has been extremely busy, perhaps as a consequence of

buyers having more time at their disposal to work on projects they've neglected for some time." He cites a lack of distraction as something he's experienced personally, too.

"There's no travel, no socialising, no racing. I've spent more time at work than I have in many years, but it's been good. In many respects, I enjoy this business like a hobby. It's never hard work coming to this place. The tug is having to leave — there's always something more here for me to accomplish!"

The latest Patrick Motorsports products being readied for release are replacement 964-specific 911 fuel pressure regulators (both fixed and adjustable variants) and billet lower valve covers to replace corroded magnesium factory parts. Prototyping other yet-to-be-announced items continues apace, activity typical of every phase in the history of this long-established company serving owners of Porsches the world over. Here's to the next three decades of success! **CP**

Above From the earliest to the latest air-cooled Porsches, from hardcore track attackers to those with respectable road manners, Patrick Motorsports restores them all

A BUILDING INTELLIGENTLY DESIGNED TO UNIQUELY SUIT PATRICK MOTORSPORTS FOR PORSCHE RESTORATION

Advanced Ignition Technology

Old school look, new technology
Plug and play installation
Exclusive nanopulse discharge ignition
New ignition modules for the 356



permatune
ADVANCED
IGNITION
TECHNOLOGY
- ESTABLISHED 1969 -

631.909.1011
www.permatune.com
lonnie@permatune.com

PATRICK MOTORSPORTS

PORSCHE® & MID-ENGINE PERFORMANCE SPECIALISTS SINCE 1989

FLYWHEEL & CLUTCH PACKAGES

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



YOUR CONVERSION EXPERTS!



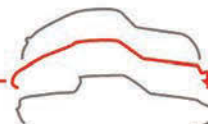
602-244-0911 patrickmotorsports.com

Phoenix, AZ USA - Daily Worldwide Shipping

©2020: All Rights Reserved - JE Patrick Motorsports, LTD. - SSN 0910 | PORSCHE® is a registered trademark of Dr. Ing. h.c. F. Porsche AG. These products are not officially approved by PORSCHE®.

ROGER BRAY

RESTORATION



CLASSIC PORSCHE
PARTS AND SERVICE



Roger Bray Restorations is a small business with a big reputation specialising in supplying parts and the restoration of classic Porsches 356, 911, 912 and 914. We have been around classic Porsche cars since 1985 and have a large amount of knowledge from dealing and working on these cars daily.

Not sure which part – speak to one of our parts advisers

**SHOP ONLINE AND GET 20% OFF SELECTED PARTS
ON THE WEBSITE**

Call: +44 (0)1404 822005 E: parts@rogerbrayrestoration.com www.rogerbrayrestoration.com
Milestone Business Park, London Road, Whimpey, Exeter EX5 2QB



BATTLE STATIONS

In the lead up to its sixtieth anniversary, Porsche Club Motorsport's newly launched 911 Challenge provides welcome calendar highlights for track lovers at a time most racing is being put on the back burner...

Words **Dan Furr** Photography **Rich Pearce** and **Dan Sherwood**

For many Porschephiles, one of the biggest drawbacks of lockdown has been the obliteration of motorsport. Many races have been postponed, rescheduled or, worse still, cancelled. Sadly, track attendance is the only way pretty much anything other than 'elite sport' can be witnessed, making all other fixes of fast fun on four wheels notable by their absence. Granted, by simply by pointing a remote control at the tellybox and heading for ITV4, we get to see Carrera Cup GB (a support series for the British Touring Car Championship) from the comfort of our own homes every other weekend, but if club-level racing is your thing, you've been left wanting.

There is, however, light at the end of the proverbial tunnel. It takes the form of Porsche Club GB's all-new 911 Challenge, as revealed by the organisation's Events & Motorsport Creative, Chris Pruden, just before we went to press with this issue of *Classic Porsche*. "Open to owners and drivers of all air-cooled 911s built prior to the arrival of the 964, the proposed grid – billed under the Porsche Club Motorsport banner – is due to kick off next

season, when we hope the world will look very different!" he beams. "All 911s from 1965 to 1989 are eligible to compete, though to satisfy demand from owners of later air-cooled cars, I'm delighted to announce our plans to introduce an 'open' class for 964s and those who wish to drive heavily modified 911s."

Each race will last sixty minutes. Two drivers are invited to compete in each car (keeping a lid on the cost of participation). A single driver is welcome to take part, though a time handicap will be awarded if this is the case. Intended to run alongside the long-established Porsche Club GB Championship, this exciting new series will be held across seven separate rounds in the UK, all taking place on a Saturday. Overseas rounds are already being planned for the return of the series in 2022.

Sponsor support comes from Porsche Classic, Petro Canada Lubricants and Pirelli, with the latter's Trofeo R tyres listed as a well-priced control part. "The idea is to provide a complete one-stop shop for enthusiasts to race their cars in a safe, controlled, budget-conscious environment," continues Chris. "We're deliberately not calling it a championship, a move designed to eliminate

Above All air-cooled 911s built prior to the end of G-series production are eligible for the club's 911 Challenge, with 964s welcome to race in a special 'open' class



the kind of cut-throat competitiveness seasoned racers might be tempted to exhibit, which may come at the expense of attracting less experienced drivers or those entirely new to sharing a track with others."

Reflecting the ethos of the famous Porsche Pyramid (an established pathway for newbie drivers to climb the Porsche racing ladder, from club sport all the way to professionally competing in GTs), 911 Challenge has partnered with Millbrook-based CAT Driver Training to offer lessons enabling interested novices to harness true dynamic understanding of how their air-cooled classic works, thereby ensuring maximum enjoyment at the track. Three key stages of learning are offered: how to get the best out of a 911 in a fast-road environment, how

to understand the competence of your car at a circuit and, last but not least, how to race effectively. The goal is for budding 911 racers to improve their skill behind the wheel, gain confidence in the abilities of their cars and to obtain a competition license by passing an Association of Racing Drivers Schools (ARDS) test.

"With the 911 Challenge, jumping from road to track to race in an air-cooled Porsche is more accessible than ever before," Chris continues. "Specialists from all over the UK are registering their interest and support for the series, which enables us to help participants work with Official Porsche Centres and independent outfits in preparing cars for action." Basic safety equipment and a roll cage are pretty much all that your 911 will

Above Whether you're in charge of an already prepared track car or a totally standard road car, all drivers are invited to take part in the exciting series

Below The series isn't just catering for pilots of road and race cars — the ease of converting a rally-spec 911 to race trim widens the field





Above Dan caught up with Porsche Club GB's Events & Motorsport Creative, Chris Pruden, to get the lowdown

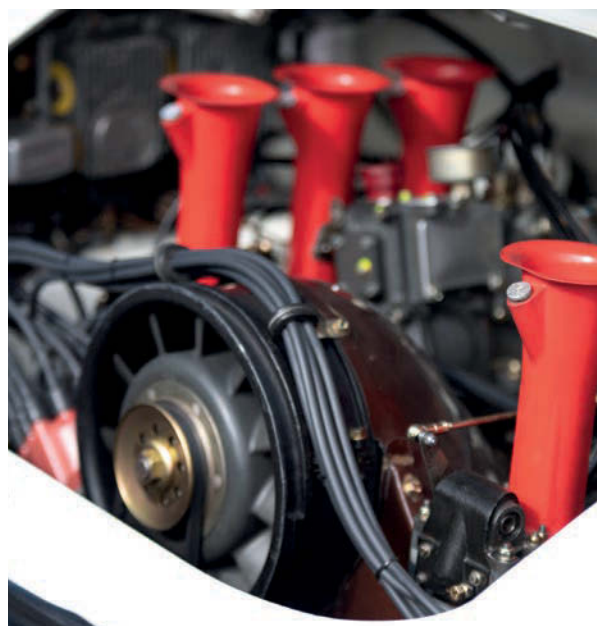
need, making this a truly affordable way to go racing in your prized Porsche. And for those not currently in possession of a racing suit or driving gloves, Chris and his team have organised the manufacture of Porsche-branded professional race clothing. The 911 Challenge really does provide you with everything needed to go racing. But wait, there's more!

"While I'm thrilled at the realisation of the series for 2021, I've got my eye firmly on Porsche Club Motorsport's sixtieth birthday in 2022," Chris reveals. "To mark the anniversary, the club's intention is to collate all current series, as well as a variety of soon-to-be-launched competitions featuring 911s and various non-911s, across the same race weekends, resulting in a concentrated celebration of Porsche motorsport

appealing to fans of every one of the manufacturer's sports cars." It's safe to assume he's going to be very busy in the coming months!

At a time we're lamenting the absence of most motorsport, it's wonderful to learn of a bold, bright future for fans of high-octane Porsche racing. We'll be reporting on 911 Challenge developments — and looking at some of the cars being prepared for action — in forthcoming issues of *Classic Porsche*. Be sure take out a discounted subscription by hopping online and visiting bit.ly/subscp. If you're keen to register desire to participate in the series, contact Chris at pru@porscheclubgb.com. Oh, and visit the Porsche Club GB website to view 911 Challenge draft regulations. Good luck — we hope to be reporting on your racing adventures in the not too distant future! **CP**

Below A lid on the cost of taking part is provided through the use of control parts, a single-driver handicap and Porsche Club Motorsport's 'one-stop shop' approach to equipment, driver training and access to specialists





THE TRUE VEHICLE DYNAMICS EXPERTS



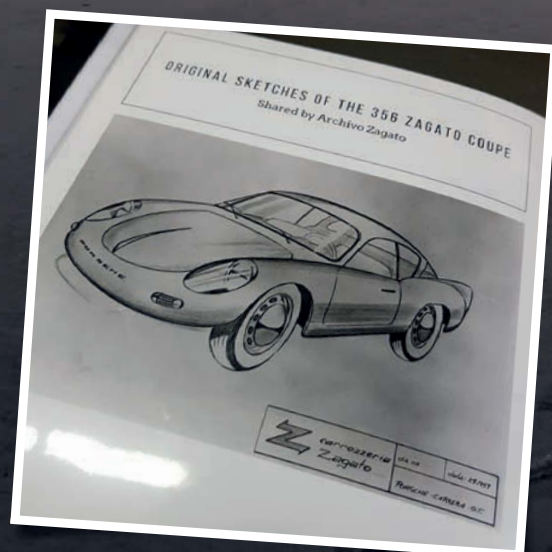
911 CHALLENGE - REALISE YOUR AMBITIONS

www.catdrivertraining.co.uk | info@catdrivertraining.co.uk | 01234 757 633

RARE BREED

One of only nine of its kind, this stunning 356 Zagato Coupe is the lone example originally designated in Europe...

Words Dan Furr Photography Dan Sherwood





Bring to mind an image of your favourite air-cooled Porsche — the one you'd dearly love to see in your garage, on your driveway or even parked on the street outside your house. If the model or trim you're thinking of pre-dates the 964, there's every chance it has passed through the hands of Mick Pacey, founder of independent Porsche restoration, sourcing and storage specialist, Export 56. Regular readers of *Classic Porsche* will already be familiar with the company, not least thanks to the 914/6 GT featured in our December issue. An early works development car, it's just one of many historically significant air-cooled classics cared for at the firm's base in the grounds of Bedfordshire's Cranfield University.

Now imagine you're in a position to buy the very car you covet. As many collectors and well-heeled enthusiasts will tell you, having cash in the bank is only half the battle won. The real challenge is locating a surviving example of an oft limited volume production Porsche, especially if the model desired was manufactured before the arrival of the first-gen 911.



Being 'in the know' is essential if you want to prize a Porsche away from its current custodian. Alternatively, you can leave your request (and the hard work!) to Mick, a man charged by a number of Export 56 clients to acquire rare examples of early Porsches. Moreover, he is in demand as a marque expert capable of curating cohesive collections of air-cooled cars for discerning buyers interested in exploring a specific strand of Porsche DNA. Others simply want a one-off, a prototype, a lone survivor or at the very least, a seldom seen Stuttgart star, perhaps without a specific model in mind. Then there are those who occupy the middle ground, combining the two approaches.

IN GOOD VOICE

It was one such Export 56 client who contacted Mick when abandoning his Singer project after growing impatient at a perceived lack of progress with his order. Already in possession of an extraordinary selection of wild and wonderful classic Porsches cared for by Export 56, the customer in question asked our man if he knew

of any cars coming to market that'd make a worthwhile and considered addition to his growing fleet. He didn't need to wait long for an answer.

Surprisingly, the car you see on the pages before you wears the Porsche name, but is, in fact, a 356 Zagato Coupe. It's rare for the Stuttgart brand to sanction approval for its identity to be fixed to anything other than a factory build, which is why this Zagato demands special attention.

Utilising the underpinnings of a 1960 356 B T5 coupe and owing more than a passing nod to the styling of the 718 RSK, this slate grey stunner was actually manufactured across a three-year period ending in 2017, but its origins go way back to the late 1950s, when Parisian Le Mans stalwart, Claude Storez (a speed demon known for his love of potent Porsches), having bought a new 356 A Speedster to Carrera GS specification, wanted more speed and a lighter body for his new Porsche, leading him to seek the help of Zagato, famed for its avant-garde and lightweight competition bodies. The 356 chassis was promptly sent to Milan,

Previous spread 356 Zagato Coupe sketch unearthed by archivists digitising the Italian styling firm's paper library

Below While inheriting many standard 356 parts, the interior is completely bespoke — note relocation of rev counter to centre dashboard



Your Club



Porsche Club Great Britain is the only official Porsche Club in the UK and belongs to the worldwide community of Porsche Clubs recognised by Porsche AG.

Even during these uncertain times we are finding new ways to celebrate the spirit of Porsche and unite our members.

Join online at porscheclubgb.com



Porsche Club
Great Britain



porscheclubgb



porscheclubgb



@pcgb



where Zagato's engineers set about hand-crafting a sleek open body from featherweight aluminium, resulting in what became known as the Speedster Z, a race car with low rake, a longer nose, a longer tail and designed to be powered by the famous Type 547 Fuhrmann four-cam. Zagato had originally been pitched to Porsche by Abarth as coachbuilder for the Carrera GTL, an altered 356 piloted by some of motorsport's most successful drivers in some of the era's most prestigious races, including the Goodwood Tourist Trophy and the Targa Florio. Though Storez experienced some success with his own commission, he tragically died in a high-speed accident at the Reims-Gueux Grand Prix circuit in early February 1959. He was just thirty-one years old. No further Speedster Zs were produced.

DRAW INTEREST

While the Speedster Z has gone down in history as a lost legend, less known is the fact a blueprint to create a coupe-bodied version of the car was created in the year of Storez's passing. Though the original sketch came to nought, Zagato's recent *Sanction Lost* programme saw the Rho-based brand's archivists dig through a mountain of photographic material relating to the 356, whereupon they uncovered the long forgotten drawing, sketched on the 11th September 1959 at the request of Porsche in response to how impressed factory engineers were with the Speedster Z's performance at the hands of Storez. Indicating a then advanced step in Zagato's approach to 356-based builds, the proposed tin-top, complete with oh-so-period-style optional rear quarter fins, became a

reality six decades later — limited to just nine units, the 356 Zagato Coupe was put into production alongside a matching number of Speedsters.

Quick to place their name on Zagato's order list were Alessio and Danilo Tesciuba, brothers from Rome who met with Marella Rivolta-Zagato (daughter of Iso heir, Perio Rivolta, and wife of Andrea Zagato, grandson of Ugo, the Zagato company's founder) to register their interest. In doing so, they became buyers of the only 356 Zagato Coupe to remain in Europe (most of the additional eight examples built now reside in North America). Also, the duo's relatively close proximity to Zagato's headquarters allowed them to be closely involved in the build of their car, which they optioned with Grigio Medio paintwork and evocatively named Rosso Cartier red leather. This in stark contrast to the majority

of cars built as part of the *Sanction Lost* initiative — silver paintwork was the standard choice, as seen on the Speedster version bought by Coldplay bassist, Guy Berryman, though a

lone white coupe was also produced.

Everything beneath the extended and beautifully curvaceous bodywork is exactly as Porsche intended. The donor (chassis 112631) car's 60bhp Zenith-carbed flat-four — fully rebuilt to standard tune and mated to its original transmission — remains, as do the stock drum brakes. "Every mechanical component and all running gear has been restored to mirror the exact specification applied by Porsche at the point the donor car rolled off the assembly line," Mick confirms. "Though the interior is obviously bespoke, the colour scheme for this car is,

Above Tail end bears more than a passing resemblance to that of the GTL, though makes use wide mesh grilles

AS SOON AS THE CAR LANDED IN LONDON, WORD SPREAD THERE WAS SOMETHING SPECIAL IN TOWN



Above Donor car's flat-four, though completely rebuilt, will soon be replaced by a powerful four-cam

in fact, the very same palette seen on the 356 used for this particular build." Custom features are showered throughout, including the glass, window frames, window winders, door frames, quilted headlining, Abarth-borrowed door handles and the bespoke rear shelf. Standard Porsche ingredients are clear to see, however, immediately presenting themselves as those familiar 356 gauges (though the rev counter has made its way to the centre of the dashboard), air vents and gear shift. A classic Nardi wood-rimmed three-spoke steering wheel rounds out the package.

PUMP UP THE VOLUME

Rolling on 165/80 Retro tyres wrapped around stock 356 fifteen-inch wheels, this beautiful two-door (the eighth of nine, but the fourth coupe finished) boasts amazing hand-built metalwork throughout. The body is full aluminium, with nose and tail chassis extensions clearly visible when lifting the frunk or trunk, the latter



gloriously furnished with a series of meshed grilles, louvred vents and a manually operated centre vent further aiding heat dissipation. The polished Sebring exhaust poking out from the GTL-esque rear lets out a thunderous roar, leading us to wonder just how raucous the tiny-bumpered back end will be after Mick's team fits its planned Carrera GT four-cam in the not too distant future. For now, however, we bask in the glory of what this car currently has to offer. Not that, at the time of writing, it has seen any road use.

"Contrary to expectation, the car remained with Zagato and was exhibited as a display piece in the company's factory galleria," Mick reveals, unsure how this turn of events, which followed final vehicle inspection in 2017, meshed with the Tescubia brothers' plan of action. Regardless, the car was subsequently the star attraction on the Zagato Car Club's stand at the 2018 Auto e Moto d'Epoca, held at the Padua Exhibition Centre, and photographs exist of Andrea Zagato proudly standing

Below Beautiful brightwork and custom coachwork abound on this 356 derivative





with the car a year later, when it was awarded a Zagato Certificate of Authenticity.

Mick learned of the car's availability and knew it would be the perfect addition to his client's roster of rare road cars. His hard-earned network of contacts enabled him to secure purchase price in excess of €500k, and he promptly arranged for collection from Hampshire premium vehicle storage facility, Toy Storage. "It was the weekend of the Hampton Court Palace Concours of Elegance," Mick recalls. "At that point in time, I hadn't seen the car in the metal. Being occupied with setting up and manning the Export 56 show stand, I instructed my son and one of our technicians to bring the Zagato direct to Richmond, where I'd saved a space for the new arrival, ensuring it would form part of our display."

As soon as the car landed in London, word spread there was something special in town. "Our stand drew huge attendance due to people wanting to find out exactly what this unusual Porsche-badged belter is!" Mick grins. "To my surprise, the show's organisers invited me onto their concours stage to talk about the car. Bear in mind it needed a fair amount of recommissioning work due to lack of use. There was no fuel in the tank and a handbrake that didn't operate properly. I was

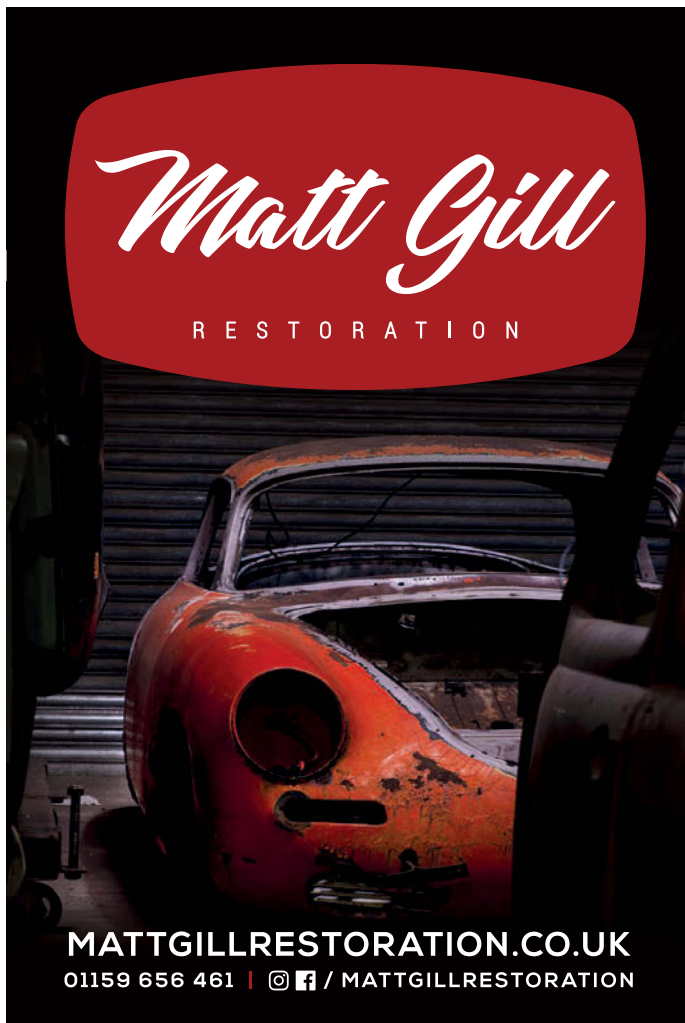
banging the gong for Porsche's legendary reliability and engineering excellence, but suddenly found myself being presented to an expectant crowd with what might have been viewed as a Porsche refusing to start!"

His worries were, thankfully, unfounded (no more nightmares, Mick!) and with the car safely back at Export 56's workshop, the process of getting this super-special 356 Zagato Coupe ready for regular road use begins. UK registration is the first item on Mick's to-do list, followed by a working-through of the car from front to back, fine-tuning every mechanical component to ensure rock solid operation. Once achieved and miles start getting added to the odometer, sourcing and fitting a 1600 GT engine will be the last stage in this rare ride's sixty-year journey from sketch to street.

"Our customer bought this coupe knowing little about the story behind it," Mick confirms, thereby demonstrating the level of trust Export 56 clients place in him to find special Porsches for their collections. It's a wonderful testament to how clearly he understands the importance of provenance and the value of originality. And in the case of the car we've been lucky enough to spend time with, pride in owning the only 356-based build of its kind in Europe. Bravo! CP

Above As finished as it looks, the car will now be subjected to thorough examination and recommissioning at Export 56





Matt Gill

RESTORATION

MATTGILLRESTORATION.CO.UK
01159 656 461 | @ / MATTGILLRESTORATION



NHS
NORTH HOLLYWOOD SPEEDOMETER

6111 Lankershim Blvd.
North Hollywood, CA 91606
USA

www.nhspeedometer.com
Telephone: 00-1-818-761-5136
email: info@nhspeedometer.com

Services

- Repair
- Concours Restoration
- Customization, LED's
- Rev-meter conversions
- MPH/KM conversions
- Custom Builds, triple and quad gauges, etc
- Accessory gauges, Clocks

Instruments we commonly work on:

VDO, Motometer, Veigel, Kienzle
Smiths, Jaeger
Veglia Borletti
AC Delco, Stewart Warner
King Sealey



Since 1955 we have been your "global go to" destination for Porsche and vintage instrument service, concours level restoration and customization. Our highly skilled artisans can bring your gauges back to their original condition or personalize them to make your Porsche your own.



CLASSIC PORSCHE SPECIALIST

SALES - SERVICE - RESTORATION - RACING - STORAGE





web: www.export56.com

facebook: [/Export56Porsche](https://www.facebook.com/Export56Porsche)

instagram: [/Export_56](https://www.instagram.com/Export_56)

JO SIFFERT

This Porsche works racing driver lived fast and died young, but left a long-lasting legacy with far greater significance than his impressive number of wins...

Words **Dan Furr** Photography **Porsche**

When it comes to examining the life and career of the racing drivers of yesteryear, a theme quickly develops: tragedy. Indeed, it's the untimely — and usually avoidable — demise of many of the motor racers active during a period when wild cars were matched with zero protection features that brings the majority of biographies written about each participating individual to an abrupt halt. As regrettable as this fact is, the deaths of the drivers we hold in such high esteem today need not be looked at entirely through the lens of sadness — the spirit of ill-fated daredevils lives on in the form of track and car safety equipment developed in the wake of incident, ensuring the survival of countless drivers caught in a potentially fatal tangles years later.

Joseph 'Seppi' Siffert's passing is a prime example of how catastrophe resulted in marked advancement in the defence of a driver against disaster. Before we look at how accident led to improvement, however, let's review his extraordinary achievements in Grand Prix and sports car racing during an illustrious career.

He was born in Fribourg, Switzerland, on 7th July 1936. Like many motorsport icons of his generation, he made his name racing on two wheels, winning the Swiss 350cc Motorcycle Championship in 1959. His rise through the ranks of Formula racing was swift, piloting a Junior Stanguellini before entering Formula One as a privateer in 1962. Initially driving a Lotus 21, it wasn't long until the Swiss speed merchant made the move to established

race teams, including Scuderia and, in 1964, Rob Walker Racing. It was during his time with the British outfit he twice beat Jim Clark to the top spot in the Mediterranean Grand Prix, though both races were non-championship events, unlike the two Formula One races he would win, namely the 1968 British Grand Prix at Brands Hatch (in a Rob Walker Lotus 49B) and the 1971 Austrian Grand Prix (in a Yardley BRM P160) held at Österreichring. The latter would serve as the debut race for future three-time world champion, Niki Lauda.

MAKING HISTORY

Siffert's reputation for being supremely capable behind the wheel attracted the attention of Porsche at a time when the manufacturer was looking to secure victory in the World Sportscar Championship. He was promptly installed as a leading works driver, going on to secure first-in-class silverware at the 1965 24 Hours of Le Mans (at the wheel of the 906/6 long-tail, ably assisted by co-driver, Colin Davis) and achieving the same feat at Sarthe a year later, bringing the 907/6 home in fifth place. For the latter, he shared driving duties with none other than Porsche stalwart, Hans Herrmann. In 1968, again driving the 907, this powerful pairing would secure what's regarded as two of the most significant victories in Porsche's motorsport history: outright wins at the season's 12 Hours of Sebring and 24 Hours of Daytona.

Sadly, all of Siffert's further outings at Sarthe (in the 908 and both long and short-tail 917s, the former campaigned for the Porsche works team and Hart

Below Siffert takes top honours at the non-championship 1968 Grand Prix of Austria and is congratulated by (left to right) Paul Hawkins, Hans Herrmann and second-place finisher, Kurt Ahrens





PORSCHE PROFILE

Above The no.31 908 LH Coupe (driven by Siffert and Hans Herrmann) being assisted by the Porsche motorsport team, including Hans Mezger (far right) at the 1968 24 Hours of Le Mans

Ski Racing, the latter for John Wyer) resulted in DNFs, leading him to be labelled as one of the greatest drivers never to have won Le Mans. He could take comfort, though, from the fact his endurance racing efforts away from France resulted in wins time and again: between 1968 and 1971, in addition to the aforementioned wins at Sebring and Daytona, Siffert won the 6 Hours of Nürburgring twice, achieved the same number of wins at the 6 Hours of Spa, won the 1,000km of Zeltweg three times and secured first-place finishes at the Coppa Città di Enna, the 6 Hours of Watkins Glen, and 1,000km races held at Brands Hatch, Buenos Aires and Monza.

The punishing six-hour race at the Nürburgring in 1968 brought about one of the most impressive wins of Siffert's career. Paired with Vic Elford and a works 908, Siffert's efforts during qualifying were thwarted by mechanical failure, leading to a frustrating start in twenty-seventh place. As was the case in period, drivers rushed to their cars to begin battle, but Siffert's quick pace both in and out of a Porsche enabled him to reach

and launch his 908 before anybody else could get going. He was placed third at the first corner and led the race by the end of the first lap, ultimately securing the win.

SUCCESS IN SICILY

Arguably Siffert's most important victory came in 1970, when he partnered with British driver, Brian Redman, in a John Wyer 908 for the year's Targa Florio. Wyer fielded three 908s for the event, the sister cars driven by pairings of Leo Kinnunen and Pedro Rodriguez (finishing second) and Richard Attwood and Bjorn Waldegard (finishing fifth). The race drew crowds totalling some 400,000 fans, each lucky enough to witness the flat-eight-powered three-litre Porsches dominate, resulting in the marque's tenth overall victory since first securing the win in 1956.

During the same motorsport season, Porsche financed Siffert's Formula One seat at March, contributing more than £30k to the development of the Cosworth-powered March 701 in an effort to dissuade him from jumping ship and joining Ferrari after he expressed a desire to

Below Victory at the 1970 Targa Florio was arguably Siffert's greatest achievement behind the wheel

Bottom right Siffert walking with Ferry Porsche at the 1970 24 Hours of Le Mans



increase his Grand Prix racing activities. As history proves, his time with March was a disaster, leading to a season end with zero points, a string of retirements and failure to qualify at the Spanish Grand Prix.

BREAKING NEW GROUND

Siffert was involved in the development of the 917 from the very beginning, setting test laps for the new model in partnership with Redman before the car made its competition debut at the 1969 1,000km of Spa. Deemed to be dangerously unstable at high speed, the fledgling 917 saw both drivers elect to pilot the familiar 908. The same was true at the Nürburgring weeks later, when all works drivers dismissed the 917 in favour of the 908, leading David Piper and Frank Gardner to pick up the pace, though Siffert would soon find himself competing with the 917 following major revisions to its aerodynamic design — Le Mans in 1970 and 1971 saw him compete in the car, with a naturally aspirated open-top 917 PA Spyder carrying him in the 1971 Can-Am series.

Siffert flirted with Formula Two throughout his professional career, making appearances in Lolas and BMWs — winning the 1970 round at Rouen in a 270 — and even partnered with Chevron to compete in Formula Two with a B18 for 1971, but it was when racing for the Yardley-BRM Formula One team that his life came to a sudden end. The setting was Brands Hatch for the 1971 World Championship Victory Race. Despite its name, it was a non-championship event planned for forty laps and welcomed a dazzling display of drivers, including Fittipaldi, Stewart, Surtees and Hill. In the face of this stiff competition, Siffert qualified on pole.

On the first lap of the incident-filled race, a tussle with Ronnie Peterson's March 711 caused suspension damage to the BRM and saw it drop down the pack. Fourteen laps later, with Siffert weaving through traffic to climb from fourteenth to fourth place, damage became complete failure, causing a crash on the approach to Hawthorn Bend. Pitched across the track and slammed into an earth bank, the car rolled and caught fire, trapping

Siffert within. He was unable to free himself from the wreckage and died as the car erupted in flame.

The race was immediately stopped and the track blocked, but there was nothing that could be done to save Siffert's life. Or was there? A subsequent investigation by the RAC (acting for the FIA) found Siffert to have suffered nothing more than a fractured leg as a consequence of the crash. The cause of death was, in fact, excessive smoke inhalation. Surely, this could have been prevented?

The same report pulled no punches in laying blame with track safety and testing. A staggering three fire extinguishers failed to operate when called upon by marshals, meaning a colossal five-minute delay occurred before action could be taken. A fire marshal interviewed for the enquiry stressed there was every chance Siffert could have been saved if each device was in good working order, going on to suggest those agonising five minutes could have been reduced to twenty seconds, allowing the fire to be put out and Siffert pulled free.

These findings led to a dramatic shake-up of motorsport safety, including the introduction of in-car technology, such as on-board fire extinguishers and air pumped directly into driver helmets. Mandatory testing of all trackside safety equipment was also called upon, action that would be championed by Jackie Stewart and Siffert's fellow Porsche works driver, Herbert Linge, who designed emergency access to circuits enabling a crashed car to be reached within sixty seconds. The system earned Linge the Order of Merit of the Federal Republic of Germany.

Siffert's funeral took place in his home country and was attended by a staggering 50,000 mourners. Fittingly, a Gulf-painted Wylf 917 led the procession through Fribourg. While we rightly celebrate Seppi's incredible racing achievements, significant improvements to the safety of drivers, spectators and pitbox crew as a consequence of his premature death should also be recognised part of his legacy. In this respect, almost fifty years since his passing, his is a story without end. **CP**

Below Siffert shared 917 K driving duties with Derek Bell for the 1971 season, including memorable performances at the year's 24 Hours of Le Mans and 1,000km of Spa, where Siffert set fastest lap



www.clubautosport.co.uk

Porsche Specialists since 1971



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



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



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



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

Next day delivery or collection

Tel: 01384 410879

email: club_autosport@outlook.com

or richard@porsche.co.uk

Park Lane, Halesowen, West Midlands, B63 2RA



At JMG, we are dedicated to helping you get the best experience from your Porsche.

Classics through to the current day models for servicing, fault finding, repair and even personalisation in our **South of England** workshop.

JMG Porsche are a family run business built on a foundation of three generations of Porsche experience stretching back to the early 1970's.



JMG Porsche
98 Cobham Road
Ferndown Industrial Estate
Wimborne
Dorset
BH21 7RE



Tel: 01202 488800

Email: service@jmgporsche.co.uk

mailorder@jmgporsche.co.uk

www.jmgporsche.co.uk

Karmann Konnection

Passion ~ Quality



All toolkits & jacks



KK Exclusive Puck



Hundreds of KK Exclusive products in stock!



KK Exclusive wheels & lots of original in stock



KK Sebring exhaust Correct 64-68 headlights



911 Ali rear guards



KK headrest kits



The #lightest911 lever.
Final weigh in at 627kgs...For now!



Extensive range of KK Speedster products



Speedster seat
We can also supply repair panels for 911, 912 & 914



Body panels

Fully equipped workshop ~ Servicing, fitting & rustproofing.
See Website for more products, special offers & cars for sale!
www.karmannkonnection.com
info@karmannkonnection.com **01702 340613**

HOW TO BUY YOUR SUBSCRIPTION

OFFER 1. DIGITAL EDITION: shop.kelsey.co.uk/CPO

OFFER 2. PRINT EDITION: COMPLETE THE ORDER FORM BELOW

☒ YES! I WOULD LIKE TO SUBSCRIBE TO CLASSIC PORSCHE MAGAZINE

YOUR DETAILS

Mrs/Ms/Miss/Mr Forename

Surname

Address

..... Post / Zip code

Country

Daytime phone Mobile

Email

IF DELIVERY IS TO A DIFFERENT ADDRESS, COMPLETE BELOW

Mrs/Ms/Miss/Mr Forename

Surname

Address

..... Post / Zip code

Country

Daytime phone Mobile

We may wish to contact you regarding our special offers that we believe would be of relevance to you. Please tick the boxes to tell us all the ways you would prefer to hear from us ☐ Email ☐ Post ☐ Phone ☐ Text Message.
We will not pass your details onto third party companies.

BEST UK DEAL SAVE 21%

☐ I WISH TO SUBSCRIBE BY DIRECT DEBIT PAYMENTS OF £34.99 EVERY YEAR.

Your subscription will then continue at the low rate of £34.99 every 12 months

Instructions to your Bank or Building Society to pay by Direct Debit

Name of Bank Address

..... Postcode

Account name

Sort code Account number

Signature Date

Originator's Id number **8 3 7 3 8 3** Direct Debits from the account detailed in this instruction are subject to the safeguards assured by the Direct Debit guarantee. I understand that this instruction may remain with Kelsey Publishing Ltd. and, if so, details will be passed electronically to my Bank or Building Society.

PAY BY CHEQUE / DEBIT / CREDIT CARD

☐ UK 9 issues at £40.10

☐ EU 9 issues at £48.60

☐ NA 9 issues at £48.60

☐ REST OF WORLD 9 issues at £53.10

☐ I enclose a cheque made payable to Kelsey Publishing Limited (Drawn from a UK bank account)

☐ Please debit my ☐ Visa ☐ Visa Debit ☐ MasterCard

Card number

Security number

Valid from / Expiry date /

Signature Date

PLEASE SEND COMPLETED FORM TO:

Subscriptions, Kelsey Media, The Granary, Downs Court, Yalding Hill,
Yalding, Maidstone, Kent, ME18 6AL, UK

PHONE TOLL FREE FROM USA: 1-888-777-0275 (7am-3pm EST)
INTERNATIONAL ONLY PLEASE CALL: 0044 (0)1959 543 747

Here at Kelsey Publishing we take your privacy seriously and will only use your personal information to administer your account and to provide the products and services you have requested from us. We will only contact you about our special offers via the preferences you have indicated above and you can update these at any time by emailing us at subs@kelsey.co.uk or by calling us on 01959 543 74

CPO2020

Classic PORSCHE

SAVE MONEY

WHY SUBSCRIBE?

- NEVER MISS AN ISSUE
- FREE DELIVERY DIRECT TO YOUR DOOR
- BE THE FIRST TO READ NEW CONTENT
- SAVE MONEY ON SHOP PRICES

OFFER 1. DIGITAL EDITION

1 YEAR FOR £32.99

VIA DIRECT DEBIT



TO SUBSCRIBE DIGITALLY VISIT
shop.kelsey.co.uk/CPO

SUBSCRIBE TODAY

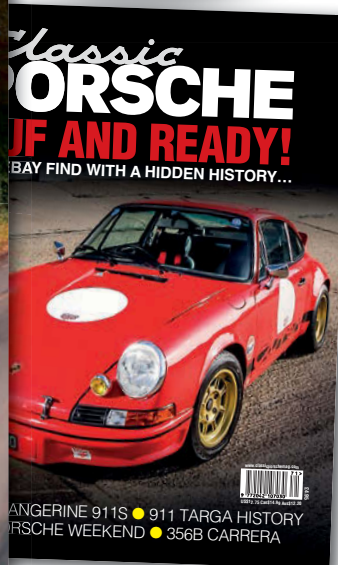
ON THESE SPECIAL OFFERS

OFFER 2. **UK PRINT EDITION**

**1 YEAR
FOR £34.99**

VIA DIRECT DEBIT

OR JUST **£39.99**
EVERY 9 ISSUES
VIA DIRECT DEBIT
FOR BOTH PRINT
& DIGITAL
EDITIONS



TO SUBSCRIBE TODAY

Simply visit shop.kelsey.co.uk/CP02020

Or call our team on 01959 543 747 & quote offer code CP02020

Calls will be charged at your standard network rate.

Hotline open: Mon - Fri 8.30am - 5.30pm.

*Direct Debit Print offer only 9 issues for £34.99



LOFTY AMBITION

Californian Porscheophile, Mike Malamut, recently opened the doors of his incredible 'Car Condo' to *Classic Porsche*. Among his treasures, we couldn't help but notice a show-winning 1951 356 coupe equipped with a top-of-the-line 1,500cc flat-four...

Words and photography **Stephan Szantai**

Not without a hint of nostalgia, long-time fans of vintage Porsches will remember when the collector world saw little interest in the Pre-A 356. Most surviving examples had failed to age gracefully, largely due to the fact Porsche didn't imagine each completed car to last decades. Furthermore, Porsches dating as far back as the early 1950s were viewed as lacking in performance, even a quarter-century after rolling off the production line. This proves especially true when comparing a Pre-A to the lively, better equipped (and more comfortable) 356 Bs and Cs. *Classic Porsche* contributor, Delwyn Mallett, might well confirm these facts, having purchased his well-known 1952 coupe — now fully restored — in the 1970s for less than four digits. How times have changed!

This lack of interest from anyone outside 356 circles, not to mention the model's enthusiasm for rust, translates into few original cars making it to the present day. Consequently, as you might expect, early 356s are proving particularly difficult to find in good order. With this in mind, you can imagine how thrilled we were to lay eyes on one of the best restored examples in the

world: a 1951 coupe owned by Mike Malamut. Regular readers will be familiar with the name — we featured the California-based petrolhead's mind-boggling collection of 125-plus classic cars in our pages back in 2019 (issue sixty-four, to be exact).

In the article, we explained how Mike was keen to continue expanding his fleet, and how doing so led to the construction of "a new building mixing rare automobiles and living spaces". Now completed, the recently named *Car Condo* includes a fascinating array of sports machines, including a high number of classic Porsches. Needless to say, when we were invited over for a tour of the place, we wasted no time in taking Mike up on the offer, not least because it provided the perfect opportunity to photograph his beautiful black coupe.

The accompanying Porsche Certificate of Authenticity produced in 2000 provides only partial information relating to the car and its specification. During the manufacturer's early days, when the production facility was more akin to a workshop than a true factory, Porsche administrative staff didn't take much notice of the kit fitted to each vehicle following completion of assembly. This sad fact explains the "Not Recorded"

Below In addition to an amazing array of rare and exotic motor cars, Malamut's mancave includes suitably plush living quarters





inscription on lines of the document relating to transmission number, interior material colour and optional equipment. At least the Porsche paperwork confirmed some key facts: the completion date (20th December 1951), the VIN (11111), the original exterior paint colour (the same as now, though specific code not recorded) and the engine number (30 069).

The black beauty was delivered new to one of Porsche's early dealers, Raffay & Co., which remains located in Hamburg to this day. In 1953, the vehicle found itself in San Francisco, where it was in the hands of a Mr Millard Smith, who kept custody of his imported four-wheeler for five years. The trail then runs cold until 1975, when this early Porsche was unearthed — looking rather forlorn — in a Californian asparagus field! Little information is known about the car's history thereafter, though Mike is in possession of a bill of sale dated 1987, showing the name of buyer, Dwight A. Foster of

Pennsylvania. The sale price? Foster paid — wait for it — exactly \$4,000. Ah, those were the days!

NEWS OF THE WORLD

By the turn of the century, the Porsche collector world had truly grasped the value of early 356s. Indeed, the black 356 in Mike's care had landed at Karosserie, a premium marque restoration and concours specialist located in Fairfax, Virginia. The company's talented technicians had been commissioned to revive the coupe by a succession of owners, each giving up when made to realise the extent of the work involved. Finally, in 2008, a Pre-A aficionado named Pete Archibald finally stepped in, longing to finish the restoration (welding had already been taken care of), though the outstanding remedial work would take another five years to complete.

Under the watchful eye of Karosserie's resident 356 guru, Lewis Hauser, the car's body slowly began to take

Above Chassis 11111 was manufactured in 1951 — a rare survivor restored to award-winning condition

Below Every inch of this 356 was lifted to a 'better than new' state, encouraging a strong sale price when the Malamuts fell in love with the car at auction back in 2017



shape, though almost every panel required a liberal application of TLC. The next step involved Exterior Refinishing Solutions main man, Kirk Keller, spraying the shell with six coats of old-school black acrylic lacquer, the last two coats being wet-sanded with 600-grit sheets. We should comment on the amazing final result and the simplicity — some might call it purity — of the early coupe's design, with body-hugging bumpers and split windscreen (the single-piece 'bent window' model, complete with a vertical crease at the windshield's centre line, arrived in 1952). Make no mistake, Hauser and his commercial partners have done a fantastic job.

Back in 1951, Porsche offered three different powerplants for the 356: buyers could choose between 1,100cc, 1,300cc and the Type 527 1,500cc unit. Better known as 'Super', a variant of the latter happens to motivate Mike's car. This not-so-common flat-four, which actually displaced 1,488cc (80x74mm), came equipped with twin Solex carburetors and delivered a whopping 60hp. Such a figure may not seem much by today's standards, but because the little Porsche tipped the scale at just 770 kilograms and offered excellent aerodynamics, it managed to reach 170 km/h on the

autobahn — a most commendable performance at its time of manufacture.

Archibald rebuilt the motor himself. He had to line-bore the case, but managed to save the desirable Hirth roller-bearing crank. Potomac 356 Owners Group members, Ab Tiedemann and Dan Reichert, came to the rescue with various hard-to-find engine parts and machined a few others, while fresh Shasta Design cylinders and pistons brought new life to the flat-four powerhouse. 356 specialist, Eric Wills (of Willswerks fame), worked his way through the gearbox, which had survived the test of time rather better than anticipated.

Though undocumented, this plucky Porsche has enjoyed spells of racing, activity inspiring the idea of making front and rear removable fender skirts in the vein of the Gmünd coupes entered into the 1951 24 Hours of Le Mans. Each part's construction divulged that one side of the car did not precisely mirror the other, further proving Porsches of the era were built by hand! Mike has retained the detachable panels, though before he gets a chance to talk about them in detail, our attention is shifted to the luxurious green leather upholstery lining the car's cockpit. It's a sight to behold and is joined by

Below Malamut in full "which air-cooled Porsche should I drive today?" mode





a German square-weave carpet, along with a custom headlining. The upholster responsible used a small sample of this gorgeous 356's original cloth to produce eighty yards of material with diamond-shaped stitching, later dyed green. While we're in the cabin, note the restored ivory steering wheel, as well as the refurbished controls and instruments. Various companies, including Blaupunkt and Becker, offered Pre-A radios as early as 1950, though a Telefunken head unit is seen in the brilliant black coupe.

LEAGUE OF NATIONS

Work continued with components coming to North America from as far away as Italy and Poland. Victor Miles Concours Refinishing handled the restoration of numerous parts (brightwork, lights, antenna), while the last piece of the puzzle showed up in the form of a CNC-machined reproduction 1951 Reutter badge, now sitting pretty on the front wing and treated to lashings of clear coat to ensure its appearance remains pristine for many years to come.

"How did the car find its way into Malamut's personal playground?" we hear you ask. In 2017, he visited an RM Sotheby's auction with his wife, Barbara. Among the lots on offer was this very 356. "I should give her credit for having conviction to step up and purchase the car, even after I was done at \$600,000", he laughs. "I stepped out of the room for a short while, but she kept bidding!" The hammer fell at \$925,000 (plus buyer's premium adding an extra ten percent) and the Malamuts became the owners of this rare treasure. They may have been out of pocket by more than a million dollars, but proof of just how good the quality of the restoration is came when the

car fended off no fewer than sixty immaculate classic Porsches to win its class at the Quail Motorsports Gathering, held in August 2018 at the Quail Golf Club in Carmel Valley, California.

Of course, Mike's eye-popping car compound is dedicated to more than this rare 356. Covering close to six-hundred square metres, the space is home to eighteen vehicles and includes living amenities (a kitchen, a bathroom and bedroom). He's taken great care with the décor, with bright colours, art posters and a sizeable neon Porsche dealership sign delivering bags of character, much like the cars taking up residence: Mike's mechanic, Neil Torey, maintains the fleet, which boasts a Stone Grey 1957 356 Speedster, a track-ready Mexico Blue 1970 911 S, a Bahama Yellow 1971 911 Targa equipped with Sportomatic transmission, a Signal Yellow 1973 911 Carrera RS 2.7 lookalike (powered by a three-litre flat-six) and a Guards Red 1988 911 Turbo (930) that's covered little more than 31,000 miles from new. And let's not forget his Beck-built 550, a faithful Spyder replica featuring numerous original Porsche parts.

The photos seen here highlight a wide range of other vintage vehicles in the Malamut collection, with exotic automobiles coming from factories and styling houses of Italy, France and Japan. And by the time you read this article, Mike will have added his latest purchase: the fourteenth 904 Carrera GTS built, a super-special Porsche which recently popped up in the hit James Mangold movie, *Ford v Ferrari* (inexplicably renamed *Le Mans '66* in Europe). Proof, if proof be needed, that despite Mike being in charge of some of the world's most desirable classic Porsches, there really is no end in sight for his furious collecting spree! **CP**

Above Elegant in its simple curves and fuss-free trim, this gloss black belter lives in the *Car Condo* with a variety of additional rare classic Porsches, as well as other European sports cars, including a stunning silver Ferrari Testarossa



www.356panels.com

Trevor's Hammerworks, Inc.

440-953-0501 440-602-9885 Fax

RAD

REAP AUTOMOTIVE DESIGN



Colour coded gauges for Porsche 911 to 997 and Boxster, Cayman and Cayenne. All colours available including Custom matching. Our product is the best available and was OEM on UK spec 993's. Full fitting service on site now available by appointment only. Restoration and repair are also available. Flaking 964 gauges are restored to OEM specification.



WWW.REAPAUTOMOTIVEDESIGN.COM

NEW
WEB SITE

TEL: 020 8863 2305

Holidays are coming...

ALWAYS STUTTGART CLASSICA.



SC

STUTTGART
CLASSICA

STUTTGART-CLASSICA.CO.UK

RAISING THE ROOF

In the first of a new series looking back at Porsche test drives when air-cooled classics were new, David Sutherland recalls time behind the wheel of a box-fresh 911 SC...

Words **David Sutherland** Photography **John Colley**



I'm sitting at my desk, scratching my head, wondering how after scraping a mediocre arts degree at a Scottish university I, with absolutely no magazine or life experience behind me, got the position of Staff Writer on *What Car?*, one of Britain's best-selling motoring magazines. Maybe the personnel department (that's what we used to call HR) mixed up an offer and rejection letter and were too embarrassed to let on?!

Ruminations were interrupted when a shadow, cast by the magazine's lanky publisher, fell across my desk. "David, please move that Volvo (the odd, Dutch-built 343 was my company car) out of my parking space," he firmly requested, dropping an exquisite black leather key fob bearing the Stuttgart crest on to my typewriter. Three days into the job and I was already in minor trouble with management, but it didn't matter. It was July 1979 and said publisher had possession of a four-month old 911

SC Targa – and I was going to drive my first Porsche, even if it was only to manoeuvre it around a car park. By the time I'd got down to the underground car park, however, I'd decided I was going to reposition the semi-drop-top by taking it the long way round, through mean the streets of West London.

DREAM DRIVE

Over four decades later, I can clearly remember the thrill and wonderment of my 23-year-old self settling behind the steering wheel of a 911 and sitting there unaccompanied. And being paid, albeit not much, to do so! Presently, Porsche sells around fifteen thousand new cars a year in the UK, but back then, total production output was so small it didn't feature in official motor industry figures. In other words, the place you were most likely to see a 911 was in the pages of car magazines, chiefly weekly publications, *Autocar* and *Motor* (deadly





rivals which, oddly, were produced by the same publishing corporation), and the monthly title, *Car*.

The vivid, red chequered fabric that trimmed the centre sections of the seats looked amazing — this was my first exposure to the German way of combining sparseness in cars with top quality. The gear lever was bound in a plain rubber gaiter at a time most cars of this price (around £14,500) had a 'luxurious' vinyl covering.

The numerous instruments had fiercely red needles on a simple black background, while the dashboard and hard trim had an almost industrial appearance, the high standard more than skin deep. "It's as though the back of the details

are on display all the time," the publisher memorably commented. He wasn't wrong.

My fingers turning the ignition key to start the engine in this basement echo chamber was something to behold. The three-litre, air-cooled boxer-six shrieked into life, the glorious, amplified noise bouncing around the walls, giving way to a plaintive howl as revs died down to tickover. Suppressing my guilt, I selected reverse on the

915 gearbox to leave the parking space and immediately understood the expression — even by then a cliché — I'd read in motoring magazines, "stirring cobbles". For each gear you had to carefully find the right slot and, even then, the long linkage to the transmission contained within the engine unit moved stiffly and noisily. The rusty MGB GT I'd left behind in sunny Edinburgh, having instructed my dad to sell it for £400, had a much

slicker shift than this thoroughbred costing nearly forty times that sum.

Over the four years the publisher ran the 911 SC, I got to know it well, it being my job to write up the twice-

yearly running reports and also one longer 12,000-mile report. I also got to use it on several photo shoots. In truth, the car proved to be moderately troublesome, including going out of tune in the run up to its first major service (a condition ruining fuel consumption and causing uneven tickover), the engine sometimes cutting out during the fourth to fifth gearchange and, frustratingly, the instruments misting up. By thirty

Above Largely due to its high-volume production numbers, the 911 SC remains an accessible route into air-cooled ownership

BECOMING FAMILIAR WITH A 911 SC SO EARLY IN MY JOURNALISM CAREER LEFT IT AMONG MY FAVOURITE CARS

Facing page Sutherland with TUD 178T, the very 911 SC he was lucky enough to have on loan back in 1979

911 SC

ENGINE	2,993cc water-cooled flat-six
MAX POWER	180bhp at 5,500rpm
MAX TORQUE	195lb-ft at 4,100rpm
TRANSMISSION	5-speed manual/4-speed Sportomatic
BRAKES	Vented discs front and back
WHEELS (FRONT, REAR)	6x16-inch, 7x16-inch
TYRES (FRONT, REAR)	205/55 VR16, 225/50 VR16
WEIGHT	1,123kg
0-60MPH	6.5sec
MAX SPEED	141mph
FUEL CONSUMPTION	16.1-23.3mpg

Performance and fuel economy figures are for an early, manual car. Wheel and tyre sizes for a Sport. Weight quoted is for the 911 SC coupe.





thousand miles the chain tensioner had failed, resulting in a £317 bill (about £1600 in today's money) at the official West London Porsche dealer, AFN of Isleworth, but in fairness to the 911, most new cars, other than Japanese marques, suffered similar maladies back then.

This 911 SC, in base rather than be-winged Sport trim, was what we'd now call 'a Gen 1' car, the original spec introduced in Autumn 1977 for the 1978 model season to take over from both the 2.7 and three-litre Carrera models. The engine produced 180bhp, and 195lb-ft at 4,100rpm, fuelled by Bosch K-Jetronic injection and mated to either a five-speed manual gearbox or the four-speed Sportomatic unit, which was effectively a clutchless manual box that dated back to the late 1960s. Had the publisher

waited another year to trade in his previous 911, he would have been driving the 204bhp version (which could no longer run on low octane, two-star fuel, due to raised compression ratio), a car with trim updates including previously optional blacked out window surrounds (in place of chrome brightwork) and eye-catching Pascha, rather than the traditional tartan seat cloth.

In the days before multi-layered, electric hoods were common, the Targa's lift-out roof was considered advanced, and for that era it was good enough, although this particular car could leak when parked in the rain, depending on the camber of the road. I never really liked the Targa arrangement, not least because to me it spoilt the Porsche's looks, and the publisher must have thought so too because his next car was a Carrera 3.2 coupe.

Becoming familiar with a 911 SC so early in my motoring journalism career (well, that's what I'm calling it) left it among my favourite cars. To this day, the SC and the Carrera 3.2 still are. There simply was nothing to compare to a 911 when it came to driver involvement and reward. You worked hard to drive the car, and if you did it well, you reaped the rewards. Every journey, no matter how short, was an adventure. Even in the late 1970s, however, long before it became collectable, the rear-engined Porsche was considered anachronistic, living on borrowed time. And in early 1977, the arrival of an all-new car intensified that feeling. Enter the 928.

The 928 binned everything about the 911, boasting 4.5 litres of front-mounted, water-cooled V8 and an interior

referencing the future, not the past. This was Porsche trying to move further beyond its Volkswagen roots and, in particular, reinvent the brand

for the USA's rich seam of wealthy status seekers, rather than the traditional enthusiast market. Mercedes-Benz had built a V8 SL roadster with its North American customer base in mind. The move proved hugely successful. Why not Porsche, too?

In the UK, the 928 (badged as such until the 4.7-litre 928 S replaced the 4.5-litre entry model in 1980) was an even rarer sight than the 911, but I only had to wait a couple of months before getting to drive the sleek grand tourer, which was sent in for a group test. I even got to take the car home for the weekend! The presence of this incredible, bronze projectile resplendent with

I ONLY HAD TO WAIT A COUPLE OF MONTHS BEFORE GETTING TO DRIVE THE GRAND TOURER, SENT IN FOR A GROUP TEST

Below Produced for five years prior to the arrival of the Carrera 3.2 in 1984, the 911 SC (Super Carrera) was the first Porsche to wear the badge since the 356 SC





Above 911 SC sales totalled almost 60,000 units, which makes finding an example to call your own today a relatively simple task

the registration plate, 928 JRR, in my street possibly generating speculation as to what went on in the crumbling house share in a shabby suburb that passed as my home for a year.

SHARK ATTACK

The 928 was as wondrous to drive as it looked, but was an entirely different proposition to the 911 — it could have been a BMW or a Mercedes! It was so modern and so cleverly designed: clean looking on the outside and so convenient inside, all the 911's sometimes wearisome idiosyncrasies eliminated. The 928 was more powerful than the 911 SC, the single-cam-per-bank V8 offering 240bhp and 257lb-ft torque, and the gearchange was so much better (though the 928 tended to be ordered with the Mercedes-built three-speed auto). It was a firm riding car, but appreciably more compliant than the 911. Power steering was standard, so none of the 911's heaviness when parking, and the brakes were powerful and effort free. That said, the early 928 was no sports car. Indeed,

after eighteen years of power and chassis upgrades, the 'land shark' essentially remained a heavyweight cruiser. Meanwhile, the 911 continued as the definitive Porsche in enthusiast eyes.

The 911 was due to be axed at the end of 1981, but in the same year, incoming Porsche CEO, Peter Schultz, famously took a marker pen to a 'model plan' wall chart and extended the 911 timeline off the page, thus re-energising the model for thirty-nine years and counting. The 928, always significantly more expensive than the 911, quickly became merely the 'third' Porsche, and remained as such until early 1995, when it and the 968 (the only other remaining model from the manufacturer's transaxle family of cars), were cleared out to make way for the all-conquering Boxster and 996-generation 911.

The sober remit of *What Car?* required me to mention the relevance of this expensive, uncompromised sports car, and I wrote of the 911, "It can only be a matter of time before these cars are no longer available." Being so wrong can be so right! **CP**



Right A front-engined, water-cooled V8 couldn't be more different from the air-cooled 911 SC, though both models found themselves parked outside Chez Sutherland in the 1970s!

FROM THE PUBLISHERS OF

CAR
MECHANICS

AN EXCITING NEW MOTORING PUBLICATION OFFERING THE VERY BEST ADVICE FOR BUYING ICONIC AND DESIRABLE CARS FROM THE 1990S, 2000S AND TODAY!

Bargain CARS

ISSUE 1 WINTER 2020 £3.99
AFFORDABLE, DESIRABLE CARS
FROM THE 1990S, 2000S AND TODAY!



MERCEDES-BENZ SL:
CAR TO KEEP FOREVER



LAND ROVER FREELANDER
SERIES 1 BUYING GUIDE

JAGUAR XF

BEST OF BRITISH LUXURY
FOR JUST £5K!



MAZDA MX5

BEST VALUE SOFT-TOP MOTORING

£3K ESTATES ROUND-UP QUICK TECH:
ALL ABOUT OIL BMW E39 5SERIES TEST



WINTER 2020

£3.99

CAR
MECHANICS

**GET THE
LAUNCH
ISSUE FREE!***

SUBSCRIBE TODAY
FOR JUST **£19.99 EVERY**
SIX MONTHS**

***ORDER BY 31ST DECEMBER**

CAR MECHANICS BARGAIN CARS

IS A 52-PAGE MAGAZINE
ON SALE EVERY MONTH*
OUTLINING THE VERY
BEST IN MOTORING FROM
THE 1990S, 2000S AND
TODAY. WITH ESSENTIAL
BUYING ADVICE AND
INSPIRATION, COVERING
A WIDE RANGE OF MAKES
AND MODELS – WE SHOW
YOU HOW TO BUY, OWN
AND ENJOY MODERN
CLASSIC CARS.

**FOR MORE INFORMATION, SIMPLY
VISIT SHOP.KELSEY.CO.UK/BC20**

**Full terms and conditions can be found at shop.kelsey.co.uk/terms. Offer ends 31st December 2020 and applies to new UK subscribers only when paying by direct debit. You will receive the launch issue free and then your subscription will start with the January 2021 issue (on sale Jan 22nd 2021) with your first 6 issues charged at just £19.99. Payments will continue to be taken at the low rate of £19.99 every 6 months thereafter. You can cancel your subscription at any time and no further payments will be taken.



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

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

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

ART wheels




VintageAutoPosters.com
finest selection – guaranteed original
International Sales & Purchases ~ Since 1980

Lakewell.com
CLASSIC PORSCHE INTERIORS

356 | 911 | 912 | 914 | 928 | 964 | 993
TRIM & INTERIOR PARTS TO OEM SPECIFICATION


LAKEWELL PORSCHE INTERIORS
 KLEIN HEIDESTRAAT 71
 B - 3370 BOUTERSEM

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



Early 911S Registry

The Early 911S Registry is dedicated to the appreciation of Porsche 911S cars and all Early 911s built during the years 1963 through 1973.



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

For online membership:
www.early911sregistry.org



CarBone

GET A SET OF R-DOOR CARDS



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



PRS

★ 356 ORIGINALS ★

PARTS RESTORATION SERVICE



HOME PARTS SERVICING CAR SALES PROJECTS INFO CONTACT

New
web
shop!

Porsche 356 Parts

356	356A	356B
356 Parts	356A Parts	356B Parts
356C	PRS Manufactured Parts	Performance Parts
356C Parts		

WWW.PRS356.COM

911

PORSCHE 911



1986, £41,995. A great example of a nicely maintained example of a 3.2 Carrera. Originally supplied in Germany, this car was imported into the UK in 2001 by Formulae Fuchs before being supplied to the current owner later that year!. Please call 01623 411476, East Midlands.

103036

PORSCHE 911



1983, 114000 miles, £79,995. 2dr, finished in Zinc Silver with Navy Blue Full Leather. Electric sunroof, electric windows and central locking. Comes with a Large History File. New tyres recently fitted. Please call 01485 541526, East of England.

103814

PORSCHE 911



1972, £139,995. 2.4 E. This is the very rare Oil Flap edition, which was made for only one year. The car is painted in Velvet Green. The only Porsche to leave the factory in this special colour. In the later years the car was seen for sale in Nottingham and bought by the last owner. It was then sent to one of the countries Specialist Porsche restorers where the car was stripped and repainted. The interior has also been done by a specialist trimmer and is stunning. Please call 01636812700, East Midlands.

103196

PORSCHE 911



1982, POA. Built by respected marque specialist RPM Technik as a race or distance rally car. RS-looking replica featuring a ducktail, fibreglass doors and bumpers and lightweight roof panel. Good history file including old MSA logbooks, a UK V5c. Please call 01246 451772, East Midlands.

103816

A MAN OF THE HOUR DIES EVERY HOUR

Join us in the fight against prostate cancer.
prostatecanceruk.org/menunited



PROSTATE
CANCER UK

Prostate Cancer UK is a registered charity in England and Wales (1006541) and in Scotland (SC039332). Registered company number 02653887.

3872

912

PORSCHE 912

Sales
Service
Spares

revival-cars.com

07768 791802
WEST LONDON

944

PORSCHE 944



1988, 91000 miles, £34,195. Porsche 944 Turbo S, genuine Silver Rose car, very rare, only one in this colour combination, Guards Red with Porsche script beige linen sports seats. Porsche specialist maintained, full engine rebuild 2000 miles ago! Personalised 944 Reg purchased from a scrapped vehicle and open to offers. Drives like a dream, fast 0-60 5.5 secs, five speed, limited slip differential, power steering, A/C, electric windows and seats. Always garaged. Please call 07791697435, South East, South East.

103332

928

PORSCHE 928



1990, £32,000. 2 owners from new. Last owner for 25 years. Exceptional Condition. Please call 01732 886002, South East.

103228

PORSCHE 928



1991, 111000 miles, £23,500. Finished in Sternrubin (violet) with parchment leather and piped upholstery this car is in a beautiful condition and benefitting from a superb recent respray costing in excess of £8000. Please call 07885742090, East Midlands. (T)

103509

PORSCHE 944S2 CABRIOLET

1992, £12,000. In Cobalt Blue and grey electric interior, ill health forces sale after spending one year renovating. Stripped and resprayed after new sills, wing tips etc, engine has been thoroughly serviced to the tune of £4000. Turbo twist alloys with as new N-rated tyres. This car needs viewing to fully appreciate all the work completed with invoices and photos to prove. Please call 07774 287713 or email paulskid.coombs@gmail.com, Wiltshire.

BOXSTER

PORSCHE BOXSTER



64400 miles, £11,950. Everything on the car works exactly as it should and it has the added benefit of the factory fitted hard top which was an expensive option at the time. The car comes in a really stunning colour combination and it performs beautifully on the road. Please call 01420 520635, South East.

103443

PORSCHE BOXSTER



74000 miles, £7,499. Service history, new mot and service, amber lights model, modern classic, excellent condition. Manual gearbox. Please call 07595 218406, South West. 103946

PORSCHE BOXSTER

1999, 117000 miles, £3,500. Resprayed black. new hood, new leather seats, new lights. MOT 1 year, nice car. Please call 07973 763448, East of England. 104165

PORSCHE CAYMAN



2008, 100300 miles, £11,950. 987-series, 2,700 5-speed manual 2 door Coupe, Jul 2008. Please call 01420 520635, South East. 104522

REGISTRATIONS

JU57 HOT



£4,999. JUST HOT, enough said. 'JU57 HOT', this head turning number plate is held on a long retention certificate, it can be put on to your car now or saved for later. An excellent investment that will continue to rise in value, get in touch now and make it yours, absolute bargain at this price. Please call 07900 276656 or email lhamer92@gmail.com.

P911 AFC



£3,499. 'P911 AFC' Gooner Porsche. Super plate for a Porsche 911, excellent plate for an Arsenal fan/player, ultimate plate for any Gooner with a Porsche 911, imagine this rocking up at The Emirates. The plate is on a retention certificate which makes everything so simple, number plates are very good investments and this registration will appreciate in value. Contact me if you want to be the new owner of this desirable asset. Please call 07858 580557 or email ticktock88@gmail.com.

We buy Porsche parts and Historic Porsche



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

Please contact us by email :
contact@raceparts9.com or contact@racecars9.com

P911 JYE



£580. Personal registration 'P911 JYE'. Private plate ideal for your Porsche 911, owner or partner name Jayson, Jayne, or Jay?? Superb private plate/cherished reg number held on a DVLA Certificate of Entitlement, ready to be assigned straight on to your vehicle, or you may choose to keep it on the Certificate for up to 10 years, you can also renew it for another 10 year period 1 month prior to the expiry date (free service offered by DVLA). The listed price includes the £80 DVLA fee, please note that this registration can only be assigned to a vehicle registered August 1996 onwards, actual pair of number plates are NOT included. Any questions please contact me, sensible offers considered. Please call 07703 185814.

RV52 ELL

£5,000. On retention, ready to transfer. Ideal if your name is Russell. Please call 01773 714358.

WBL3

£9,000 OVNO. Registration 'WBL3', for more details email. Please call 07876 547548 or email: williamblloyd@gmail.com.

PARTS & ACCESSORIES

PORSCHE 911 ENGINE COVER



1970, £250. Porsche 911 original engine cover, no rust, bead blasted and etch primed. Please call 07532 477192.

PORSCHE 924 & 944 BOOK



£6. Author Nigel Edwards, includes data and detail on 968, 96 unmarked pages, vgc. Please call 07399 359072.

PORSCHE CAR CARE KIT



£75. 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. Please call 07761 084385 or email davidbolton01@aol.com, Cheshire.

PORSCHE HANDBOOKS



£7.50. Cayenne price list, Equipment Cayenne accessories, Cayenne Diesel price list, all books for 2009 models, as new condition, free postage. Please call 07399 359072.

Classic
MARKET

**Classic
Porsche**
Free ads

911-YS-17

classic911market.com/en

A stylized illustration of a red Porsche 911 (Type 990) is centered in the advertisement. The car is shown from a front-three-quarter view, highlighting its iconic rounded shape, large round headlights, and black side mirrors. The license plate area displays '911-YS-17'. In the top left corner, there is a shield-shaped logo with the text 'Classic MARKET' and a small circular emblem containing a car. In the top right corner, the text 'Classic Porsche' is written in a large, bold, white sans-serif font, with 'Free ads' in a smaller orange font below it. At the bottom center, the website address 'classic911market.com/en' is displayed in a bold, white sans-serif font, with the '911' part in orange. The entire advertisement is set against a solid black background.

TURBO S WHEELS

TURBO TWIST HOLLOW WHEELS AND NEW TYRES

NEW CLASSIC BLAUPUNKT BERLIN 8000

PORSCHE 924 TURBO S1 VDO CLOCKS - RARE!

TURBO TWIST HOLLOW WHEELS AND NEW TYRES

NEW PORSCHE 911 997 AIR FILTER HOUSING



EISENBRANDT

MFI – Mechanical Fuel Injection



- Functional check
- Overhaul
- Sale

QUALITY
MADE IN
GERMANY



Contact us

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

Dealer inquiries welcome!

WANTED**996 GT3 GT2 PARTS BBS LM**

ALL PORSCHES

PORSCHE 911 997 GEN 2 LED TAIL LIGHT LENSES

PORSCHE BACKPACK IN BLACK

PORSCHE BOXSTER HARD TOP STORAGE BAG

911 PORSCHE MAGAZINES

ADVERTISING INDEX

THE FINAL SAY

If you're thinking about taking on a major restoration project, make sure you're doing so for the right reasons – a passion for Porsche and a strong desire to bring an otherwise derelict car back from the brink should be at the heart of your decision-making process...

You don't have to cast your mind too far back to recall a time when the values of air-cooled 911s were shooting skyward at rapid rate. With interest rates held low, investors looked to seek a return on rare classic cars, with particular focus on old Porsches. The knock-on effect of this fresh interest in the output of Stuttgart's most famous manufacturer was vastly inflated purchase prices on every air-cooled 911, including the most basic models. Even those in need of complete restoration were suddenly passing hands for large sums.

Since that time, many investors have pulled out of the Porsche scene, although if truth be told, most were only interested in getting hold of the most exotic 911s anyway. This withdrawal of interest hasn't caused the financial value of air-cooled 911s to tumble, but it has seen the end of month-on-month rises in sale prices for all but the rarest of models. In other words, if you're thinking about restoring a classic Porsche in order to see a significant return on investment, then you've probably left it a bit late.

Even if you're a true enthusiast determined to breathe new life into a car you intend to keep, it's worth bearing in mind the impact outside forces can have on a long-term restoration. For example, my team is coming to the end of an extensive classic 911 restoration spanning five years. When we were instructed to start work, the value of the car was rising quickly. The Porsche in question had been stripped of its vital organs and was being readied for a trip to the great scrapyard in the sky, but with renewed interest in old 911s, spending a significant sum of cash on this shell of a car was considered a perfectly sensible move. What, however, if the classic car bubble burst mid-build? Thankfully, it didn't happen, but that's not to say it won't in future. This is a serious consideration anyone involved in throwing big sums of cash into a project needs to think about. My advice is to commission the work because you're in love

with the car. By the same token, you should be in love with the idea and process of returning it to a good state of health. Restore, keep and enjoy.

Thanks to Porsche taking the survival of its legacy models seriously, the past half-decade has delivered many positive changes concerning the restoration of old Porsches, 911 or otherwise. For example, when we started the aforementioned five-year project, the manufacturer was the last contact we'd reach out to if we were in need of a part. We'd try to hunt out whatever component we were looking for by chatting to independent suppliers in the hope they were in possession of what we were in need of. If all options were exhausted, we'd have little choice but to start custom fabrication. This could be an expensive pursuit, but thanks to the arrival of the Porsche Classic service, a complete turnaround of our parts procurement process sees the manufacturer

established as our first port of call. In fact, Greatworth Classics now has access to a desktop app linking directly to Porsche Cars GB's inventory, a well-stocked goldmine of Porsche Classic parts direct from the manufacturer. Better still, many parts are offered up to twenty percent cheaper than the nearest aftermarket pattern part from an indie.

Add to that Porsche Classic's constantly expanding inventory of new components made to original specification and it quickly becomes

clear that many aspects of Porsche restoration have become significantly more straightforward and less expensive than ever before. That said, while Porsche Classic is an excellent source

of parts, it still only offers a small percentage of the total number of items required for complete restoration.

In other words, if you're looking to return an older Porsche to brochure specification, start with the most complete example of whatever model has taken your fancy. You'll save yourself many headaches during the restoration process. Just make sure profit isn't your motivator when recognising value in the work you're commissioning.

Angus Watt is the man behind Banbury-based Porsche restoration outfit, Greatworth Classics. The company prides itself on being a key destination for all aspects of high quality air-cooled Porsche projects. Visit greatworthclassics.com



THE PORSCHE IN QUESTION WAS BEING READIED FOR A TRIP TO THE GREAT SCRAPYARD IN THE SKY

**ORDER OUR NEXT ISSUE TODAY
AND ENJOY FREE DELIVERY**

**MARCH ISSUE
ON SALE
FRIDAY 29TH
JANUARY**

THE *Classic* **PORSCHE**

ONE OF A KIND

UNEARTHING THE VERY FIRST 911 TARGA



**DON'T
MISS OUT!**
GET THE MAGAZINE
DELIVERED DIRECT TO YOUR
DOOR AT NO EXTRA COST*

**ORDER
TODAY!**



STUTTGART CLASSICA RSR ● LE MANS CAMERA CAR
JACKY ICKX ● 356 OUTLAW ● 962 EVOLUTION

**ORDER ONLINE AT SHOP.KELSEY.CO.UK/CP74
CALL NOW ON +44 (0)1959 543747****

Terms and conditions apply. *Delivery is included in the cover price for UK customers only. An additional £1 will be added to any overseas addresses.
**Lines open Mon-Fri 8.30am-5.30pm (GMT). Calls charged at your standard network rate. Image for illustration purposes and subject to change.

THE BODY YOU'VE ALWAYS WANTED



photography by Ilya Penov
@illadesecurus

RESTORATION
Esposito

PORSCHE RESTORATION

1 (818) 469 - 1811

www.esporesto.com

info@esporesto.com

7360 Varna ave, North Hollywood, CA, 91605



RESTORATION AND "BACKDATE" FACE LIFT KIT

Convert your Porsche® 911 G or 964 model to a LWB 1969-73 look



DANSK no. 591099
(JP no. 1682001610)
OE no. 90150103121*

* OE number is just for reference.

All body parts are metal. Highest quality, but good skills needed to modify the car!

www.jpgroupclassic.com