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HIDDEN TREASURES



During the past few months spent in and out of lockdown, while we've obeying rules restricting movement and looking forward to a future when we can once again enjoy plenty of smiles to the mile, many restoration specialists and aftermarket automotive component manufacturers have been in the fortunate position of being able to go about the business of resurrecting air-cooled Porsches without too much in the way of disruption. This bodes well for show season, should it go ahead, because it means a raft of newly recommissioned air-cooled Porsches will be on display. Not that any one of us would complain about seeing the 'usual suspects' at the shows we love to attend, especially with the recent drought of gatherings taken into consideration, but there's nothing

quite like coming across a previously unseen classic Porsche and learning about its history.

In the course of compiling magazines, it's one of the things that makes my job so enjoyable. Moreover, as the proud pilot of various old cars, including one or two wearing the famous Porsche crest, I can completely appreciate the thrill an owner experiences when making a discovery shedding light on previously unknown aspects of their air-cooled classic's time since rolling off the assembly line.

Among the cars displayed across the following pages, you'll find two examples of 911s with extraordinary provenance: prototypes of the 911 Targa and the 911 S. Following exhaustive analysis of build records and consultation with some of the industry's leading automotive forensic investigators, each car has revealed facts and figures hitherto unknown, especially in the case of the 911 S – a lucky find buried beneath a mountain of redundant domestic furniture in Johannesburg!

Instead of scanning classifieds for an air-cooled Porsche to call my own, maybe I should be checking down the back of the sofa instead?!



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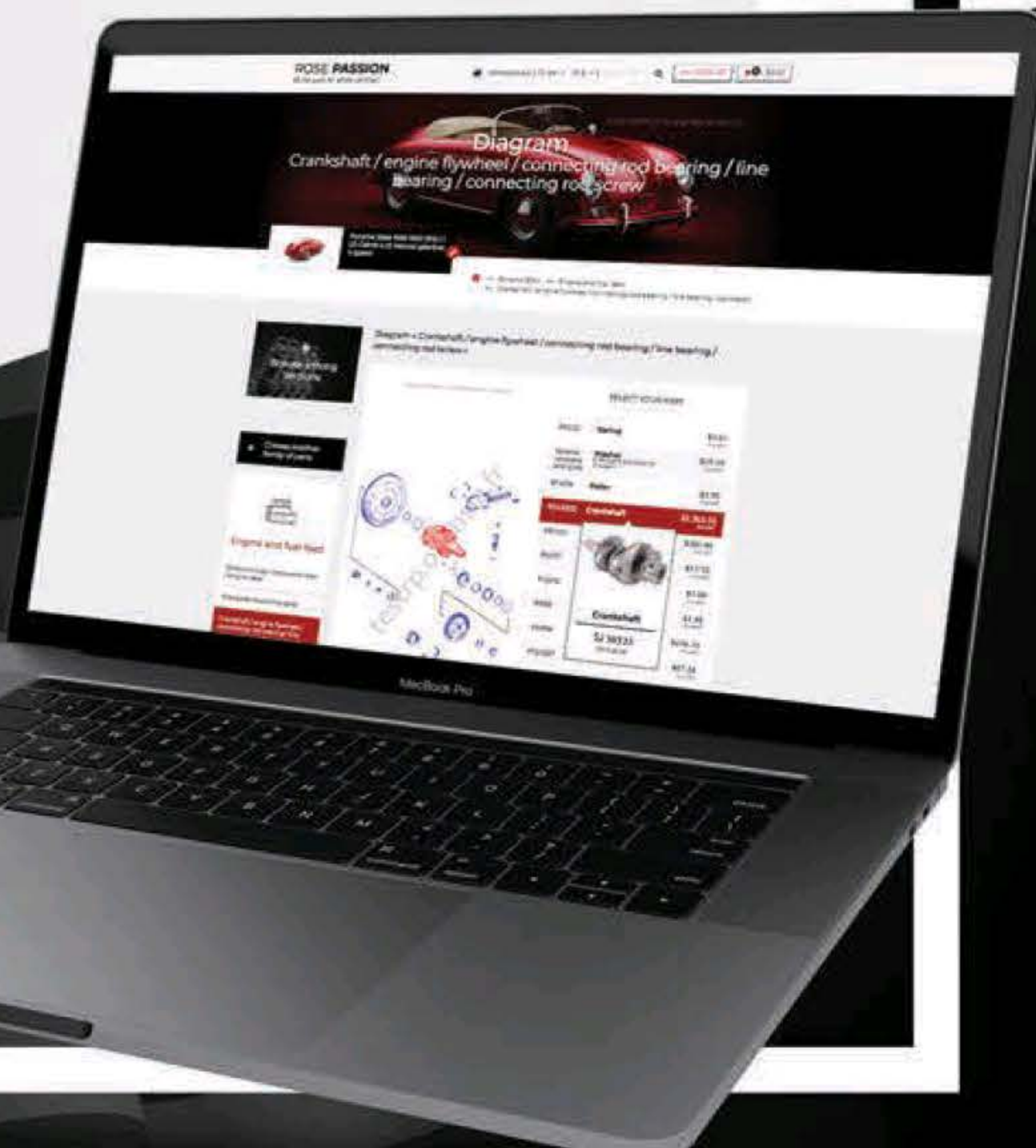
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LIFTING THE LID

Adding to what's fast becoming one of the most important collection of classic Porsches anywhere in the world, the very first 911 Targa hides a secret history about to be uncovered...

Words Dan Furr Photography Dan Sherwood



Sales of the 356 Cabriolet in North America had been vitally important to Porsche's bottom line, helping to increase the brand's visibility in a hugely lucrative overseas territory. Indeed, thanks largely to the efforts of Max Hoffman (the famous post-war importer of European sports cars to the USA and the man instrumental in the development of the 356 Speedster, Mercedes-Benz W198 300 SL and the V8-equipped BMW 507), the land of Uncle Sam quickly became Porsche's biggest sales market. Despite Ferdinand 'Butzi' Porsche's preference to stick with a coupe body for his then new 911 design, it was clear the Stuttgart brand needed *something* suitable to replace the

open-topped 356, but there was an unexpected challenge to deal with: the period's motoring scribes were circulating rumours regarding the US National Highway Traffic Safety Administration's apparent desire to outlaw sales of traditional drop-tops due to the high probability of occupant death when an ill-fated convertible flipped. Consequently, needing a model suitable for both European and North American dealer showrooms, Porsche deemed a regular cabriolet out of the question, a decision which gave rise to a different route to realising a fresh-air 911. The Targa concept was born.

The star of Porsche's exhibition stand at the 1965 Frankfurt Motor Show, the Targa — named after the Targa Florio, the world's oldest sports car racing event





and a Sicilian celebration of speed won by Porsche eleven times when the competition became a round of the World Sportscar Championship between 1955 and 1973 – was a 911 equipped with a lift-out roof panel, a fixed rollover safety bar and a collapsible plastic rear window. While it wasn't a full open-top, this was the most exposed the 911 would be until the introduction of a full cabriolet variant of the model some seventeen years later.

UNITED FRONT

911 Targa production started in 1966 in readiness for the 1967 model year. A total of 718 Targas were produced in the first twelve months of assembly. Build numbers were then increased from seven cars each day (compared to fifty-five 911 coupes) to ten. A sales boom was underway, though issues concerning supply and demand meant British buyers had to wait until February 1973 for the right-hand drive 911 Targa to arrive on UK soil.

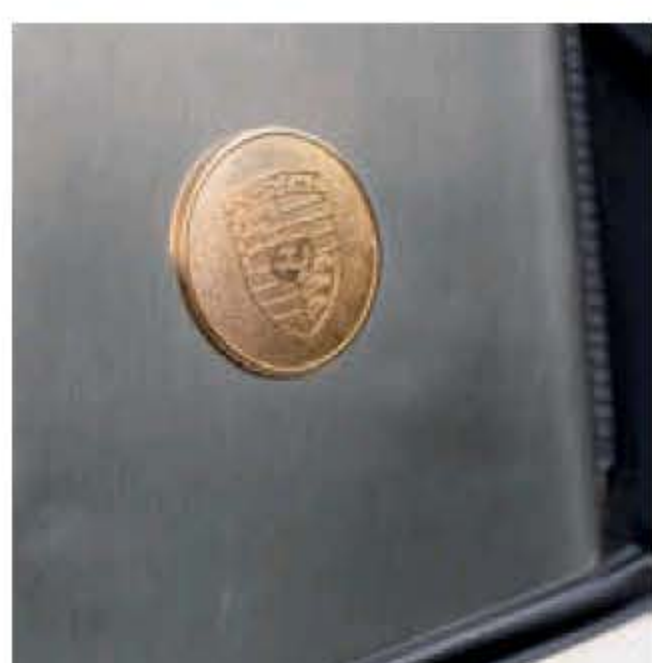
Porsche pitched its 911 Targa design as “the world's first safety cabriolet”. The aforementioned roll bar

afforded the host vehicle structural rigidity and extra protection in recognition of what the manufacturer thought US legislators were poised to bring into law, yet the Zuffenhausen design team managed to make the Targa's defining feature – a practical solution to a concern about driver and passenger security – a thing of beauty by affording it a brushed metal finish. A design element that would go on to become an important part of the 911's heritage, this stainless 'hoop' ensured the first open-to-the-elements 911 was instantly identifiable, even to the most casual of car fans.

The 911 on the pages before you is the very first chassis-numbered Targa built, 500 001, and is currently in the custody of Bedfordshire-based Porsche sales and restoration specialist, Export 56. “One of the things I love about my job,” grins the company's founder, Mick Pacey, “is being asked by clients to put together collections of historically significant air-cooled Porsches to own and enjoy.” Requests tend to come from three different types of enthusiast. The first is someone who isn't *au*

Above Targa number one features a wealth of unusual parts and design elements which didn't make it into series production

Below Those all-important chassis stamps were verified as genuine by Jochen Bader at Porsche Classic



fait with Porsches, but recognises the value in owning air-cooled classics with provenance, leaving Mick to determine which cars they should buy. The second is a collector with significant interest in the Porsche marque and wants to get hold of a specific vehicle. The third is a rather more discerning buyer, as Mick explains. "It's the client who wants to explore Porsche history by obtaining special cars important to the development of the manufacturer's product line – the kind of Export 56 customer who is less interested in a car's specification and more concerned with the importance of that car in terms of its date of manufacture and how it shaped what came thereafter."

As if to prove the point, Targa number one occupies space in a sensational private collection boasting the first right-hand drive 356 Carrera, an early 914/6 GT test car supplied with the first 914/6 engine, the first (and one of the world's most original) 911 2.5 ST M491 factory motorsport machine and a 901 (the original designator for the 911 before Peugeot's lawyers got involved and asked Porsche to observe the French brand's ownership of three-digit model names with a zero in the middle) previously owned by Alois Ruf Jr and believed to be the latest surviving example of its kind.

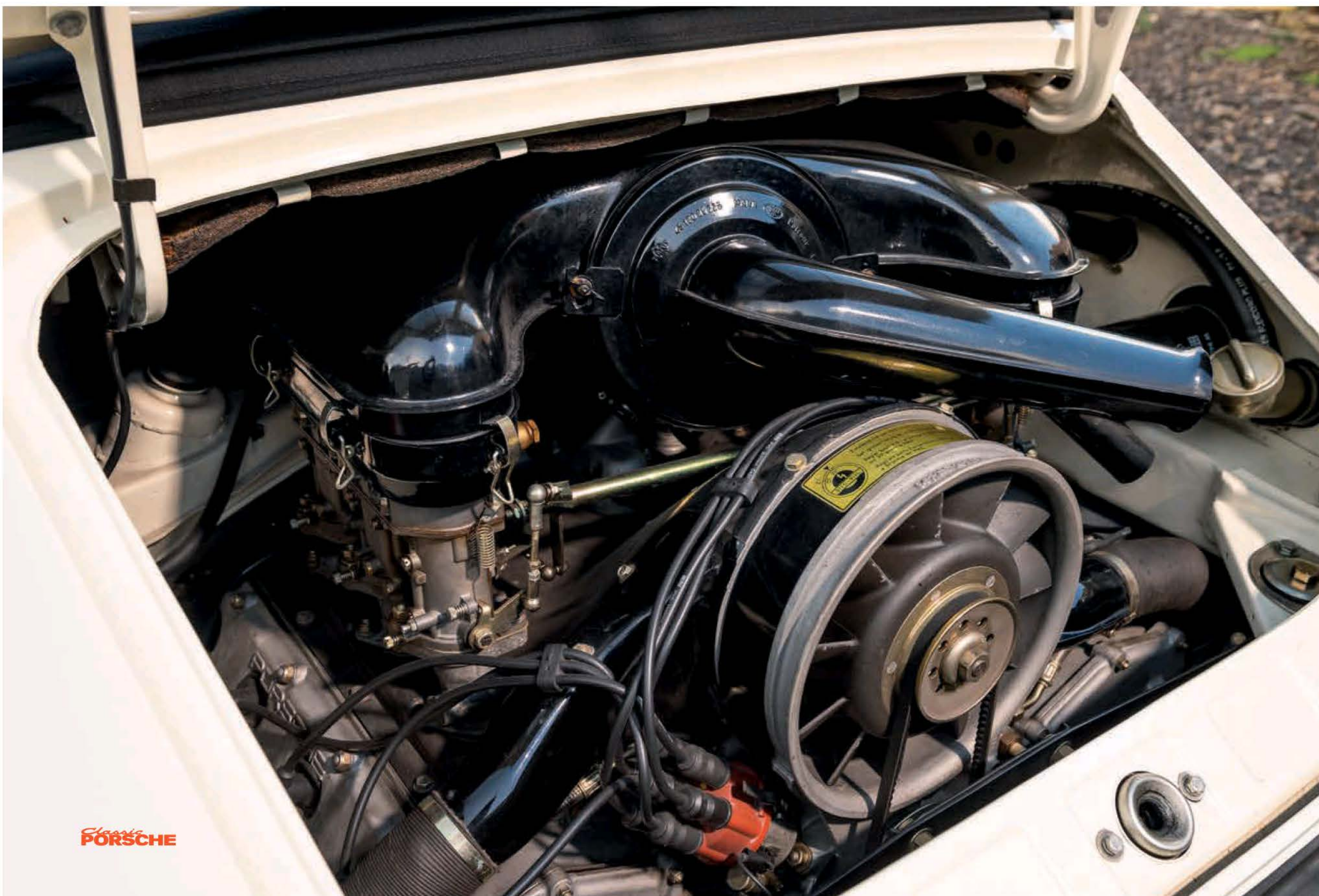
"Out of the blue, I got wind of the Targa's availability," Mick explains. "Considering my client's enthusiasm for owning Porsches representing milestones in the manufacturer's production timeline, this amazing 911 struck me as the perfect addition to this portfolio." Ordinarily, after registering interest in a unique or rare

Porsche, Mick would be involved in a drawn-out process to identify the object of his desire as the real deal. Fortunately, much of the legwork had been taken care of by Jochen Bader, Workshop Manager at Porsche Classic, who had already carried out a detailed inspection of the car, including analysis of metalwork to confirm none of it had been tampered with. He'd also delved through official Porsche records to confirm chassis number 500 001 really was the first 911 Targa built. Additionally, he confirmed Targa chassis 500 002 was driven during testing in September 1965 by star works driver (and later Porsche's chief of research and development), Helmuth Bott, meaning 500 001 was built prior to this date. So far, so straightforward, though the exact date of construction is currently unknown due to Porsche previously only documenting the date of its customer deliveries, not each car's date of manufacture.

TRAVEL BAN

Difficulties in Export 56 getting hold of the pretty Porsche came from two different directions. First, the seller had made clear to his consignor, vintage sports car sales specialist, Bastian Voigt, his desire for the semi-open-top 911 to remain in Germany. "It took four months of negotiating for the guy to agree sale to a UK buyer," Mick recalls. The next challenge came in the form of a brush with online fraudsters. "Cybercrime targeting specialist dealers has rocketed in recent years," he continues. "As an industry, we don't make high-volume transactions, but each payment tends to be of

Below Engine is one of the first hundred flat-sixes manufactured for development purposes





significant value. Scammers can shadow email inboxes, monitor conversations between dealers and intercept key messages, including those outlining a payee's bank details." This is exactly what had happened when Mick was a click away from sending funds to conclude the sale. "Something didn't feel right. I called Bastian and asked him to confirm his bank account information. At that point, we realised I'd very nearly been conned out of a large sum of cash." Proof, if proof be needed, that when dealing in the acquisition and sale of classic cars, especially when COVID prevents you from heading out to see vehicles and sellers in person, it's never been more crucial to keep your wits about you.

Down to the detail. As confirmed by Jochen, the car was built in mid-1965 and was kept by Porsche as an experimental test mule until the summer of 1967. The installed engine, Type 901/01 with serial number 900 059, though not original to the car, is one of the first hundred flat-six test units produced ("engines in this range were development units not made available to the public," confirms Mick) and, though it's widely recognised early Targa's featured a foldable plastic rear window (as opposed to the fixed glass dome available from 1968 and becoming standard Targa equipment thereafter), Targa number one's soft rear screen is entirely removable and is attached to a unique base with a wooden bow.

Interestingly, the first recorded owner is listed as Volkswagen, Wolfsburg. "Now the car is at Export 56, we're working with Chris Pruden at Porsche Club GB, as well as former works engineer, racing driver and current factory historian, Jürgen Barth, to piece together

the car's history in an effort to fully understand its significance," Mick reveals. "For example, the supply of this 911 to Volkswagen may have been agreed as part of Porsche's technical partnership with the brand, when the Targa-topped 914 was being produced." Adding weight to his theory, unlike the traditional 911 Targa roof, the white car's lid is a solid one-piece part, just like that of the 914. "We're simply trying to get a clearer picture of what this car was used for during the two-year period it remained

with Porsche and why it was passed to VW."

Unsurprisingly, many early coupe components and unique features that didn't make 911 Targa series production can be found on the

Porsche we're lucky enough to spend time with on a sunny day at Export 56's headquarters close to Cranfield University. Non-adjustable strut domes, exposed wooden dash inserts, a simple knee pad, the different front partition wall, the position of the windscreen washer bottle mounted on the inner right-hand wing, hub cap centre emblems fixed where the Targa script would later find itself positioned on the rollover hoop (in Italian, Targa translates as 'shield', which Porsche marketing man, Harald Wagner, deemed perfect to emphasise the protective nature of the roll bar, whilst paying tribute to the Targa Florio), the solid roof panel and the fully unzippable soft rear window are the more obvious features, though chassis components correct at the point of manufacture — but superseded by the time of 911 Targa production — also mark this Targa out from those that followed. That said, the keen eyed among you might be rightly recognising incorrect features for

Above Awkward to manage independently, the roof is a single-piece Targa top

HUB CAP EMBLEMS FIXED WHERE THE TARGA SCRIPT WOULD LATER BE POSITIONED ON THE ROLLOVER HOOP

Facing page Though many of the car's current features are incorrect, they were applied during a two-year restoration carried out in the early 2000s





a Porsche of this age. For example, the houndstooth-trimmed seats would have originally been finished in black leatherette, while the wheels and dash trim are from a later 911.

These discrepancies were introduced when the car was treated to a heavily documented two-year restoration back in the early 2000s following the two decades it spent in storage. Of course, even the rarest of air-cooled Porsche's weren't commanding the same premium you'd expect to pay today, parts availability wasn't great and the standard of restoration work being carried out twenty-odd years ago wasn't up to the same exacting specification it is in the present. "We'll be spending the next four or five months engaged in investigative work to fully confirm the car's history, after which we'll begin the process of dismantling and a fresh restoration," Mick tells us. "Despite the engine being a factory test unit, it's not original to the build, which gives us flexibility regarding what we return to the rear end, though whatever we decide upon will be true to the age of the car. Regardless of the flat-six we end up

fitting, we're reassured by the fact this 911 hasn't led a particularly hard life, meaning other than corrosion in the usual places we haven't got any major metalwork repairs to contend with."

The well-preserved state of this air-cooled classic affords the Export 56 team more time to spend carefully investigating and rectifying errors in the car's current specification, before hand-stripping the shell, auditing parts and pulling together a detailed project plan. "We're keen to find dates on the heads and to identify the exact age of the unstamped development gearbox," Mick says, grinning at the prospect of uncovering further important details adding to the impressive mountain of unique history this one-of-a-kind 911 has already revealed. Oh, and that predicted ban on cabriolets in the USA? It never happened, but that didn't stop Porsche progressing with what would go on to become a hugely influential and much copied semi-open-top roof design. And in taking care of the very first 911 Targa's preservation, Export 56 has ensured this important car's future looks just as compelling as its illustrious past. **CP**

Above Export 56 is piecing together the car's history during time it was retained by Porsche as a test vehicle





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LIVEWIRE

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



THREE-YEAR 911 S TARGA FACTORY RESTORATION COMPLETED

This issue of *Classic Porsche* features the very first 911 Targa and a prototype 911 S used as a development vehicle by Porsche in the years leading up to the arrival of the long-wheelbase variant of the evergreen flagship model. Meanwhile, in Stuttgart, the first 911 S Targa delivered in Germany is back on the road after a comprehensive factory restoration taking more than three years. The car's owner, a long-time collector and Porsche enthusiast, discovered the semi-open drop-top whilst on his travels in the USA. "This 911 sat motionless in a doorless garage for almost forty years," explains Uwe Makrutzki, Head of Porsche Classic Factory Restoration. "The car was originally delivered to Hülpert, a Porsche dealer in Dortmund, on 24th January 1967. Restoring this 911 S has been a special project, not least because it represents one of the first Targa models to find its way back to Zuffenhausen."

As a soft-window variant, this early Targa features a plastic, collapsible rear screen instead of the domed glass window available from mid-1967. Only 925 units with S engine, short wheelbase and soft window were produced between the end of 1966 and 1968. Even so, this rare sports car was in a wretched state. After serving as a demonstrator for Hülpert, it was sold to a customer in the USA in 1969

and subsequently parked in the aforementioned garage in Long Beach, New York State, from 1977 until the end of 2016. On the positive side, the car remained complete, which is particularly pleasing in view of its many extras, including Webasto heater, tinted glass, Blaupunkt Köln radio, leather seats, halogen fog lamps and outside thermometer. The next project owned by the Targa's proud owner is an early 928 already at Porsche Classic awaiting a similarly comprehensive restoration.



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DATE SET FOR OILCOOLED 2021

Regular readers will recall last issue's Oilcooled show report, highlighting the huge amount of fun attendees had when visiting Porsche-only business park, Boxengasse, for the second annual celebration of air-cooled classics organised by event founder and serial 911 collector, Frank Cassidy. Perhaps you were lucky enough to be one of the 950 ticket holders able to attend Oilcooled 2020? Subsequent enforced restrictions on movement may make you feel as though being able to head into the wild and meet with like-minded Porscheophiles was a

lifetime ago, but there's hope on the horizon thanks to Frank revealing the date he's earmarked for Oilcooled 2021 just as we were about to go to print with this issue of *Classic Porsche* — clear your diary for Saturday 21st August, people! This third Oilcooled outing promises to be just as entertaining as those taking place in the past, with on-site marque specialist, Autofarm, likely to be opening its workshop doors for an 'open house', while a range of rare and awe-inspiring Porsches will form a jaw-dropping static display across Boxengasse's hundred-acre site. Be sure to visit boxengasse.com to keep up abreast of the latest developments.



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964 RS / NGT / Cup / 3.8

965 Turbo 3.6

993 RS / NGT / Cup / GT2 / Turbo WLS2

Paint-to-sample cars

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Porsche 597 Jagdwagen

Abandoned restorations



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SINGER AND TUTHILL REVEAL ALL-TERRAIN COMPETITION STUDY

At the request of one of its long-term clients, Singer (the company famous for reimagining the 964-generation 911) has looked to a golden era of Porsche rallying in the 1980s, a time which saw the 911 SC RS and 959 take on the toughest terrain. The result is the first build Singer has released aimed at the competition environment.

The All-terrain Competition Study has been undertaken by Singer's engineers in California, partnering with UK-based 911 rally car assembler, Richard Tuthill, in a bid to deliver a Singer capable of competing in fast-paced off-roading and to demonstrate extensive all-terrain exploration capabilities. The client has commissioned two machines. The first — finished in Singer's iconic Parallax White, but pictured here in, er, dirt brown, and based on a 1990 964 — focuses on high-speed desert rallying, while the second — painted Corsica Red — is configured for high-grip tarmac stages and disciplines. 911s prepared by Tuthill have dominated rally events for decades, with recent victory in the 2019 East African Safari Classic marking a remarkable fourth win in

a gruelling 5,000km trek across Kenya and Tanzania. These successes sit alongside deep expertise from the world of WRC and the Paris-Dakar Rally, stomping ground of the 953 in 1984.

Along with dramatically increased ride height, suspension travel and overall strength, each car features quick-release carbon-fibre body panels wrapped around permanent AWD and a 450bhp twin-turbocharged 3.6-litre flat-six linked to water-to-air intercoolers. A sequential racing transmission (with front, centre and rear differentials) is joined by twin five-way adjustable coilovers in each corner and handles 420lb-ft torque, while slowing is taken care of by four-piston brakes hidden behind forged wheels wrapped in BG Goodrich rubber. State-of-the-art GPS navigation, bespoke competition seats and a long-range fuel are also included in impressive specification.

"We feel confident this machine appeals to off-roading enthusiasm of all kinds, whether it be the pursuit of professional competition at the highest level or adventure and exploration," said Singer founder, Rob Dickinson. "This project furthers our capabilities in all-wheel drive and dynamic response, something you'll see more of from us in the future."



NEW INDICATOR AND TAIL LIGHTS FOR SWB 911 OFFERED BY PORSCHE CLASSIC

Porsche Classic is closing another gap in its spare parts supply: the indicator and tail lights for the 911/912 models built up to and including model year 1968 (with a short wheelbase) are available once again. The light units have been reissued in collaboration with Bosch Classic, the original equipment manufacturer of the era. For maximum authenticity, versions are available for European and US territories. This latest Porsche Classic offering means all tail lights for classic 911s (up to and including the 996) can be ordered new for the first time since the 1990s.

The reissue focused on achieving the greatest possible consistency with factory light units from the period, whilst also complying with current standards. All of the materials, including the lenses and the die-cast zinc housing in a Zamak alloy, match original specification from 1964. The same is true for the many details which were, at that time, unique features: the Bosch symbol in the lenses and housings, the characteristic chiselling of the reversing light recess, the reflective "cat's eye" made from a single piece, and the double screw connection of all lights to the body. As was the case fifty years ago, production relies heavily on manual labour — European lens variants are painted by hand.





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911 Carrera 2 GTS (991)

Sapphire Blue • Black Half-Leather Sports Seats • Manual Gearbox • 20" Centre Lock Wheels • Sport Chrono Switchable Sports Exhaust • Parking Sensors • 24,925 miles • 2015 (15)

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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)

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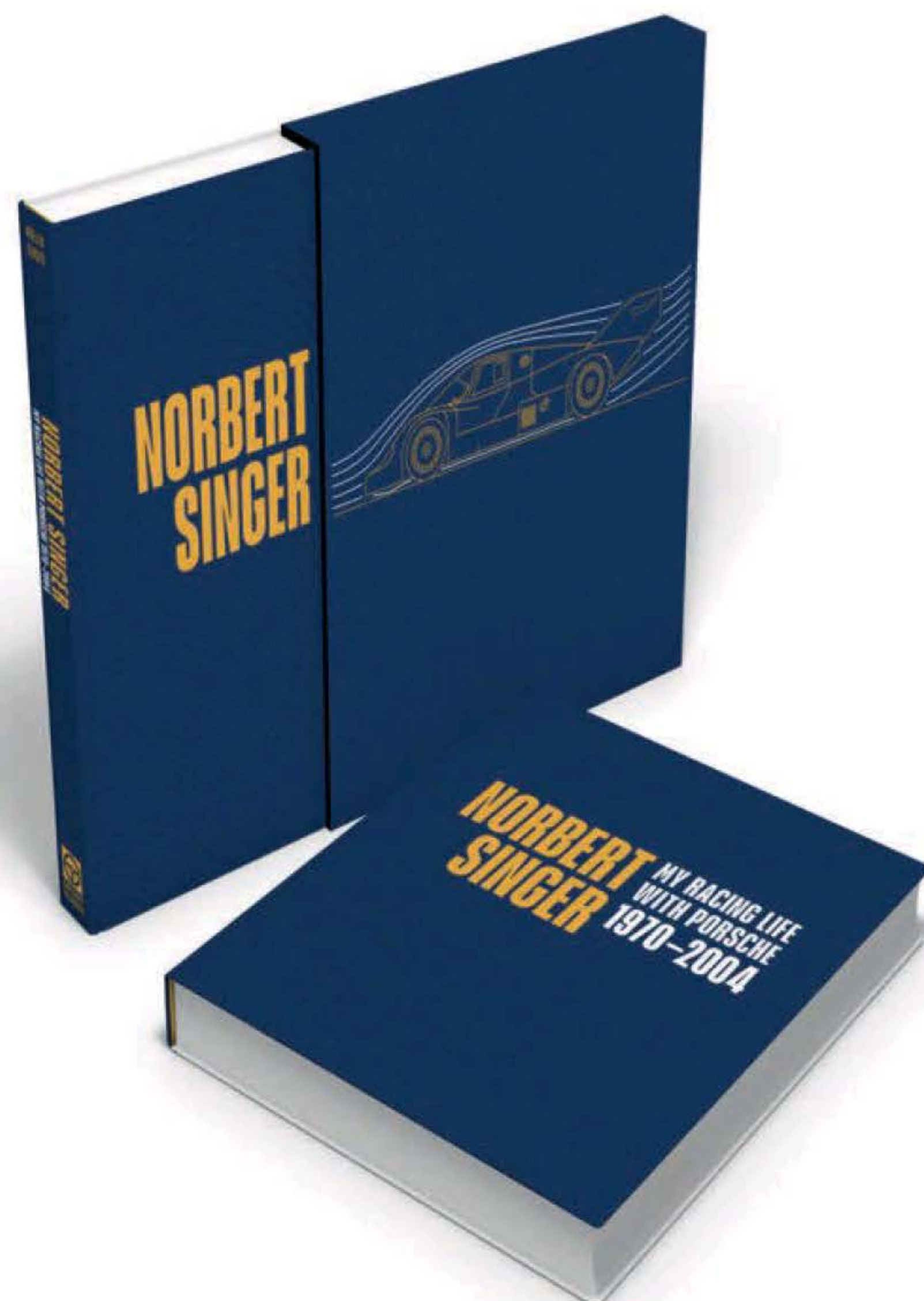
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BORN IN THE USA

First introduced to North America following IMSA's disapproval of the 956, the 962 started life powered by a classic air-cooled flat-six...

Words Shane O'Donoghue Photography Petersen Automotive Museum



In the previous issue of *Classic Porsche*, we delved into the design and development of the 956 racer's flat-six engine, tracing its origins from the 1972 911 Carrera RSR Turbo, through the 935 and 936 — and even a stillborn Indianapolis 500 motorsport machine — to the Group C monster's extraordinary 1-2-3 finish at the 1982 24 Hours of Le Mans, a feat achieved during the model's debut season. Porsche had intended to use the 956 for competition both in Europe's FIA World Sportscar Championship and in the USA's International Motor Sports Association (IMSA) GT series, pitching under GTP regulations, but the 956 would never compete in North America.

IMSA deemed the 956 unsuitable and unsafe for several reasons. The car's fuel tank, for example, designed to hold a hundred litres, was twenty litres too small for GTP regulations, while the roll cage was manufactured from aluminium (as opposed to steel), which IMSA took issue with. These might sound like easily rectifiable problems, but as far as 'red lines' were concerned, one IMSA concern trumped them all: the fact a 956 driver's legs were ahead of the front axle was deemed completely unacceptable and effectively ended any conversation regarding the 956 competing in Uncle Sam's back yard.

North America has been a massively important market for Porsche ever since New York importer, Max

Hoffman, began supplying 356s to Stateside European sports car fans in the 1950s. It was inconceivable the company would give up on competing at the highest level in such an important sales territory, especially when there was such a lucrative customer racing scene to tap into. Enter the 962. In short, Porsche took the 956's proven chassis as the starting point, with its folded, bonded and riveted aluminium tub and rear spaceframe. For the 962, however, a steel roll cage was introduced and the wheelbase was extended by moving the front suspension assembly forward twelve centimetres, mounted to the new tub. The driver's seating position was retained, ensuring the pedal box was behind the front axle centreline.

STREET TO CIRCUIT

In its original form, the 962 is identifiable by its short front overhang, a feature born as a consequence of the overall length of the newer prototype unchanged from the model it was based on. And yes, the 962 was powered by a flat-six boxer from the start, but it wasn't the partially water-cooled 2.6-litre unit that had propelled the 956 to great success — IMSA GTP directives dictated the engine of competing cars had to be based on a powerplant used in a then current production car. By this stage, a huge amount of development work had taken place at Porsche on the advancement of purely





air-cooled, turbocharged flat-six race engines. Consequently, factory engineers dug into their experience with the 935 project and created a 2.9-litre (2,869cc) flat-six with the same 70.4mm bore deployed in the engine powering the 930 (911 Turbo) road car. IMSA was satisfied, but not with the suggestion of utilising twin turbochargers (a configuration Porsche used to such great effect elsewhere), which is why a single KKK turbocharger was utilised for the 962's first year of competition in the USA. There, the 962's engine initially developed 671bhp and 487lb-ft of torque. An air-to-air intercooler was located on each side of the car and the requisite oversized cooling fan was mounted horizontally atop the engine.

STRONG START

The 962 was quick from the off, taking pole and leading its first race (the 1984 24 Hours of Daytona) until retirement with transmission issues. That car, chassis number 962-001, was to be the only

works 962 built to GTP rules for the US market. Porsche then focused on racing the 962 as the 962C in Europe. It was effectively the same car, but built specifically to satisfy World Sportscar Championship rules. The 962's introduction as a factory car in Europe occurred in 1985, where it raced alongside its predecessor, the 956. Meanwhile, in North America, customer teams took the lead on the 962's development for the IMSA GTP series. In fact, many had taken the initiative before the 962 turned a wheel in Daytona. We need to take a step back a

few years to understand the progression.

In 1975, Arnold Wagner, Dieter Inzenhofer and Alwin Springer, co-workers at a Californian Porsche dealership, established ANDIAL (taking letters from the starts of each of their first names), their new tuning and motorsport company dedicated to Porsche engine development. The trio built up considerable expertise in developing the 935's engine and even won the 1983 24 Hours of Daytona with their own version, raced under Henn's Swap Shop colours by Preston Henn, Bob Wollek, Claude Ballot-Lena and Anthony Foyt Jr. A year earlier, March Engineering worked with ANDIAL on a 935-derived engine for its own IMSA GTP racer, the March 83G, an impressive single seater making use of a lone turbocharger and Kugelfischer mechanical fuel

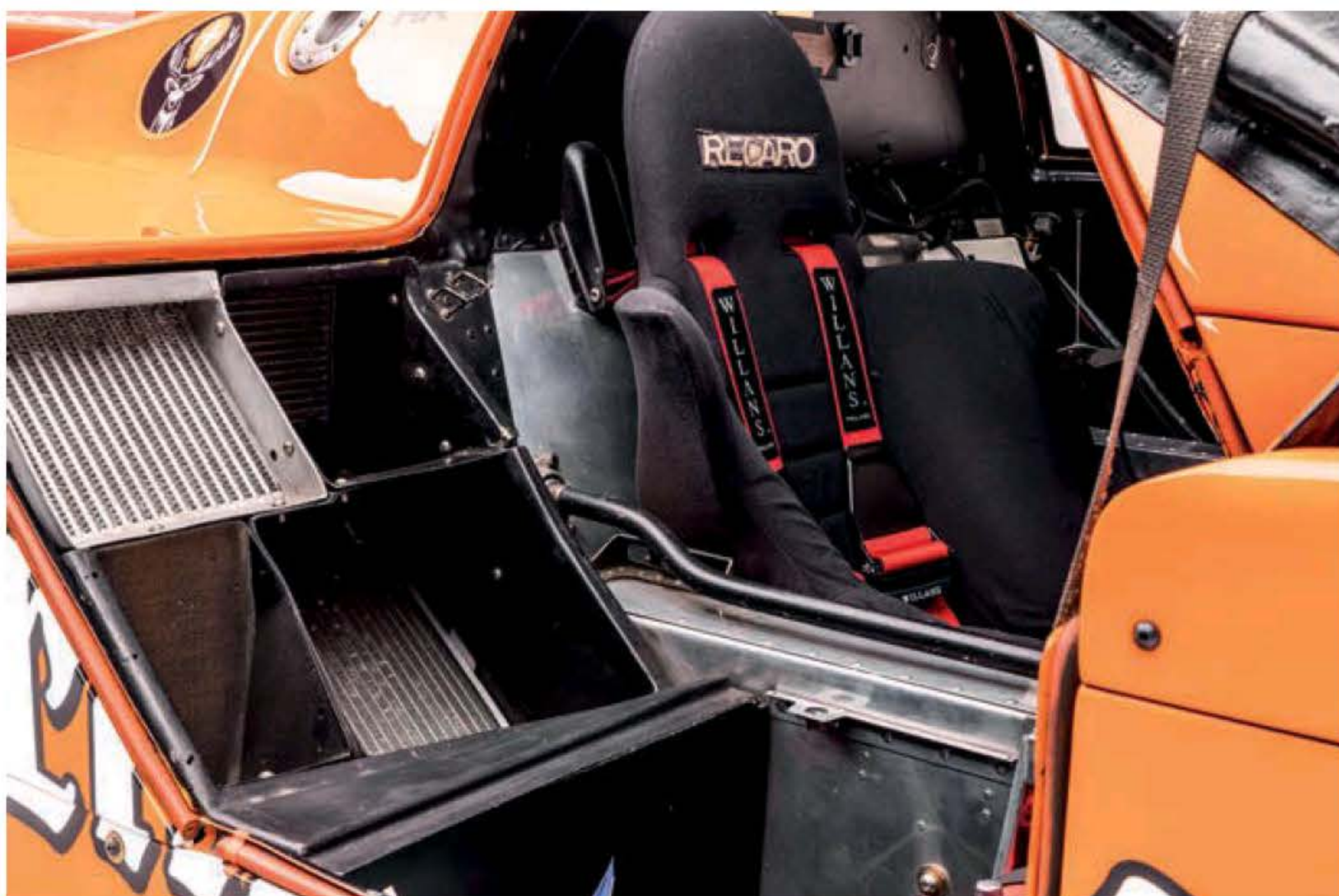
injection. Not only did ANDIAL's engine power the 83G to take the aforementioned top honours at Daytona International Speedway in 1983, it powered the Kreepy Krauly 83G (83G-4, to be precise, a

chassis formerly raced by Al Holbert's team) to the same achievement in 1984, the very race that saw the debut of the 962 and featured the father-and-son duo of Mario and Michael Andretti at the controls of the works team's ill-fated entry.

ANDIAL took the lead on further 962 engine development for the IMSA GTP class. The original 2.9-litre unit was designed with fuel economy in mind, but this wasn't a major consideration for the IMSA GTP series, which is why the company set about increasing

Above Porsche produced ninety-one 962s between 1984 and 1991, retaining sixteen examples for use by the factory motorsport team

THE REV LIMIT WAS RAISED TO 7,500RPM, PARTIALLY MADE POSSIBLE BY THE FITMENT OF NEW TITANIUM RODS



Above The 962 included a duo of compact intercoolers, one stored each side of the car, though they were replaced by a single rear-mounted unit in the 962s modified by ANDIAL

the engine's capacity in the search for more torque. Bore was increased by two millimetres (taking it to 95mm), while stroke was lengthened to 74.4mm, resulting in 3,164cc displacement. This change necessitated reprogramming of the 962's adopted Bosch Motronic engine control electronics and, after an IMSA rule change, twin spark plugs per cylinder were also incorporated, further improving combustion.

ALTERED AIRFLOW

Next up for alteration was the intercooler setup and its associated pipework. From factory, the 962 initially incorporated a relatively compact intercooler on each side of the car, but this design resulted in a long pathway for compressed air to travel from the turbocharger (via the intercoolers) to the inlet ports. ANDIAL constructed a single large intercooler instead, mounting it horizontally above the bellhousing of the gearbox toward the rear of the engine. This revision dramatically cut the distance

intake air travelled, to the benefit of throttle response and drivability, though the position of the new intercooler required changes to the exhaust and, more disruptively, the 962's bodywork. This wasn't as much of a big deal as it might sound, but it's worth noting a considerable amount of the 962's aerodynamic development was carried out by customer teams, which explains why there are so many derivatives of the car. Indeed, there were several unique chassis designs through the years, each intended to improve upon the original 962's lack of rigidity. All variants were fitted with myriad official Porsche components.

Back at ANDIAL, the rev limit of the engine was raised to 7,500rpm, partially made possible by the fitment of new (lighter) titanium connecting rods. It was difficult to increase engine speed further because extra friction caused by higher operating speeds results in a requirement to remove significantly more heat, already a challenge for this larger capacity engine.

Below Mission control, 1980s style — no digital dashboard, no fancy tech, just the bare essentials required to get across the finish line



ANDIAL did, however, find an advantage over the stock Porsche engine by replacing the KKK turbocharger with an alternative manufactured by Garrett, a company which had worked closely with ANDIAL, resulting in the ability for 962 customer teams to alter turbocharger components to suit the nature of a given circuit, balancing throttle response and outright power as required. The host engine, labelled 962/71, raced in the IMSA GTP series from 1985 to 1987 and is quoted as making 720bhp at 7,300rpm, with up to 531lb-ft of torque. Anecdotal evidence suggests this same unit may have made as much as 800bhp in qualifying trim.

In Europe, the 962 adopted the 956's 2.6-litre flat-six, complete with its water-cooled cylinder heads. For the 1987 season, the engine was upgraded to three litres (2,994cc) of displacement, with a 95mm bore and 70.4mm stroke. It's worth reminding ourselves that the European car also used double overhead camshafts per head and four valves per cylinder, whereas IMSA GTP 962s made do with a single overhead camshaft on each bank and two valves per cylinder. The European 962's engine also was allowed to run a duo of turbochargers. Official performance data for this unit is scant, but it's widely accepted the engine produced at least 780bhp at 8,200rpm thanks to a freer-breathing cylinder head and combustion chamber design. This incarnation of the 962's beating heart also debuted a much more advanced

engine management system in the form of Bosch's impressive Motronic 1.7.

Even so, the FIA introduced lower octane fuel in 1987, which penalised turbocharged engines, in the process giving naturally aspirated rivals – such as the Jaguar XJR-8 with its seven-litre V12 – an advantage. Consequently, other than its welcome victory at Le Mans, the 962 wasn't a winner in Europe during the 1987 season, this despite the prolific number of examples campaigned by various customer teams. Indeed, focus on fuel economy from there on – thanks to a reduction in the amount of fuel that could be used in a race – considerably altered endurance racing, where outright power was only of use in qualifying.

TALKING HEADS

Around the same time, IMSA stipulated a three-litre capacity limit for turbocharged engines, with the added penalty of air inlet restrictors. Even with a higher compression ratio and a raised rev limit, the 962's powerplant struggled to top 700bhp, though when ANDIAL got its hands on the Bosch Motronic 1.7 system in 1989, the firm managed to improve performance markedly. IMSA also relaxed its rules on twin turbocharging and even on allowing water-cooled cylinder heads, recognising the Porsche engine becoming less competitive against newer entrants. By

Below 962-107 was prepared for Brun Motorsport's 1985 season, before crashing at Le Mans and subsequently being rebuilt on chassis 962-117



now, the 962 wasn't as dominating as it was at the start of its career, but the model remained a huge commercial success for Porsche's motorsport division: some ninety-one examples were made and, of those, less than twenty were factory cars.

The car pictured here was originally ordered by Brun Motorsport as chassis 962-107 to race under World Sportscar Championship rules in 1985. Powered by the original 2.65-litre flat-six, the car managed a third-place finish in its first outing (the 1985 1,000km of Mugello, ending the race behind the second-place Kremer 962 and the winner, a Rothmans-liveried 962 driven by Jochen Mass and Jacky Ickx) before crashing at Le Mans. A replacement chassis (962-117) was sourced and the car went on to deliver respectable performances in 1986. A new engine with electronic fuel injection was fitted halfway through the season, helping achieve victory at that year's 1,000km of Spa ahead of the Jaguar XJR-6 driven by Jan Lammers and Derek Warwick. From 1986 until its 1989 retirement, this special 962 participated in no fewer than thirty-six races, coining two victories and a further twenty-three top-ten finishes.

PORSCHE WORKED WITH THE JOEST RACING TEAM TO BRING TWO DAUER 962 LE MANS MACHINES TO SARTHE

A testament to the original design and engineering of the 962 and its various engines is that the sports-prototype was still competing a decade after its inception, taking the fight to far more modern machinery. It may not have been reaching the dizzy heights of its early success, but it did manage one last fling with Le Mans. Dauer was a well-known name in motorsport and had campaigned 962s in Europe and North America.

Recognising the model's racing career was tailing off, Dauer Racing was established with the express purpose of producing a road-legal version of the 962. Launched as the Dauer 962 Le Mans, the car

was remarkably close to the racer in its final form, using the same core chassis and even a 730bhp variant of the three-litre flat-six.

In 1993, the same year the Dauer 962 road car was revealed, the Automobile Club de l'Ouest (ACO) changed regulations to allow production car-based GT racers to compete in the 24 Hours of Le Mans, though the organisation neglected to put in place a minimum production number for homologation purposes. Porsche immediately saw an opportunity to revitalise the 962's





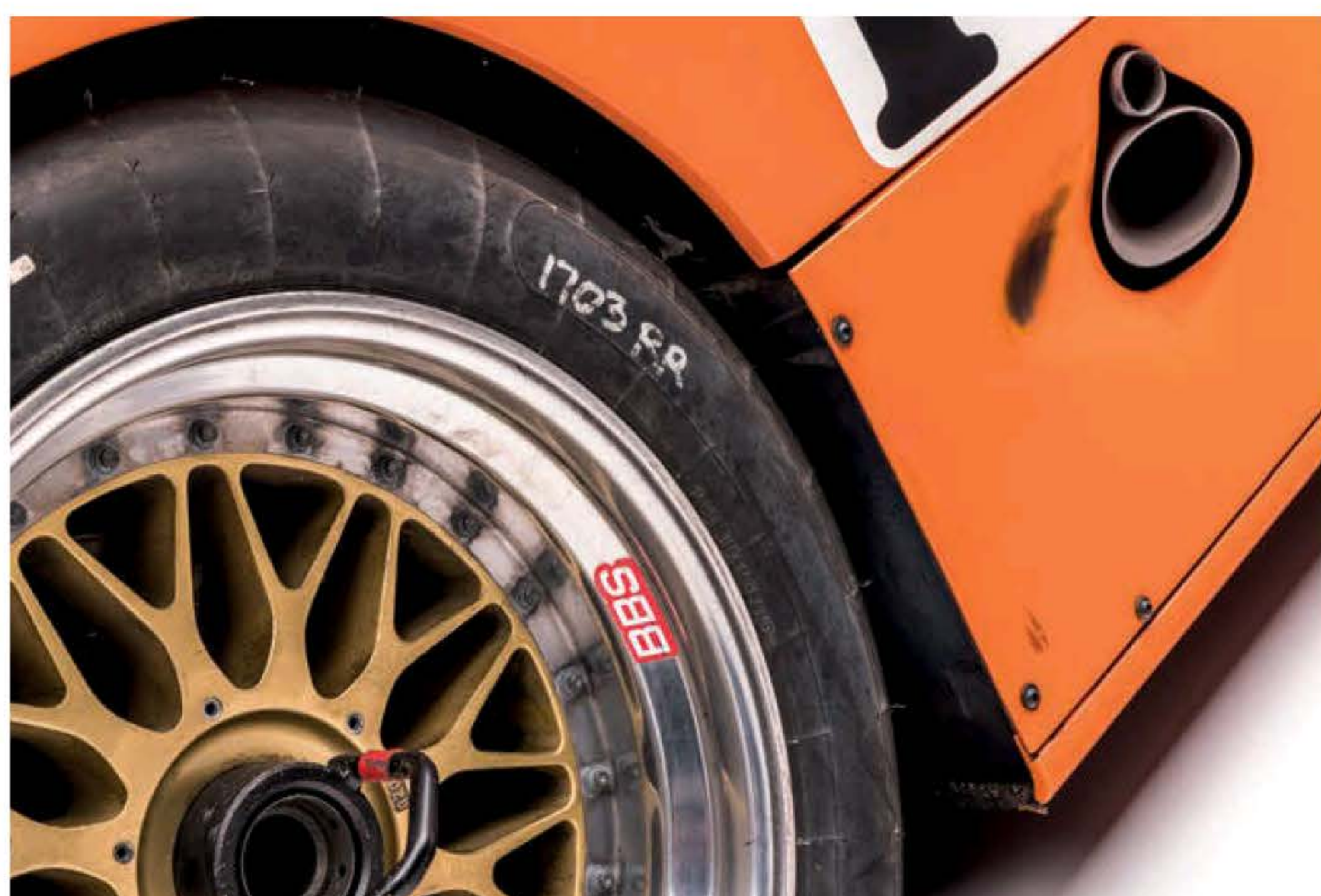
fortunes in the shape of the Dauer 962 Le Mans. The campaigned car had to run relatively narrow tyres and was forced to carry engine air restrictors, but the latter weren't as small as those stipulated for Group C.

Porsche worked with the Joest racing team to bring two Dauer 962 Le Mans machines to Sarthe in 1994. Entered into the GT1 category, these loophole-exploiting race cars benefited from bigger fuel tanks, Porsche rightly calculating that, usefully, fewer pit stops would be needed than teams fielding faster cars. Ultimately, the Dauer 962 Le Mans driven by Yannick Dalmas, Hurley Haywood and Mauro Baldi won the race outright, ahead of the Toyota 94C-V LMP1/C90 driven by Eddie Irvine, Mauro Martini and Jeff Krosnoff, and in front of the third-place Dauer 962 Le Mans piloted by Hans-Joachim Stuck, Danny Sullivan and Thierry Boutsen. This eye-

popping performance saw Dauer go on to build a total of thirteen 962 Le Mans street cars.

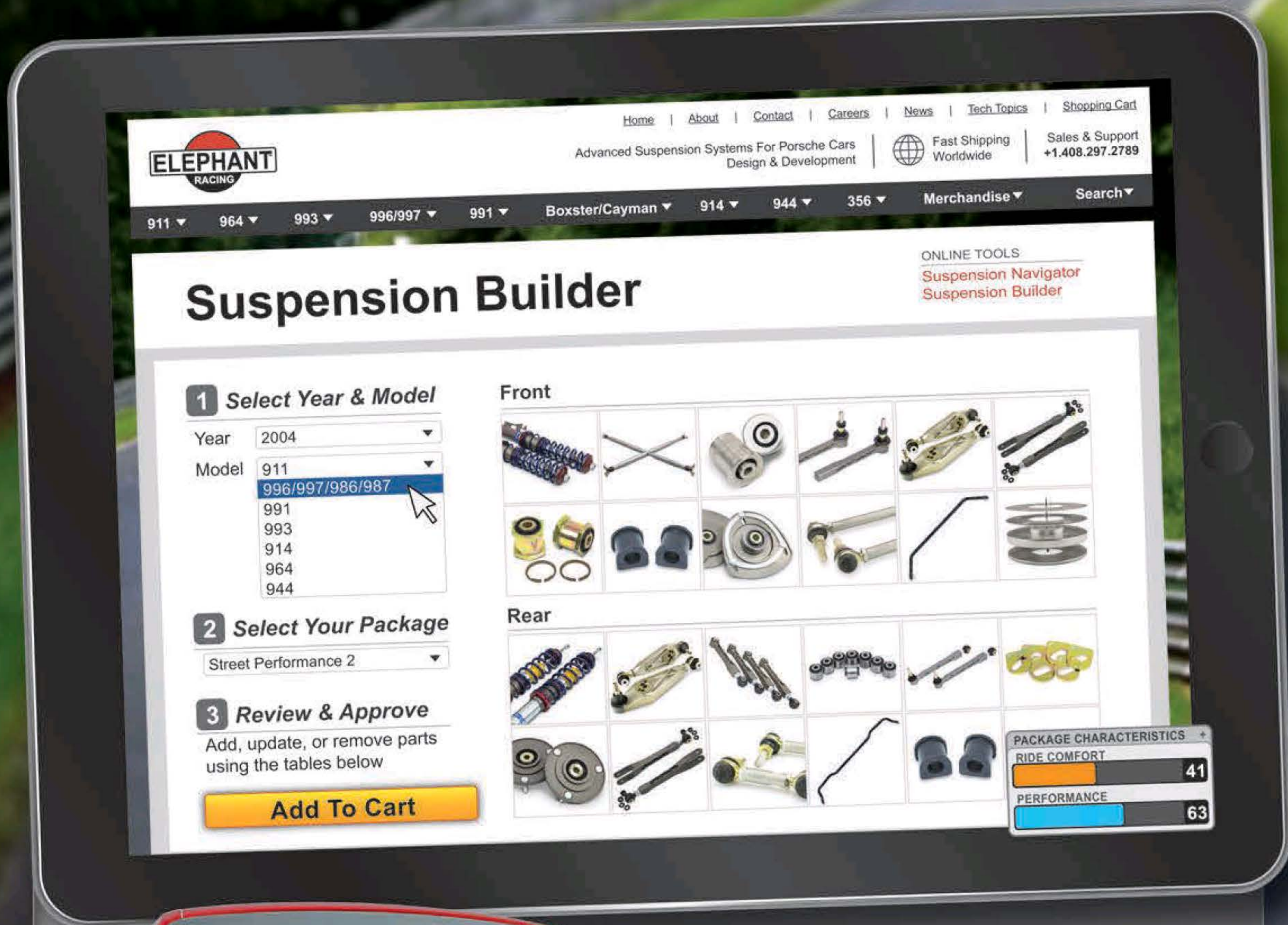
A short while later, working alongside IMSA to further align each organisation's regulations, ACO changed its rulebook in readiness for the 1995 season. Le Mans GT1 cars could still be based on a one-off model, as per the Porsche team's controversial Dauer entry but, even so, the writing had been on the wall for the 962's viability as a race winner for some time – ACO's extended changes effectively cancelled any further action for the model. Nevertheless, the 1994 All Japan Grand Touring Car Championship round at Fuji Speedway saw a more or less original-specification 962 take the model's final victory, marking the end of an extraordinarily triumphant ten years of motorsport success and an ambitious programme of flat-six engine development. **CP**

Above Some 962s were even more heavily altered than those tuned by ANDIAL, with several open-cockpit variants being developed to run under new sportscar racing rules in the mid-1990s



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MICHAEL HODGES

With all of us having to adapt to a new way of living until the pandemic is a thing of the past, the clampdown on face-to-face contact is already having a long-term effect on the classic car scene, from both a personal and commercial perspective. Not that this is necessarily a bad thing...

With huge marketing experience, including work for Porsche, Castrol, Michelin and BF Goodrich, Michael provides the full gamut of strategic and tactical PR and comms solutions through his company, MPH. Find out more at mph.co.uk



The pandemic has brought into focus how the classic car scene revolves around people sharing their passion in person, where meeting with our cars is a major ingredient. The deprivation many enthusiasts are currently feeling due to not being able to head out with their four-wheeled friends to meet like-minded folk at shows or local meets is likely to continue for some time to come, but what has been reassuring to see is how the people occupying our corner of the motoring world have adapted to the 'new normal'.

I'm talking specifically about how many older classic car owners — members of a demographic recognised for online engagement notably lighter than that of younger enthusiasts — have taken the plunge and joined the world of social media. Recognising meetings in person are unlikely for

auctions when it became debatable if traditional open-to-public auctions could be staged or, indeed, would prove viable. Online auctions certainly work from a logistics perspective, but they're a poor substitute for real-world engagement enjoyed by a room full of enthusiasts.

Rather than resorting to online-only sales, Historics Auctioneers took a different stance. Despite the prevailing pandemic, the company has succeeded in hosting four open-to-public auctions with a traditional auction hall, backed with telephone and online bidding. Yes, social distancing was strictly enforced (together with all necessary legislation), but it was clear that the ability to attend in person was appreciated by those present. Historics is passionate about encouraging get-togethers across the classic car community — it's been the brand's drumbeat since being established ten years ago, hence the pre-pandemic full-to-bursting hall of around



the foreseeable future, sharing their photographs and stories online is a way of keeping the passion alive during these challenging times. Moreover, from manufacturers down, the automotive world often pigeonholes its audiences by territory, whereas platforms like Instagram, Facebook and blogs encourage interaction with enthusiasts worldwide, thereby expanding the reach of owners clubs and the content their members generate beyond previously accepted boundaries. Encouragingly, this positive take-up of online interaction is set to become customary for those new to social media, even when we're able to meet one another again at shows.

The lack of face-to-face contact has also presented challenges from a commercial standpoint, not least due to showroom traffic restricted or prevented. Once again, digital media has waved the flag, with online sales increasing to reflect the changed world we're living in right now. The best example of where the enthusiast community of buyers and sellers meet en masse, of course, is that of a traditional classic car auction. Online bidding has been a key feature of these events for some time. It's steadily growing, but the pandemic delivered the rationale for wholly online

500-750 enthusiasts at each auction, with more attending on pre-auction viewing days. What's more, the results of the last Historics open-to-public auction (held at Ascot Racecourse in December) showed the resilience of the traditional in-hall auction format: 118 of 159 cars — that's seventy-four percent — of classics passed to bidders in the auction hall or by telephone. The eighty-four percent sale rate of entries proves the market is strong, despite the problems we're all facing. Nevertheless, the fact that there

were 840 registered online bidders from an astounding thirty-two countries — an increase on previous Historics auctions — adds credence to the popularity of online bidding for those that cannot attend in

person. Additionally, the huge international reach is a fantastic illustration of how the internet can help engage enthusiasts on a world stage.

In a nutshell, the pandemic has left an indelible mark on social interaction in a community which loves to meet and chat, but the fact increasing numbers are now more familiar with engaging online, whether to buy and sell or simply to share comment, is a wonderful thing for all who contribute to this sector, which is hugely important to the UK economy.

PLATFORMS LIKE INSTAGRAM, FACEBOOK AND BLOGS ENCOURAGE INTERACTION WITH ENTHUSIASTS WORLDWIDE

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CHRIS LANSBURY

For many years, Targas lived in the shadow of their coupe stablemates, but a shift in attitude – partly driven by the steadily rising cost of entry into air-cooled 911 ownership – has seen renewed enthusiasm for this distinctive body style, which offers a huge amount of fun in the sun...

Trading in East Anglia since early 2008, PIE Performance was established by Chris and his father, John, as an independent Porsche servicing, restoration, sales and tuning specialist. Find the company online at pieperformance.co.uk



One of the many questions I get asked is which air-cooled 911 buyers should be considering. Most of the time it comes down to budget – I always recommend buying the best Porsche you can afford! The next question is almost always whether a coupe or Targa is best. History proves a classic 911 Targa will always be the cheaper of the two body styles, but don't be fooled into thinking this automatically makes semi-open-top styling the coupe's 'poor relation'.

The classic Porsche scene has seen prices fluctuate during the past few years, but 964 Targa values have now strengthened, reducing what was a significant gap to the cost of a coupe. News flash: I think the Targa is just as good as the hard-top. Granted, there's scuttle shake to consider and, I concede, the Targa's roof produces a fair amount of wind noise, but let's be

not unusual to find very low-mileage examples at reasonable cost when searching classifieds. The 964 Targa has, somewhat unexpectedly, become a sound investment. It's also worth considering how purists consider the 964 Targa the last 'true' air-cooled Targa, thanks to its 993-generation successor moving to a sliding glass roof. I'll admit, older Targa tops can be a pain to remove and, when stowed, you lose any real capacity to carry luggage. Over time, old-school Targa roof panels can also require restoration, but there's charm to the system's simplicity.

Add ABS, power steering and the removal of torsion bar suspension in favour of coil springs, and it quickly becomes clear how the 964 is a real driver-focused car easy to live with day to day. The altered suspension setup can be firm – even more so if you're behind the wheel of a 964 wearing an RS or Turbo badge – but these changes transformed the 911



honest, on fine sunny days, these cars are utterly fantastic. And what better choice of vehicle could you be in? Driving a distinctively styled air-cooled Porsche, the wind in your hair and a symphony of flat-six engine tones roaring behind your ears with every gear change. Why *wouldn't* a 911 Targa be your first choice?!

I've owned several 964 coupes, but if I was about to purchase a 964 today, my first choice would be a Targa. This once overlooked variant has now become a respected classic, not least thanks to the popularity of the 991 Targa, which pays tribute to classic Targa styling with the reintroduction of the iconic rollover hoop.

Porsche produced around 34,000 964 Carrera 2 and Carrera 4 coupes, but only a smidge over 4,000 Targas of the same configuration. Exclusivity now makes the model an attractive choice, not to mention the fact it's

for the better, opening the model to a much wider audience than Porsche had catered for in the past. The exhaust note helped, of course. In stock

trim, the 3.6-litre flat-six sound is good, but with a few considered alterations to airflow, the soundtrack to your drive can be one of the best Porsche has ever produced.

Having said all this,

it's important to be careful when you start your search for a Targa. A professional inspection is a must for any Porsche, but buy a duff 964 and you can expect hefty bills. Take a small oil leak, for example – what might look an easy fix can quickly generate a mountain of ones and zeros.

If you decide to take the plunge and buy a Targa (any generation 911), I'm confident you won't regret doing so. Add a minor exhaust upgrade, drop the roof and head out into the sunshine. Your own little bit of Porsche heaven!

TARGA ROOF PANELS CAN REQUIRE RESTORATION, BUT THERE'S CHARM TO THE SYSTEM'S SIMPLICITY



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



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**Classic
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INSIDE STORY

Perma-Tune manufactures modern electronic ignition systems for air-cooled Porsches and other classic European sports cars. As an OEM supplier, the company's roots are closely linked to Zuffenhausen. Moreover, its founder was once a college buddy of none other than Ferry Porsche...

An experimental physicist with a background in aviation and aerospace tech, Lonnie Lenarduzzi is Owner and President of Perma-Tune, the company he bought in 1989 after redeveloping its product line. Visit www.permatune.com



Tell us about Perma-Tune's history?

The brand came about in 1969 and was created by Dr Theodore Stum, a college friend of Ferry Porsche and a German immigrant to the USA. Stum was a teacher who developed ignition systems as a sideline, but the products he produced gained swift recognition when imported Ferraris were kitted-out with Perma-Tune products to help them pass strict North American emissions tests between 1970 and 1974. The parts were also popular in motorsport and as a tune-up for modified street cars. Around the same time, Porsche contacted Stum with a request for a special ignition system for his production cars. The resulting equipment was manufactured in Newport Beach, California, and exported to Germany for installation on the 911 between 1974 and 1977. Also available as an aftermarket product from Perma-Tune, the unit carried a single capacitive discharge of – 400 Volts and a more modern electrical connector than Stum's first-generation ignition system. Small round terminal connectors were changed to a robust and water resistant three-terminal connector, while the distinctive blue casing of the first-generation system was carried over to the newer version. Perma-Tune hardware made for aftermarket sales in the USA featured the silver Perma-Tune name plate and were usually sold with an accompanying ignition coil and harness, while the parts made for OEM Porsche fitment can be identified by a yellow sticker on top of the case and a silver sticker on the opposite end of the connector.

Being a supplier to Porsche must have been a game changer?

It really launched the Perma-Tune brand on a global scale, though production of the company's products have remained exclusively in the USA. Staying true to Perma-Tune's auto racing roots, we've focused on constant evolution of the product line through the continued introduction of state-of-the-art electronics and related technology. That said, we recognise the desire from owners wanting to retain an OEM fit and finish when upgrading their air-cooled Porsches, which is why we now treat all Perma-Tune product casings with a special finish to give them the look you'd expect from new factory components left on the shelf of a Porsche dealership for forty years!



Period looks, modern internals?

Absolutely. We're about to launch the sixth-generation Perma-Tune system. It bears little resemblance to the original version, but because we've tried to keep a simple, somewhat uniform look to our product line, there are people who think we're still producing the same analogue equipment we did when that technology was new! Nothing could be further from the truth. As if to prove the point, the new fully programmable Perma-Tune ignition system features thoroughly modern non-thermal plasma ignition technology forward-compatible with a new generation of spark plugs due to hit the market in the not too distant future. OEMs are looking to bridge the gap between full EV production and getting the most out of the combustion engines they've already got in production. Improving performance whilst reducing emissions is their primary objective. Plasma ignition technology is key to their success.

It sounds like you're well ahead of the game?

I've adapted technology I developed for the US Navy. Essentially, you'll be able to power your air-cooled Porsche using a plasma system requiring far less ignition timing thanks to increased speed of combustion and leaner burn, releasing more horsepower through reduced pumping loss (the power required to fight against piston-up pressure) and improved fuel consumption, which has the benefit of further reducing emissions. You can use the system on your 911 straightaway, of course, taking advantage of all the functions and performance benefits Perma-Tune products are famous for, but I've developed the sixth-generation system to be futureproof, taking into consideration the new wave of ignition technology about to be adopted by OEMs and, subsequently, filtered into the aftermarket. A new line of bespoke Perma-Tune distributors developed in partnership with 123 Ignition is also about to be launched, affording buyers a comprehensive, reliable, modern, plug and play ignition system comprising the new Perma-Tune kit, a bespoke distributor, a custom harness, LED diagnostic lights and programmable live mapping via software on a laptop or smartphone app.

How did you get involved with the Perma-Tune brand?

Following Stum's death, I bought the company in 1989. I'd already been brought in to re-engineer Perma-Tune's product line with modern electronics, reflecting my career as an experimental physicist and an internationally recognised and published scientist (my most famous research paper is published in the Institute of Electrical and Electronics Engineers Journal, *Transactions on Plasma Science*). Following acquisition of Perma-Tune, I completely overhauled the design of the brand's ignition systems, making them even more reliable and focusing on their constant evolution, as demonstrated by advanced features of the sixth-generation Perma-Tune system about to be launched. Ultimately, I still get a huge kick out of the idea of an old car running with a state-of-the-art ignition system and cutting edge electronics. I'm proud of Perma-Tune's popularity among owners of air-cooled Porsches and other classic sports cars. Long may it continue!

BLUE BLOODS

Comprising hardware from some of the most aggressive road and race 911s ever built, this no-holds-barred air-cooled classic is a product of North Carolina's thriving motorsport scene and is about to enjoy a new lease of life in rural England...

Words Alex Grant Photography Andy Tipping







Above Brumos DNA runs thick through the build, which started life as a stock 911 E

Freed from the confines of FIA regulations, but fuelled by generous budgets and an enthusiasm for our favourite marque's most successful motorsport machinery, club-level Porsche racing in the United States has spawned some of the most outlandish track-bred automotive creations on the planet. Wide-bodied, fire-breathing homages have been plucked from a wish list of parts spanning the entire 911 era, modernised with the latest technology and as dramatic to watch as the wildest prototype racers.

Often hidden away in collections between events, if these custom creations are considered a rare sight in North America, then it's almost unheard of to spot one lurking in the Cotswolds. Even so, in amongst the racks of high-end parts designed to aid the next phase of its evolution, the outrageous 911 on the pages before you is in safe hands — Will Chappell and Jase Eaton, co-founders of Blockley-based independent air-cooled

Porsche parts specialist, Stuttgart Classica, confirm they're excited to get stuck into what's likely to be their trickiest project to date.

"The previous owner managed a race team," Will explains, while we wheel the coupe's swollen bodywork out into sunlight. "This was the guy's track day toy. He built an absolute monster. In fact, this 911 is so hardcore it probably won't comply with any race series rules in the UK. It's not suitable for the road, either."

A Stuttgart Classica customer imported the car from North America after deciding he wanted to make the blue brute street legal, but as Will stresses, "it's not going to be a case of adding wipers and indicators". Make no mistake, the task ahead will prove challenging, not least because Will and Jase are engaged in a process of unpicking how this 911 got to its current specification. Mercifully, the previous owner avoided skyrocketing prices of air-cooled Porsches, acquiring what started life as a 1973 911 E in 2010. Being based in North

Below A wealth of aftermarket components have been added to ensure this blue brute is as capable on track as it can possibly be



Carolina meant geography was firmly on his side – located close to Charlotte Motor Speedway, he could rest assured there's a wealth of motorsport knowledge within the locale. Better still, he was ambitious enough to enlist the best people for the job of transforming his once tame 911 into an angry track attacker. Porsche's motorsport prowess in mid-1970s Group 3 and Group 4 racing means there's no shortage of motorsport-inspired classic 911 builds dotted around North America, but few have the provenance this one brings to the table. More specifically, much of the time, energy and direction invested in the car's development came from first-hand professional motorsport experience – as the no.59 sticker on the nose and roof

suggests, the process was led by Mike Colucci, former crew chief for Jacksonville's famed Brumos Racing outfit. Of course, this isn't a Brumos build, but there's definitely Brumos DNA at play.

Arguably, this bold bloodline to genuine RSRs has become stronger than the car's link to its earlier status as a standard 911 E, given the fact an aggressive programme of weight saving left only the roof and supporting pillars intact. Flared bodywork is based

on that of a 1974 RSR and is made with lightweight fibreglass panels fixed in place with cam-locks to ensure they can be easily removed in the pits. Every inch is function over form, from the front splitter channelling air up through wide-mouth mesh (to the front-mounted oil cooler and out of vents at the front of the hood), to the 935 rear wing stretched out as if in motion blur beyond the rear bumper.

Emphasising how thorough the exercise in ridding weight was, not only was the rear glass replaced with a

Lexan polycarbonate item, the doors were trimmed down to little more than a barely rigid skin – their corresponding windows and the frames around them were deleted altogether! It's a step toward counteracting

SIXTEEN-INCH BBS E50 WHEELS MEASURE ELEVEN INCHES OF WIDTH AT THE FRONT AND FOURTEEN AT THE REAR

the necessary extra weight introduced in the name of safety and structural rigidity. Added by CM Performance in Bessemer City, this amazing 911's roll cage includes door bars, additional bracing under the remains of the dashboard and another diagonal across the roof, while the shock towers and front crossmember were strengthened to take the strain of cornering on wide slicks. Adjustable Tarett Engineering anti-roll bars and JRZ bespoke race-specification coilovers allow for

Below 3.8-litre RSR flat-six was rebuilt by former RennGruppe Motorsports technician, Dave Brown





trackside fine-tuning, while a bump-steer kit keeps the car manageable on imperfect surfaces.

Grip certainly wouldn't have been an issue provided the asphalt was dry. Unfastening the front and rear wings to strip this cool coupe to its skeletal structure reveals an almost unnatural amount of rubber. The sixteen-inch BBS E50 wheels measure eleven inches of width at the front and fourteen at the rear, wrapped in thick-sidewalled Hoosier black circles and concealing a full 993 Turbo brake setup. During assembly, the car was also equipped with an AP air jack system. We're talking about a serious collection of race-competitive parts for a classic Porsche built purely as an adrenaline-inducing plaything.

The car, now weighing just 916 kilos, also has the engine to match. The previous owner managed to source a 3.8-litre flat-six from a 964 RSR, but also called in the expertise of former RennGruppe Motorsports technician, Dave Brown (another North Carolina resident), for a comprehensive rebuild. The work saw the addition of more aggressive cams, slightly larger intake valves and uprated JE pistons and Carillo rods, as well as Electromotive XDI ignition. The system runs six individual coils driven by the crank, allowing the original distributor to be removed. With individual PMO throttle bodies and a large centre-exit exhaust, it's safe to say we're in the presence of no wallflower.

ROLL CAGE TUBING SURROUNDS THE COCKPIT, WHICH IS PUNCTUATED BY A WEVO SHORT SHIFTER

"The 3.8-litre unit now makes around 400bhp and is mapped to run on US-specification race fuel, though it's quite difficult to come by in the UK," says Jase. That ferocious engine is paired with a 915 transmission kitted-out with a lightweight RSR-style flywheel and 930 (911 Turbo) driveshafts to take abuse dished out by the spool-type limited-slip differential, which locks the two shafts together to ensure no loss of power through one wheel spinning faster than the other. Traction is also aided by 930 trailing arms, which dial in negative camber more quickly under load than the standard setup and help

to maintain a better contact patch as a result. And yet, this awe-inspiring 911 has also been designed to encourage hassle-free maintenance — the rear firewall was removed during the

build in order to allow easier access to the drivetrain and suspension adjustment when required.

SIX OF THE BEST

The tuned six-banger's thirst for dinosaur bones is met by a high-flow Bosch pump and centre-fill fifteen-gallon fuel cell, complete with a surge tank packed in under the scuttle panel to avoid starvation under heavy cornering. Fuel and oil lines run alongside the transmission tunnel on the passenger side. In turn, this extra equipment meant relocating the battery to a compartment inside

Above Forget Porsche Lego kits — look what the Stuttgart Classica boys get to play with!



Above Chassis rigidity is the name of the game, with a huge amount of tubework and reinforcement applied everywhere you look



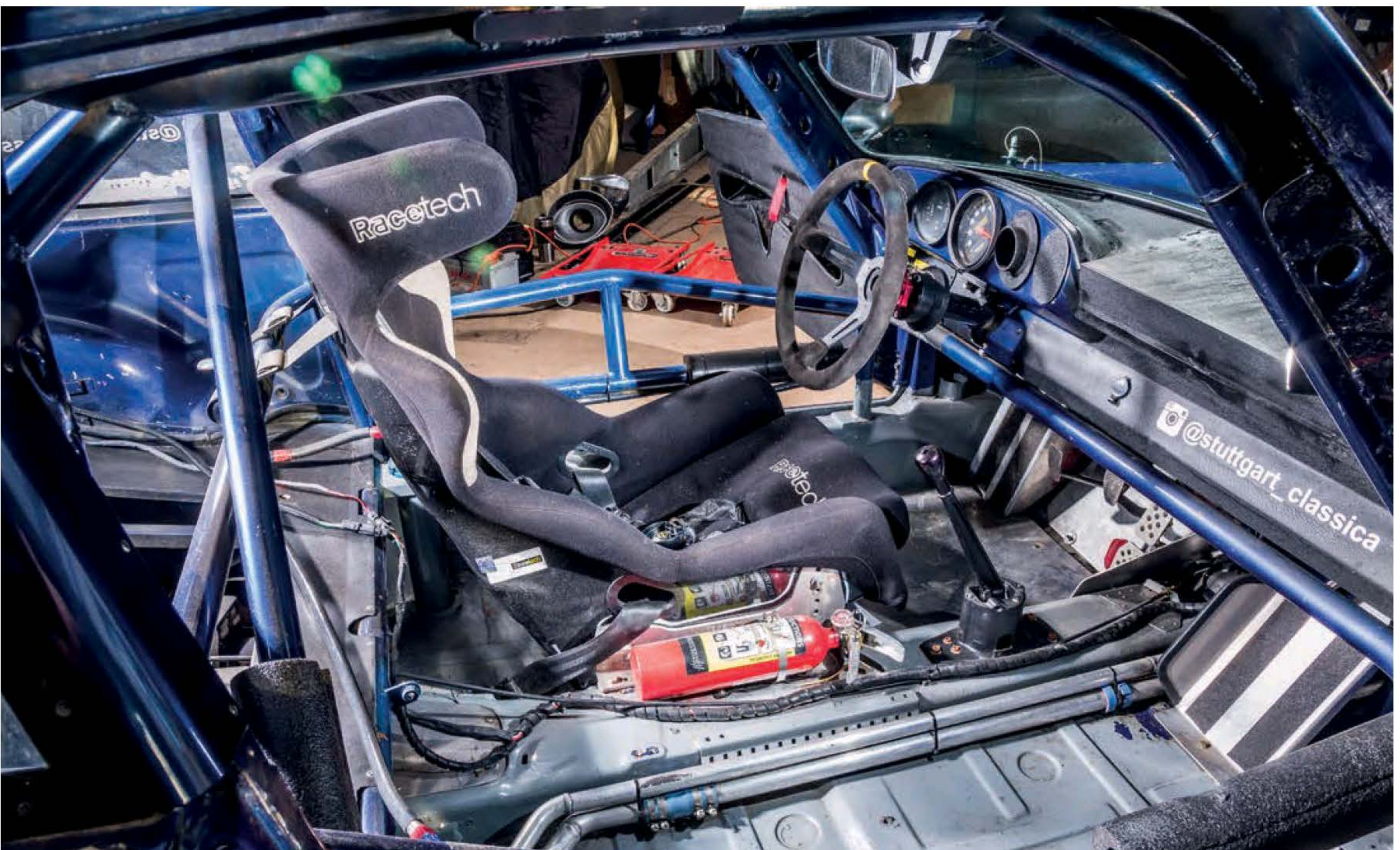
Below Will and Jase are working through the car from front to back in preparation for the next round of updates and making the car road legal

one of the front wheel arches. No detail was overlooked, and every non-essential part (including the cabin heaters, headlights and even the windscreen wipers) was removed. That said, it's a minor consideration given the total lack of creature comfort inside. What's left of each door opens with a lightweight red strap cut into the plan panel, revealing a single RaceTech seat joined by a Schroth Racing safety harness. Roll cage tubing surrounds the cockpit, which is punctuated by a WEVO short shifter (available from exclusive European distributor, TwinSpark Racing) rising out of the transmission tunnel. The skin of the original dashboard remains, but is now home to only an Auto Meter a rev counter and a combined oil pressure and temperature gauge, while the speedometer has been replaced with a

nozzle channelling fresh air from a duct in the bumper into the cabin. That's a few more kilos saved, versus using an electric fan.

Needless to say, this potent Porsche has a long way to go before it reaches the 'gentleman racer' status its new owner has asked for. "It will remain a track focused 911, but needs to be compliant enough to be driven between events," Will tells us. "The RSR look will stay, but probably without the mad spoiler. The quick release bodywork is unnecessary for the car's new intended use, too. This certainly won't be an air-cooled 911 configured for everyday driving, but I'm confident we can make it more usable."

Jase agrees. "We'll be adding thin carpets, sound deadening material and more practical seating, as





well as windows and door frames to ensure the car is watertight. It also needs a less aggressive differential and softer suspension for road use. Put it this way, if I raise the car with a jack, there's only about an inch of droop in the coilovers. It's a very stiff ride."

If recent reactions are anything to go by, this striking 911 isn't going to lose any of its appeal as a result of Stuttgart Classica's changes. As highlighted in the previous issue of *Classic Porsche*, the car was one of the star attractions at the recent Oilcooled event, held at Frank Cassidy's Oxfordshire-based Porsche-specific business destination, Boxengasse, where the blue beast drew crowds and dropped jaws throughout the day.

THE ENGINEERS WHO HELPED WITH THE BUILD REACHED OUT TO WILL AND JASE WITH THE OFFER OF INFORMATION

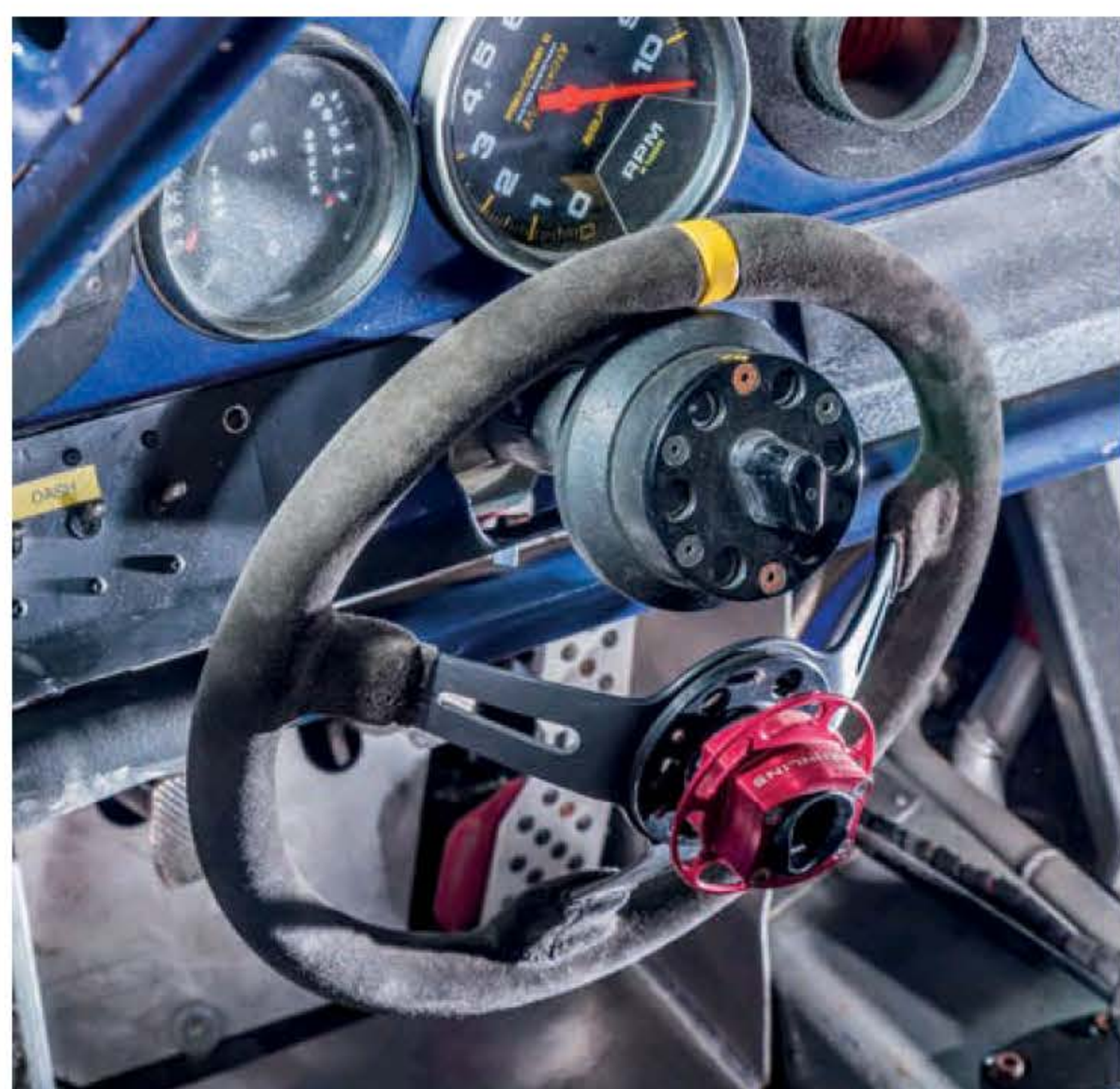
Unsurprisingly, images of the car quickly went viral on social media, leading some of the engineers who helped with the build to reach out to Will and Jase with the offer of information. Suffice to say, this exciting project is ongoing, though pre-build inspections and import

paperwork have now been dealt with in advance of the next phase in this powerful Porsche's evolution.

Rare because of its special link to genuine race cars through a mass of

motorsport-derived mechanical equipment and a former project manager with a glittering resume, this modified air-cooled classic is about to start the next chapter in its story of engineering evolution. **CP**

Below Flicking the fourth switch enables playback of recent *The Archers* episodes





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THE ART OF SPEED

Chief designer for a major automaker. Faculty instructor at a prestigious design school. Artist with a keen passion for Porsche. These three aspects of John Krsteski's career have led him to a most interesting life in California, a state rich with car culture...

Words **Stephan Szantai** and **Dan Furr** Photography **Stephan Szantai**



John Krsteski has been on quite a journey. Born in Macedonia, a region formerly part of Yugoslavia, he moved to Detroit when he was a child. The largest city in Michigan has played an essential role in shaping the American automobile industry and is where John's passion for cars developed at an early age. "There wasn't much to do in Detroit when I grew up, but I always liked to draw," he ponders. "I could get lost for hours sketching anything and everything, including cartoon characters and cars. I often got in trouble for drawing in class, even in grade school."

Below Away from serving as Chief Designer for Hyundai imprint, Genesis, John splits his time between a home studio and the Art Center College of Design in Pasadena

He enjoyed witnessing Motor City's hot bed of automotive activity up-close as an observer, participating in Friday night cruises when he was old enough to drive. Additionally, he was a regular at the famed Woodward

Cruise, where thousands of vehicles parade on the event's namesake, Woodward Avenue. Muscle cars were very much part of the social fabric, hence the young John's liking for high-performance V8 'street machines' burning rubber.

His passion for art would combine with his love of four-wheelers when formal training in design at Detroit's well-known College for Creative Studies resulted in graduation in the discipline of Transportation Design in 1991. During his four-year tenure, and not unlike many of his classmates, John acquired a taste for air-cooled Porsches, marvelling at the unique lines of the 911. His first foray into the Porsche world wasn't with a 911, however, but with a 928 purchased a year after graduating from college. "Despite being a lover of big, naturally aspirated engines, I was less interested in the





Above John enjoys creating work using traditional methods, such as acrylic on canvas, and by using modern digital techniques

performance aspect of my 928's V8 and more fascinated with the simplicity of the front-engined, water-cooled Porsche's overall design," he concedes. "I drove that 'land shark' day in, day out, even in winter. I sold up before moving to California, but was pleased to have covered 160,000 miles in the car."

John relocated close to Los Angeles in 2001, opting to run an advanced design studio for Johnson Controls, working on advanced automotive interiors "at a time when the expectation for graduates like me was to become exterior designers". In 2007, he became Hyundai's North American Design Manager, before taking a position in the company's luxury division, Genesis. Now holding the title of the brand's Chief Designer in North America, his role consists of leading a team of exterior and interior designers, competing with studios in Europe and South Korea (though they occasionally collaborate

with each other). In parallel, he teaches at the respected Art Center College of Design in Pasadena, with prime focus concerning visual communication. Needless to say, Southern California has now become "a big part of my life, making it hard to imagine moving back to Detroit." Pleasingly, his love of the Stuttgart brand remains strong, as demonstrated by the fact his daily driver is a 2005 997 Carrera S he acquired in 2006 before beating his previous Porsche record by adding 180,000 miles to the stock-spec 911's odometer.

HAPPY MEDIUM

Another aspect of John's career happens to be his personal artwork. Occasionally, when not labouring in his studio at home, he can be seen toiling where he teaches, poring over either acrylic-on-canvas or digital illustrations. The skills he's honed in the workplace

Below 3.8-litre 997 Carrera S is used as a daily and has covered more than 180k trouble-free miles to date





Above Depictions of Porsche motorsport machines make up half of John's portfolio

allow him to make the two approaches almost indistinguishable from one other to the untrained eye. Even his brush techniques remain the same, no matter the medium he's created with.

John's first step when working with traditional canvas consists of marking and sketching the subject to be depicted, a process somewhat similar to his digital artwork, which might start as a doodle. For the next step in computer-assisted art, he uses a program called Painter, installed on his MacBook or tablet. It offers many advantages, including an ease of blending colours, with inspiration coming from attending numerous automobile events in North America, from the esteemed Monterey Car Week & Concours, to smaller-scale local meets. "You can go to car shows in SoCal more or less every weekend, gathering as much reference material as you care to stockpile. It's a great stimulus," he muses. Indeed, rather than choosing a subject far removed from his day job, his continued love of motoring sees him escape into

a world of racing, with Formula One, IndyCar and sports prototypes informing his passion projects. He cites the 917 as his favourite subject matter, as demonstrated by the amazing work he's created in tribute to the Salzburg-liveried motorsport machine Richard Attwood and Hans Herrmann piloted to victory at the 1970 24 Hours of Le Mans, as well canvases picturing the Gulf-liveried John Wyer Kurzheck (short tail) Pedro Rodriguez, Leo Kinnunen and Brian Redman used to great effect by winning the 1970 24 Hours of Daytona.

1971's winner at Sarthe, the Martini-decorated 917 campaigned by Gijs van Lennep and Helmut Marko, has also raced out of John's fingertips, along with the Martini-decorated 911 Carrera RSR 2.8 and the 911 GT1-98, a then new Porsche designed to match the power and prowess of the Mercedes CLK-GTR and the Toyota GT-One. "You might notice how I like to paint different angles of the same car," he smiles, enthusiastically. "It's the designer in me. I'm never tired at

Below Private commissions have resulted in stunning, vividly presented artwork



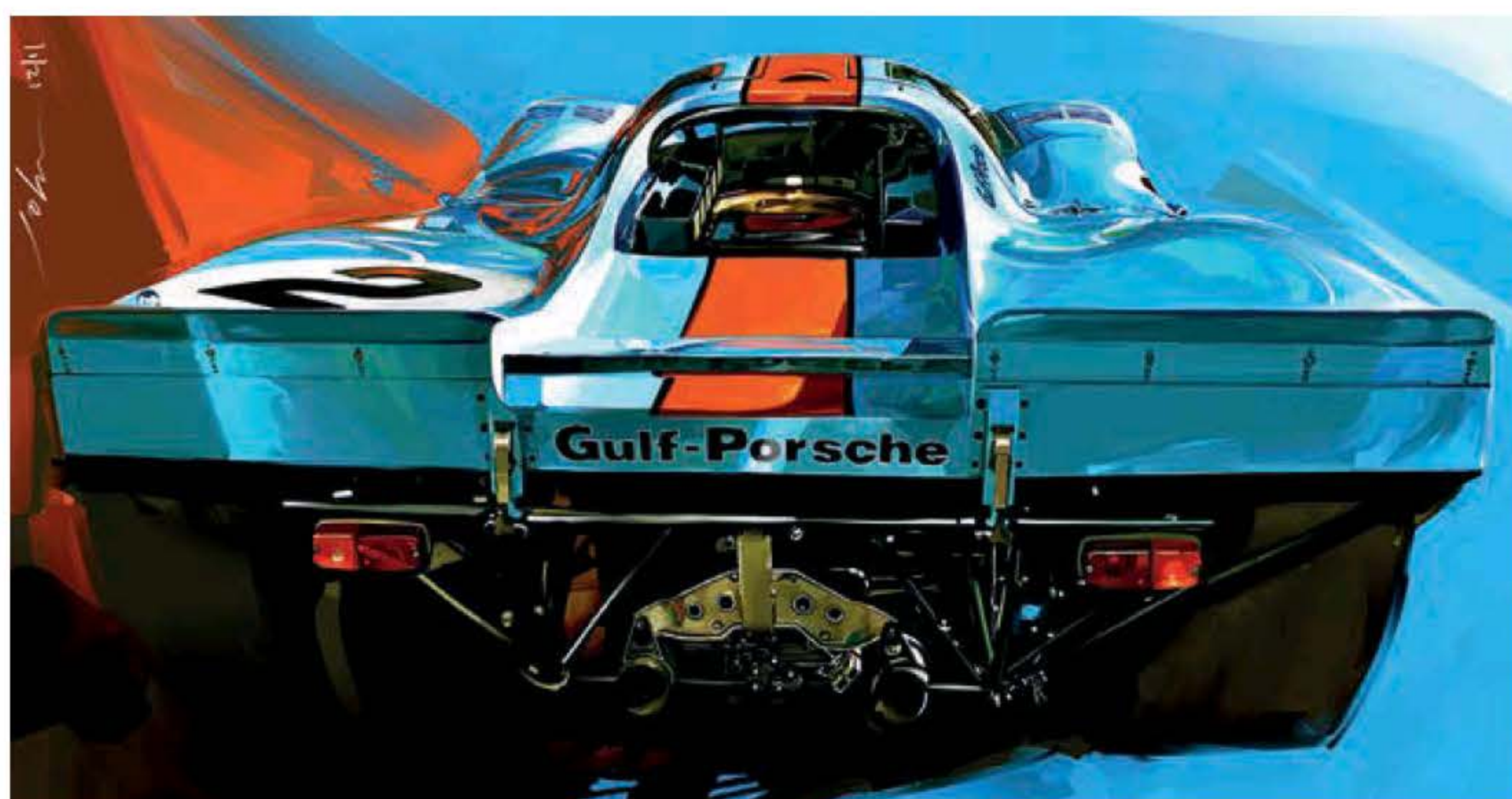


looking at a sports car, seeing beauty in its proportions, curves, angles and profile. There's something to be enjoyed wherever you stand around a car," he adds, citing interesting body graphics and sponsor decals as elements of a race car that only reveal themselves when you take time to view all there is to view.

John's jump back into a Porsche came after time spent behind the wheel of a classic Ford Mustang. "It was a 1966 fastback transformed into a Shelby GT clone, one of my dream cars," he grins, recognising you can take the boy out of Detroit, but you can't take Detroit out of the boy! A 1978 Ferrari 308 GTS in black – an almost-finished project currently being treated to longer lasting camshaft tensioners – currently lives alongside the

3.8-litre 997, though between the day job and completing recent private commissions, he has enough to keep busy without worrying about finding time to tinker with a Targa-topped Prancing Horse. Not that he's complaining about demand for his work. Just remember to tell him *Classic Porsche* sent you! **CP**

Above Though John enjoys working in his personal studio, he regularly attends car shows for inspiration





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TESTING TIMES

Buried beneath a pile of furniture for three decades, this recently restored 911 S originally served as a development mule for factory engineers before being released into the custody of a legendary Porsche personality...

Words Robb Pritchard Photography Simon Anderson



An industrial estate in Johannesburg isn't the first place that comes to mind when imagining a mind-blowing collection of classic Porsches, but step inside the workshop of Bailey Cars and the line of 917 replicas in various stages of construction — from jiggled chassis to finished bodies read for paint — are like a window back to Zuffenhausen fifty years ago. It wasn't these glorious and emotive beasts I've come to see, though. Peter Bailey and his son, Greg, have invited me to eyeball the dust cover being pulled from beautiful white 911 S.

Don't get me wrong, just like every immaculate Porsche I'm lucky enough to encounter doing this job, the car was nothing short of stunning, but in a room full of 917 replicas? I struggled to tear my gaze away from these sports-prototype facsimiles.

Sensing my distraction, Greg invited me to look at the 911's VIN number. With the hood lifted, I read 3100015, indicating an early S. Very nice indeed, but not really something to get an Uber all the way across South Africa for. "When we found this car, we also thought the last digit was a five," Peter says, "but look closer. It's an S!" I take another look. And again. 310001S. Could this be the very first 911 S manufactured? The 917s were immediately forgotten. Greg's original misreading of the number meant the car, abandoned in a garage for nearly thirty years, was very nearly cut up in order to supply parts for restoration projects. It was only a suspicious

offer from a classic Porsche dealer that saved this historically significant 911.

Bailey Cars makes some of the highest regarded sportscar replicas in the world, but Greg also enjoys giving unappreciated street-spec 911s a new lease of life by converting them into RS and RSR replicas. If there's a 911 going for a good price somewhere nearby, his network of contacts knows he's the guy to call. It was one such tip-off that led him to learn of a long-stored 911 possibly available for purchase. Contrary to this description, when Greg picked up the phone, the owner made it abundantly clear he wasn't interested in

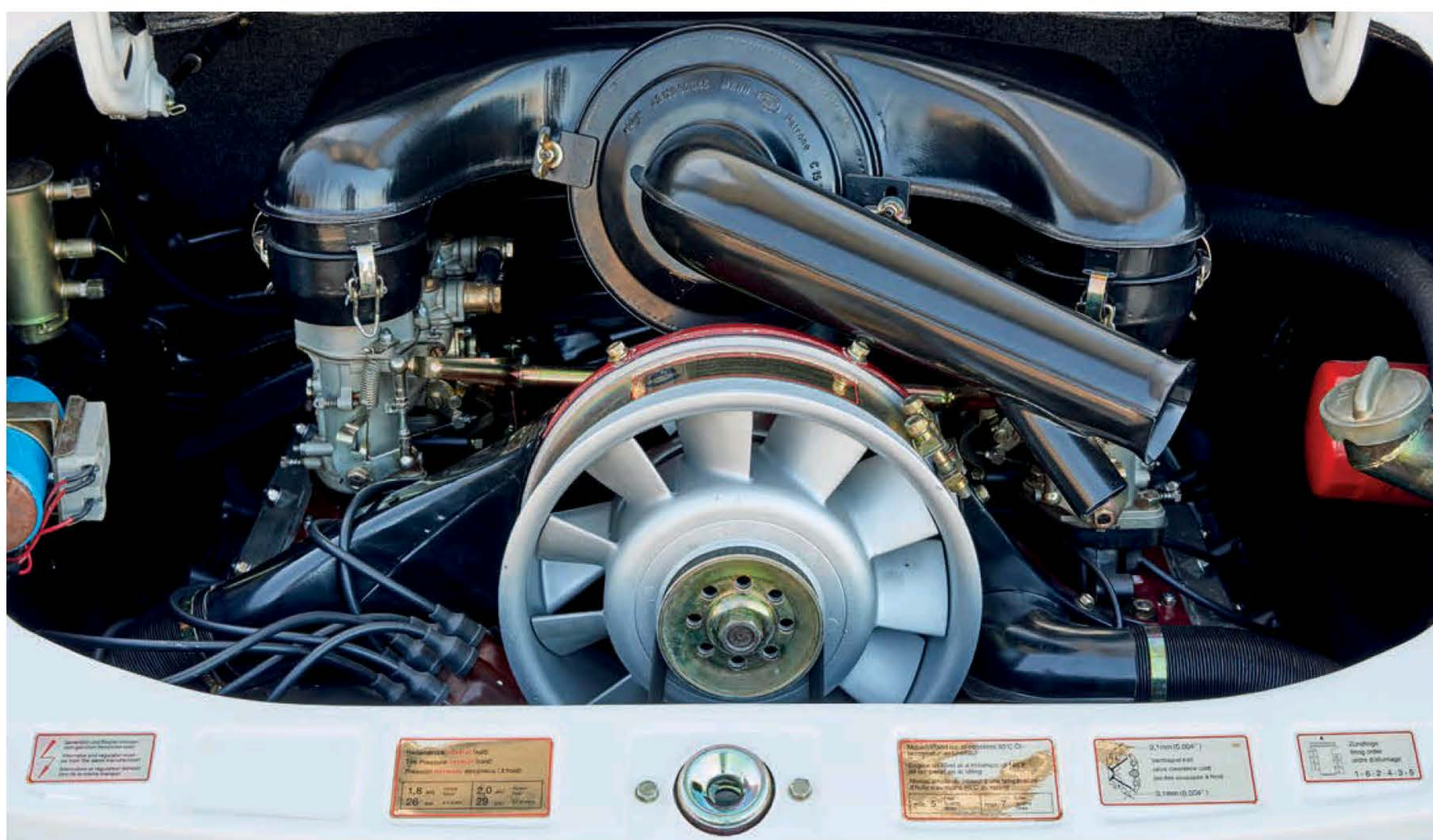
selling and ended the call abruptly, but the guy's wife, who wasn't particularly precious about a Porsche left collecting dust for three decades, persuaded her other half there was a useful

GREG ASSUMED HE MUST BE LOOKING AT A CHOP-SHOP REBUILD WITH A BESPOKE IDENTITY PLATE

sum of money tied up in his automotive ornament. Consequently, a few days later, the Baileys were invited to take a look.

"The guy was a hoarder," laughs Greg. "The 911 was completely buried under a mountain of junk." Bailey the Younger attempted to squeeze past the obstacle course of redundant furniture, piles of decades-old newspapers and broken gym equipment in order to see the air-cooled Porsche, which was rumoured to be somewhere at the back of the cluttered garage. "I moved stuff about to make a walkway, while my dad kept shouting to make sure I hadn't been swallowed into the void we were faced with. Suddenly, I sensed there something made of metal

Below S-spec flat-six was replaced by a T-spec unit before the car was released into the wild in 1969





under my feet. It was then I realised I was standing on the bonnet of a 911!"

The effort it was going to take to extract the car, not to mention the work in returning the owner's garage to the state they found it, made the Baileys question whether the task was worthwhile. They need not have worried: the driver's door window was cracked open, allowing Greg to squeeze an arm and his smartphone into the cabin. Blindly taking photos, he was amazed at what the resulting pictures revealed. For a start, the rev counter went up to 7,200rpm rather than 6,000rpm, the odometer registered just 8,000km and there was an S emblem attached to the glove box lid.

Unfortunately, the expedition looked as though it would count for nought when the owner scolded his wife for convincing him to let these automotive archaeologists into his life. "He abruptly changed his mind and returned to his original position of not wanting to sell," Greg sighs. In a case of history repeating, however, he soon received a phone call from the long-suffering wife. Her husband's Audi had developed an engine problem and, faced with a hefty repair bill, he was willing to sell the Porsche, if it meant he could cover the unexpected costs he was facing. Needless to say, with a tow truck and a fistful of cash, Greg spent a full day clearing and repacking the accumulated junk from around the 911, before affording it daylight for the first time in decades. It was no special occasion, though — Greg fully intended to cut the rediscovered Porsche into pieces, reassemble it as a track car and sell the low mileage mechanicals for profit. "I couldn't be entirely sure what I was looking at until I got the car back to my workshop," he shrugs.

Further investigation would have to wait thanks to a nasty chest infection brought about by inhalation of dust where the new arrival had been hibernating.

IDENTITY CRISIS

Chassis number 3100015 didn't bring up any hits when searching online or checking Porsche's build records. Perhaps understandably, Greg assumed he must be looking at a chop-shop rebuild with a bespoke identity plate (not an uncommon occurrence in South Africa). The plan to pull this Porsche to pieces remained, but things changed when a well-known local Porsche specialist popped into the Bailey Cars workshop. Peter noticed how the chap's eyes bulged when he read the VIN plate. Dramatically, on the spot, he offered ten times

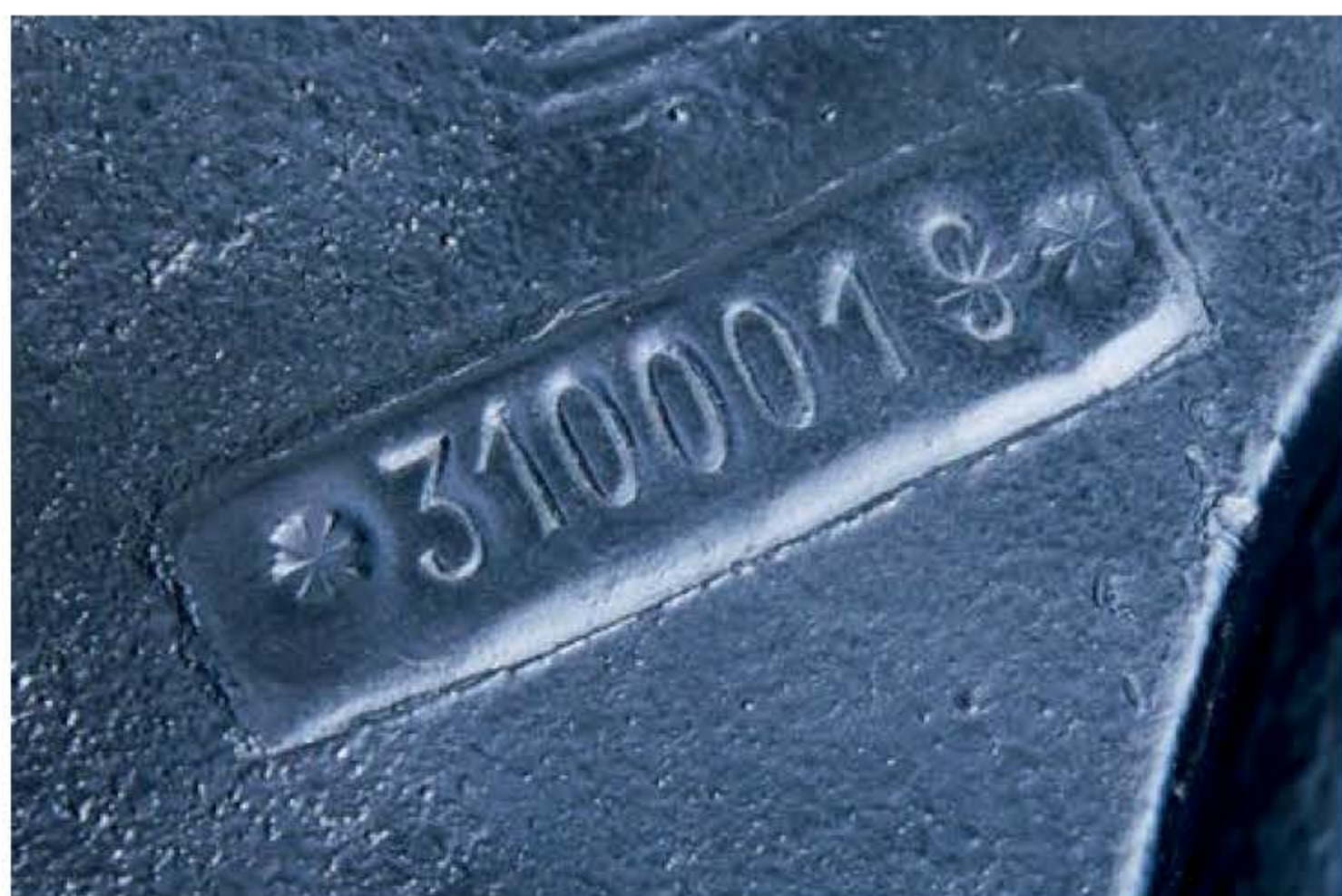
the amount Greg had just paid for the car. "From the sparkle in his eyes, we could see he knew we were in possession of something special. We've since joked at how he needs to

improve his poker face — we could see right through him!" Instead of making a tidy profit, the father and son duo decided to hold back and do more digging. What exactly had Greg bought?!

With a small amount of paint stripper used to clean the chassis stamp, Peter wondered if the five at the end of the chassis number might be an S. His suspicion was further aroused when his next round of search engine results brought back some very interesting information: there were thirteen known S prototypes. Twelve of them wore chassis numbers beginning with 320, but the first started with 310, ending with an S. "It was an absolutely incredible feeling," Greg says. "This car was a pretty

Above Utterly beautiful, this special 911 is now being put to regular use after thirty years away from daylight

PORSCHE CONFIRMED THE CAR WAS RETAINED BY ITS TEST DEPARTMENT AND LABELLED WITH PROTOTYPE STATUS



Above Metalwork, including the unorthodox chassis stamp, was carefully analysed by Mark Waring at 911 and classic car forensic service specialist, Rennsport Classics



good find anyway, but to discover it was possibly a 911 S prototype was nothing short of fantastic."

So much rested on the VIN plate's last character being an S that the Baileys commissioned Mark Waring at UK-based classic Porsche sales and restoration specialist, Rennsport Classics, to fly out to South Africa and conduct spectrum analysis tests to confirm the stamp was original and hadn't been tampered with. And when Porsche supplied a copy of the original Kardex, the Baileys were astounded to discover the car's first owner is recorded as none other than Hans Herrmann, the works racing driver who scored Porsche's first overall win at Le Mans in 1970.

Information covering how and when the car landed in South Africa is absent, but Greg — now dead set on stripping the car for restoration, as opposed to butchering it for track work — noted peculiar features when he looked at his new Porsche with a renewed sense of enthusiasm. For a start, he was in the presence of a 911 built in 1966, but carrying long-wheelbase trailing arms and odd short-wheelbase spring plates extended by twenty-five centimetres. There were no production date stamps. Additionally, the torque tube

had been reworked and its mounting brackets — which are different for the long versus short-wheelbase cars — had been cut out and refabricated. "What really confused me was that the quality of the workmanship on display didn't seem to be at the level I would have expected from Porsche engineers, even in the 1960s," Greg tells us. "Then again, if this was a test mule for long-wheelbase 911s, which were first put into production in 1969, then maybe they didn't care if the suspension looked a bit rough. It could be they simply wanted to build a working mock-up of the eventual production model's suspension and geometry. It's perfectly plausible Porsche was testing long-wheelbase components any time between 1967 and 1968 and, based on the information we have been able to gather, we consider it highly likely this car was used as a chassis test bed."

Their wondering was laid to rest when Porsche confirmed the car was retained by its test department and labelled with prototype status until 1969, leading to two separate Kardex records held at the factory — one at the point of manufacture, another created when the car passed to Herrmann. This 'split personality' goes some way toward explaining the many unusual parts

Below Greg's original intention was to cut the unidentified 911 into pieces and rebuild it into a track car





present. The Koni struts, for example wear a 1968 date stamp, while the brake calipers are marked with a V (for *versuch*, the German word for prototype). Because of the larger bolt holes, they wouldn't have fitted on earlier non-caster adjusting 1967 struts (the 1969 suspension was a simpler design, with both caster and camber angle adjustments a huge improvement over what came before). The instrument gauges, featuring white lettering on a black background, weren't fitted as standard until 1969, and other interior elements, such as the 'elephant leather' door panels and rear-view mirror with different mountings also highlight the fact this was an experimental car.

POWER STRUGGLE

Strangely, the S-specification flat-six was taken out and swapped with a far less potent T-specification unit by the time the second Kardex was created. "This makes little sense to me," Greg frowns. "The T-badged classic 911 was the lowest output production 911 ever built, yet the car remained badged as an S." The 911's two-litre flat-six was released in 1967, but was upgraded to 2.2 litres of displacement for a revised model range in time for the 1970 production year. The Baileys are presently in the process of trying to establish if the engine switch is

proof their car was used for development work beyond the suspension and related chassis experiments they're already aware of. It would certainly explain why there's a Bosch CDI ignition system (the same type used in the 908 and 911 R) installed and unmoved since the late 1960s. Also, the oil tank also shows evidence of being cut open and welded back up again, as if to suggest internal baffling was being tested. The plot thickens!

"That's the joy of owning a prototype," reasons Greg. "Obviously, the altered direction of the project is to now restore and preserve the car, but at the same time, we're trying to connect the pieces of its history and pull together a comprehensive overview of its life from the point of manufacture. Searching for information and making a discovery is, to my mind, as rewarding as finding a selection of rare parts."

Through owners club contacts, this determination to seek the truth enabled him to learn his peculiar Porsche's original engine is presently powering a classic 911 around the mountains of Switzerland. The current owner has put a lot of money into it his car and isn't currently interested in Greg's offer to buy its beating heart. Meanwhile, the numbers stamped into the prototype's gearbox prove it was an five-speed originally destined for a 1968 912. Reasoning the unit wasn't original to the

Above Then new dash dials and a raft of suspension modifications were added while in the car was in the custody of Porsche's experimental department





car, the Baileys have replaced it with a rebuilt 901 cog swapper lifted from a 1967 911 S.

Once the car's bare shell was fully exposed, they realised the enormity of what the restoration would entail. With so much metal lost to the elements, the only viable solution was to sacrifice a 1969 911 Targa Peter was keeping in storage. Greg, as well as running the technical side of Bailey Cars, designed and built a fully functional LMP2 racing machine, meaning the restoration of a historically important 911 was well within his capabilities. Even so, as much work as the bodyshell took, it seemed almost as much time was spent online trying to source parts – the sheer popularity early Porsches enjoy these days means that well priced spares can be difficult to find, not least thanks to many sellers demanding an extraordinary premium for what they've got stashed away. Nevertheless, Greg sourced driveshafts from the UK and short-wheelbase trailing arms (he wanted to rid the car of long-wheelbase

components) from North America, yet the hardest parts to find were replacement early non-flared rear wheel arches – none were available close to home. After a lengthy wait, one side came from the USA, while the other arrived from Belgium.

Recently, Greg upped sticks and moved from Johannesburg to Melbourne, Australia, where the finishing touches to his globetrotting 911 restoration were taken care of. With the last trim parts installed, carpets fitted and the suspension fine-tuned to deliver perfect handling and the desired ride height, his number one car is now enjoying a new lease of life – he's not afraid to drive it regularly, something unexpected in the current climate when talking about a Porsche of this provenance. "It spent long enough not being used," he laughs. "I fully intend to enjoy seat time in this special 911 now it's back on the road." Considering what it is, its unusual history and the stories it has yet to tell, who can blame him? **CP**

Below Greg has painstakingly restored the car, work he's well versed in following years preparing competition-spec Porsches and replica 917s



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REVIVAL CARS

Strictly dedicated to supporting owners of the 912, this London-based specialist in the field of four-cylinder Porsches is flying high in more ways than one...

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

Head toward Heathrow, and signs referencing Europe's second busiest airport read "making every journey better". While this suggestion of utopia provides little comfort to frustrated motorists stuck on the M25 motorway (a horrid oval of asphalt circling London and

resembling a car park for much of the working week), they can take solace in the fact the very same sentiment can accurately describe Revival Cars, the specialist 912 workshop located next to what's become every airline's favourite passenger hub.

Of course, Heathrow airport isn't likely to be the first place that springs to mind when imagining the



location of a marque expert working in the field of maintaining air-cooled Porsches, but perhaps the ease of entertaining jet-setting clientele in such a spot makes it the perfect locale? "It does," smiles Revival Cars boss, Max Levell. "Customers also like the fact we're next to a tube station leading straight to the heart of London, but the truth of the matter is I live nearby and simply wanted my workshop to be close to home!"

Prior to spending his days buried in the engine bays of Porsches, Max trained as an airline pilot. Finding there were no jobs available in his chosen profession, he occupied his time by restoring the 1966 912 he bought in 1997. "I paid just £3,000 for the car," he tells us, acknowledging how times have changed. "By the time I'd finished with the restoration, my four-cylinder Porsche looked brand new. Somewhat unexpectedly, it generated enquiries from other 912 owners asking if I could overhaul their cars to the same standard. Orders

for work swiftly snowballed, leading my career in aviation to be put on the backburner and the formation of Revival Cars to take place in 1999."

FOUR PLAY

Back then, the 912 — much like any Porsche that wasn't a 911 — was somewhat shunned by the automotive world, but having owned a vast number of air-cooled 911s from different eras, Max found himself returning to the 912 time and again. "To my mind, it's everything a 911 isn't," he says. "You get the same gorgeous looks, but you're in charge of a car much better suited to city driving, it's nimbler on country roads, adequately fast, much simpler to work on and, crucially, it's a far more affordable entry point to classic Porsche ownership."

At the forefront of 912 servicing and sales for more than two decades, Revival Cars has witnessed first-hand the change in fortunes for the 911's little brother, which

Above Though the move to working on the 356 and 911 would be an easy switch, Max's passion for the 912 means Revival Cars focuses solely on the 911's previously unloved four-cylinder sibling



has gone from underdog to cult classic, with a fanbase (and rising values) to match. In fact, not long after we visited Max's natural habitat with our cameras, increased demand for his team's services saw Revival Cars move into a workshop fifty percent bigger than what he's used to operating in. "More customer cars means we need more ramps, which means we need more space!" he smiles. "We focus primarily on mechanical work, with the servicing and recommissioning of 912 engines and gearboxes being our chief concern. We also source cars for customers," he adds, prompting us to wonder how many 912s are in the UK. "More than most people think. There's a growing number of surviving examples in Britain, as demonstrated by the Revival Cars customer base, accommodating owners all the way up in Scotland to those down in southern

THE PAIR USED THE TRIP AS AN EXCUSE TO RAISE MUCH NEEDED FUNDS FOR MAX'S FAVOURITE CHARITY

England. It's an eclectic mix reflecting the 912's status as an appreciating classic." You're certainly not going to find a fully operational example for three grand today, that much is true, but does a surge in interest and newfound respect for the 912 translate as cars kept in better condition?

"Absolutely," Max cries. "The 912 world has changed massively on all fronts. We used to accept cars in a rough state and were asked to get them up to a desirable standard, whereas today's new customers arrive with 912s that are, generally, in pretty good order. As you can imagine, though our

client base has changed as a result of 912s ramping up in value, we see many of the same cars we worked on many moons ago. The main difference is that the increased value of these old Porsches means today's owners are prepared to spend more on the upkeep of

Above Max's own 912 was put to good use as a globetrotter carrying him and his girlfriend on an unsupported drive to Saigon

Bottom left Formal training as an airline pilot studying mechanical engineering has served Max well in his role as Europe's go-to 912 guy





Above Revival Cars provides many aftermarket retailers with 912 parts, including gaskets and metalwork

Below Shying away from full restorations, Max prefers to spend his days focusing on the maintenance of a 912's mechanical underpinnings

their cars than many have been able to in the past."

This is great news for a man so passionate about the 912. "Revival Cars could have easily branched out into 356 or 911 work, but I love the 912 and remain dedicated to keeping these special Porsches on the road and in tip-top condition." He also sees them as a sound investment, not something that has always been said about non-911 Porsche sports cars. "911 prices skyrocketed to their end line and have drifted back down again, a pattern which tends to repeat itself to a lesser or greater extent every few years. In contrast, the 912 remains a financial slow burner, steadily increasing in value quietly in the background. As interest in air-cooled Porsches becomes more widespread, and as new generations of automotive enthusiasts start to enter the market, the 912 continually finds new fans. Increased prices reflect this heightened desirability."

Despite the coronavirus disease putting most of the



country on lockdown at various stages throughout the past twelve months, Revival Cars has enjoyed its busiest year trading to date. "Our workload has been absolutely massive, hence the move to a new workshop," Max gasps. "The main challenge we've faced has been the delay in the logistics network delivering parts we order from North America or mainland Europe. Additionally, increased demand for the 912 has meant clients have more clarity about the kind of car they want, meaning we're investing more time sourcing 912s in particular colours, from a specific year or optioned with individual trim. Make no mistake, it's a growing market," he reasons, before telling us demand for his favourite Porsche is particularly strong in Asia right now.

The extensive stock of used 912 parts at Revival Cars, not to mention the custom components Max fabricates for these Porsches – an aspect of the business benefiting from his extensive study of mechanical





systems and engineering during his flight training days – goes some way toward answering the question that informs every aspect of work his team carries out: *would you fly in it?* “My father was an engineer, pilot and, latterly, a race mechanic at the Goodwood Revival,” Max reveals. “He always impressed upon me the importance of ensuring all mechanical repair work is as good and as reliable as it can possibly be. In other words, a quality of work I’d be happy to entrust with my life. I’ve always kept this in mind, never releasing a car back to its owner without being 110% satisfied, not only with the work, but with the way each 912 drives before leaving the Revival Cars workshop. It’s one thing to be able to carry out a repair or fit a part, but checking, testing and proving a repair is essential. Sadly, it’s something often neglected.”

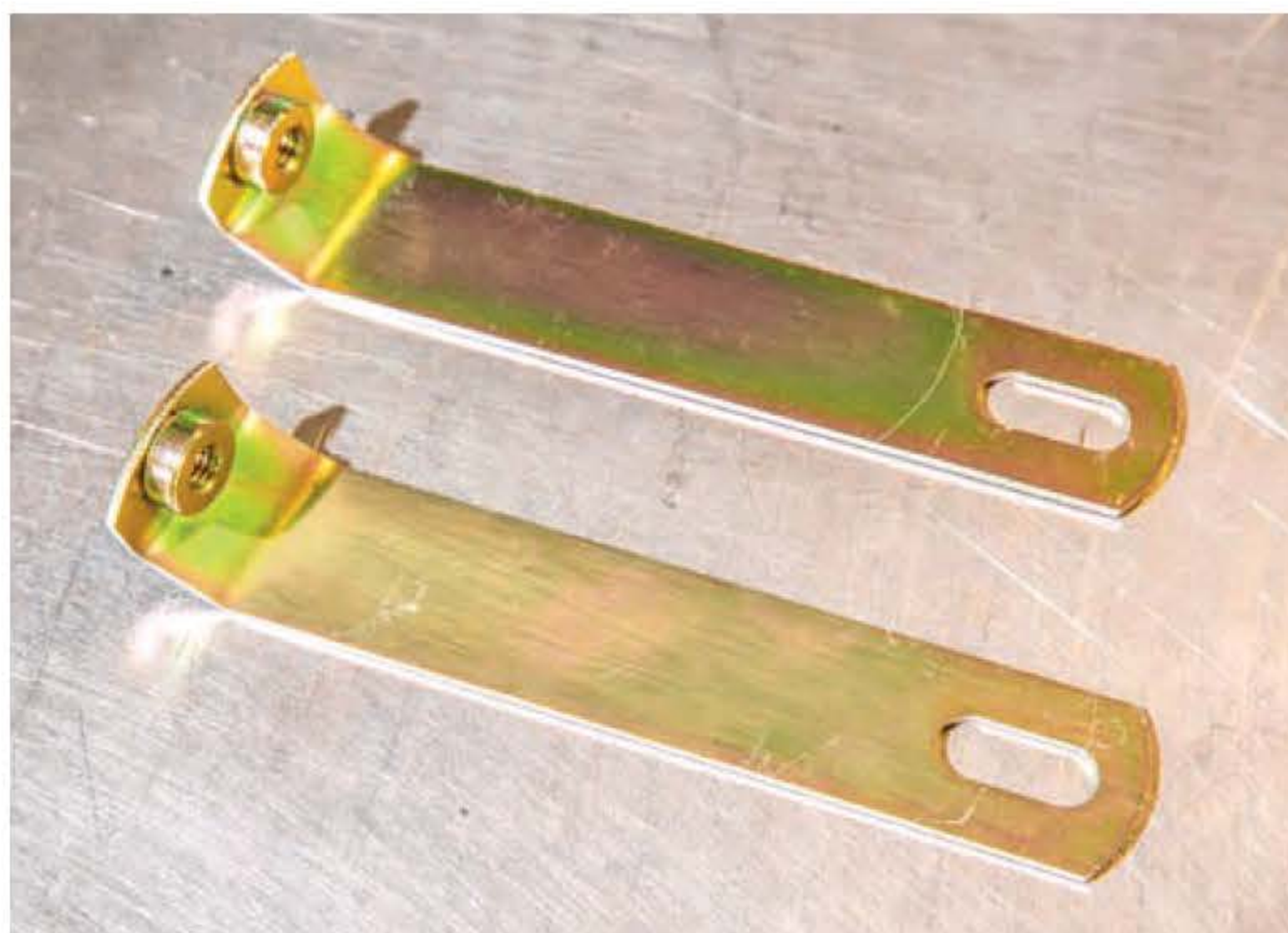
QUESTION TIME

Typically, each 912 is subjected to one of Max’s famous “Revival ramp check and road tests”. Comprising a detailed ramp inspection followed by a forty-mile drive at various speeds across different surfaces, the evaluation sees a notepad strapped to Max’s knee and a pencil tucked behind his ear. Does the car drive as Porsche intended? Does the owner know how well their 912

performs? Do they know how well it could perform if treated to the care and attention it needs? Will there be any problems using it to visit Goodwood for this year’s Festival of Speed? What about Saigon?!

You might think we’re joking, but this is exactly what Max and his girlfriend did with their own 912 – the very example he bought almost a quarter of a century ago. “We hopped into the car and drove all the way to Vietnam,” he grins. “The journey began in London at the beginning of September 2010, ending seven dust-filled weeks later at the Rex Hotel in Saigon.” Inspired by the challenge of travelling such huge distance in a 912 – a solo effort with an intentional lack of support vehicle and general backup – the pair used the trip as an excuse to raise much needed funds for Max’s favourite charity, the Mines Advisory Group (MAG), a non-governmental organisation finding and destroying landmines in places affected by conflict, as well as assisting families and communities affected by the devastating impact of these deadly weapons of war. We’ll bring you the full story in a forthcoming issue of *Classic Porsche*. Needless to say, Max doesn’t hesitate to recommend the 912 as a magnificent all-rounder capable of munching many miles. And with that, we’re off to check the classifieds! **CP**

Above Revival Cars confirms there’s a higher number of 912s living in the UK than many people assume





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DESERT STORM

Inspired by works rally cars and developed on California's roughest terrain, this safari-spec 911 SC might make you re-think the ultimate Porsche driving experience...

Words **Alex Grant** Photography **Andy Tipping**

Ocotillo, California, just north of the Mexican border. With just a few weeks to go before its debut at the Specialty Equipment Market Association (SEMA) Show at the Las Vegas Convention Center, the team from boutique Porsche sales and service centre, Makellos Classics, is putting the finishing touches to a new build in its San Diego workshop. As restorers across the United States buff mirror finishes into custom paint jobs, nip-tuck hand-stitched interiors and load cars onto trailers,

Makellos manager, Matt Kenyon, has other ideas.

In the distance, a forty-year-old 911 SC is kicking up rock-filled rooster tails and vast dust clouds to the thrap of a hard-revving flat six, the car's retro-liveried body near permanently reined in by armfuls of opposite lock as it bounces across the desert landscape. With the clock ticking down to its unveiling at the show, Matt's priority isn't just making his air-cooled classic look like the rally-bred 911s that inspired it. This car has to perform, too.

The smile on his face when he returns to Makellos says it all. "Shock tuning is never a chore," he beams,



lifting himself out of the cabin, “but this? Taking this car off road is the most fun I’ve ever had in a 911!”

Of course, Porsche’s history away from asphalt is as prolific as its reputation on it, and not just as a result of its relatively recent forays into the world of sports utility vehicles. The 911 had been designed to cope with the demands of every owner’s life – this was, as Ferry Porsche once said, “the only car you could drive on an African safari or at Le Mans, then to the theatre or through New York City traffic.” With the right parts and knowledge at your disposal, a classic 911 can chase podiums wherever you point it.

At the hands of star drivers, Peter Falk and Herbert Linge, the 911’s fifth-place win at the 1965 Monte Carlo Rally kick-started an air-cooled off-road lineage which would go on to include the highly successful 1984 Paris-Dakar-winning 953. Six years earlier, when Matt’s 911 was rolling out of the main dealer showroom and onto the driveway of its first buyer, Porsche fielded a pair of SCs in the East African Safari Classic rally – all 3,000 miles of it. Both cars reached the finish line. Clearly, mud, dust and rocks are part of the flagship Porsche’s DNA.

These 911s might be familiar to Matt and the Makellos team, but as far as building one was concerned, a safari-spec SC was a departure from what the company was used to. “We started the business in 2014,” he explains. “My father was collecting air-cooled Porsches and, when I graduated college, he wanted me to start selling them. Consequently, I did as he wished and, before long, we found ourselves buying more classic 911s. Eventually, this activity expanded to include restoration work and the occasional custom build. With this SC, however, we wanted to work on a project different in nature to a typical 911 recommissioning or restomod.”

THE SHOW MUST GO ON

The donor had been a lucky find. Taking the form of a straight and solid early European-market SC in Guards Red and wearing only mild scars to show for its 80,000 miles on the road, the car bypasses the usual body repairs – a useful shortcut when only four months stood between purchase and a star turn at the SEMA Show. “We’ve built it to safari rally specification,” Matt continues, “but in truth, it’s more of a tribute. I saw what





other Porsche specialists were building at the time, much of them turning out the same style of 911, and had my own ideas about the kind of car I wanted to see at the end of the project. My team were really excited about it and we had a lot of fun working on the car."

Starting with a solid shell might have saved on restoration time but, with plans to build something that could actually be used off road, the chassis had to be heavily strengthened for rough terrain. The front shock towers are standard, but now braced, while Custom Fab welded a substantial half-cage into the cabin, further reinforcing the RSR-style gusseted shock towers needed for the swap to coilovers. It's a belt-and-braces way to get peace of mind, as Matt explains. "The idea was to take out the weak points, which we knew about from other builds. With what we wanted to do with the car, the shell needed to be as strong as possible. Ultimately, I wanted the driver to tackle inhospitable terrain and have

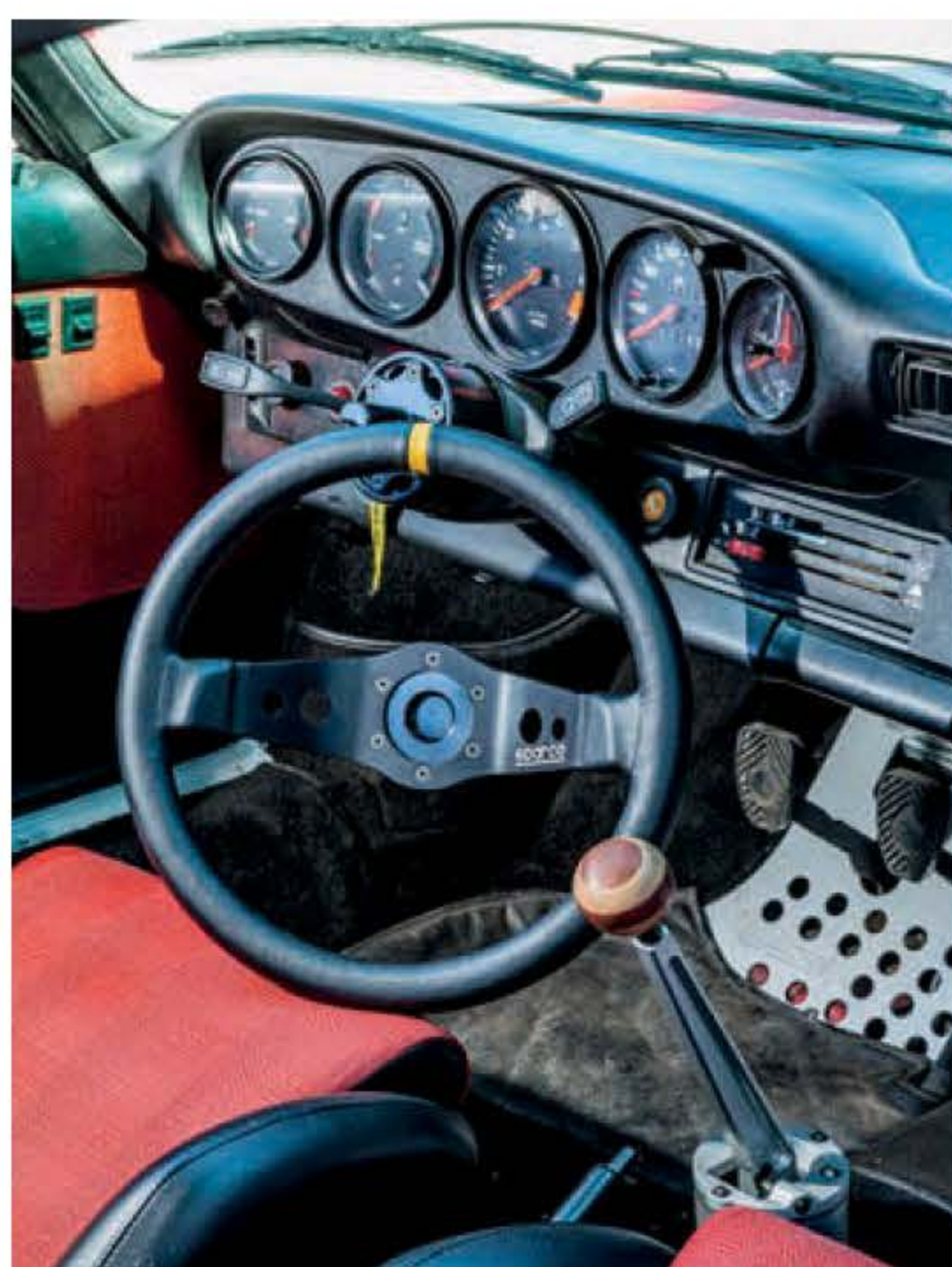
as much fun as possible without having to worry about reliability or the ability of the chassis to cope with what was being asked of it."

The body is lifted around four inches further from the surface than factory specification. This brings the Makellos build to a height similar to the aforementioned 953's ground clearance, a characteristic achieved through the appointment of fully adjustable KW Clubsport coilovers with rally-spec valves. The front end features a 935-style setup lifted from the Tarett Engineering parts catalogue. It's a bolt-in aluminium kit which replaces the entire cross-member, control arms, spring plates and anti-roll bars, offering flexibility needed for the unusually tall ride height.

Sadly, you'll need a socket set to get a glimpse of many of the car's most interesting engineering tweaks — the underside is shielded from rocks and ruts using front and rear undertrays and skid plates, not only to protect

Above The Makellos 911 SC continues a tradition of rally-ready Porsches... and is a whole heap of fun on the dirt!

Below The car was sourced from Europe and had only covered 80k miles from new





Top right Suspension is a mix of parts manufactured by KW, Tarett and other leading brands, with the roll cage fabricated by Custom Fab

the engine and transmission, but also the suspension reservoirs at the back. What's more obvious is the Magnus Walker series Fifteen52 Outlaw 003 wheel in each corner — a homage to the centre-lock five-spokes carrying the 917 sports-prototype and 911 RSR 3.0. In Matt's application, the fantastic five-spokes are wrapped in safari-friendly Pirelli Scorpion K-Gravel tyres.

"The Tarett kit was fairly straightforward to set up," says Matt. "Thankfully, we didn't experience alignment issues from the raised ride height. Moreover, while this particular Porsche is configured for off-road use, it's proved to be a blast on-road. Plus, the serious suspension upgrades mean the car out-handles most 911s on the public highway!"

Being a European SC offered a power advantage from the get-go, and the three-litre boxer was in good enough shape to keep. It's pretty much in a factory state of tune, though now runs billet 964 camshafts to broaden the power band right up to the redline. Additionally, the fiery flat-six breathes through a rorty Custom Fab centre-exit exhaust. Matt kept the stock 915 transmission, but swapped to short-ratio second, third and fourth gears

better suited to low-speed dust-churning, then added a Wavetrac limited-slip differential. Sharp responses and long-distance rally-ready durability were the priority, rather than overstressing the drivetrain with the kind of large power increases most tuners chase.

AIR METAL

"During testing, we found the factory intake system wasn't up to par," he tells us. "We'll be replacing it with a unit from Unique Metal Products, a company known for producing filtration systems with supreme dirt-sifting abilities. That'll mean the car can breathe easier and will allow us to do the same every time the car goes out!"

Instead of mimicking one of the oft-aped factory liveries, this SC's bodywork is loosely based on the distinctive red-on-white design Team Belga and Robert 'The Droog' Droogmans campaigned on a 911 SC RS in the mid-1980s. The distinctive graphics of that car, however, serve as a starting point, rather than forging the template for a replica, mixed as it is with an early ducktail, a roof rack and updated with Raven S LED headlights manufactured by Porsche exterior lighting

Below Few rally oriented 911s are as comfortable as Matt's SC, with red Pasha fabric covering plush sports seats





specialist, 9Eleven. After all, if you want to make it out of the desert in one piece, good lighting is something of a necessity.

You'd get a comfortable drive home afterwards, too. Reckoning this bespoke SC would work best if drivers weren't having to rely on a trailer once they'd finished carving up the nearest dust bowl, the car's cabin is relatively luxurious for a 911 seemingly built for rally stages. Indeed, the Makellos team managed to find a roll of fabric with a micro version of the famous Porsche Pasha pattern — colour-matched to the red of the bodywork — and applied it to Recaro seats (loaded with PRP safety harnesses) and 964 RS America-style door cards. Yep, despite the roll cage, Sparco quick-release two-spoke steering wheel, Rothsport Racing quick-release boss and 917-style wood knob atop the Wevo short-shifter, this SC is still compliant enough to use as a commuter car — as long as you're okay with off-road tyres and the attention of other drivers, of course.

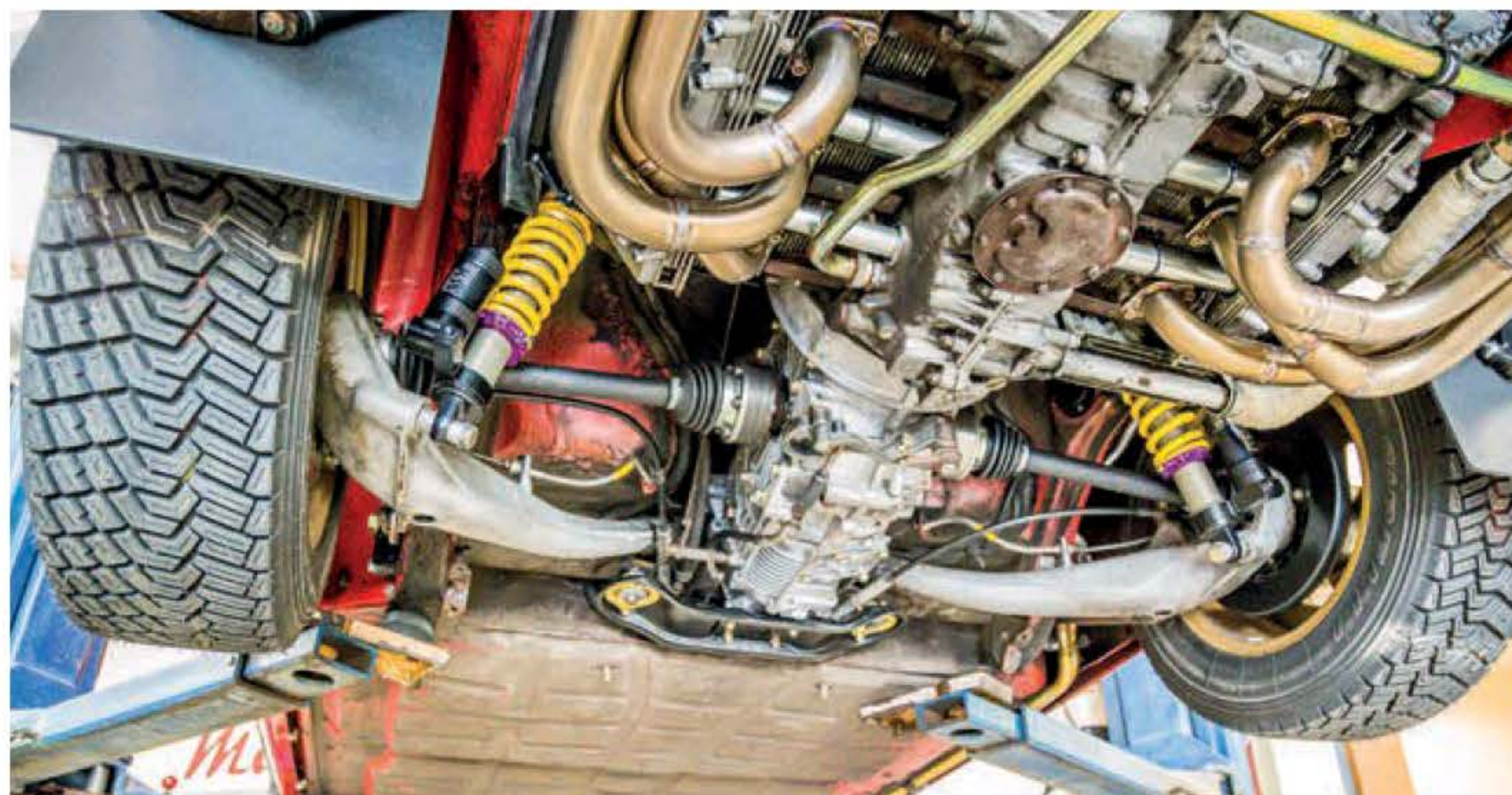
Having made its debut at the SEMA Show still caked in mud and dust, and with the finishing touches underway,

Matt promptly advertised the car for sale. For those who missed out, Makellos announced its plan to offer safari-style conversions as a 911 tuning package based on what the team learned putting this example together. "Safari 911s are becoming popular in North America. It's important for us to offer an option for our customers," he says. "We're dialling in the suspension and looking at what we'll do with the next build. This one has resulted in an astonishingly good car and has generated good exposure for the business. Best of all, it's perfectly suited to drivers who like to pilot their 911 aggressively, but fear doing damage to an air-cooled classic in stock trim. There are plenty of these owners out there, many not realising the true performance potential of their Porsches through fear of generating a large repair bill."

Our favourite manufacturer put down strong foundations when it made all-weather, all-terrain capability a part of the 911's design brief. Almost sixty years later, this particular grin-inducing coupe's ability to run rings around modern SUVs shows, perhaps, we haven't seen its limits just yet. **CP**

Above Matt steps out of his 911 only to wonder whether photographer, Fly, managed to get the money shot

Below The guts of this sensational SC laid bare



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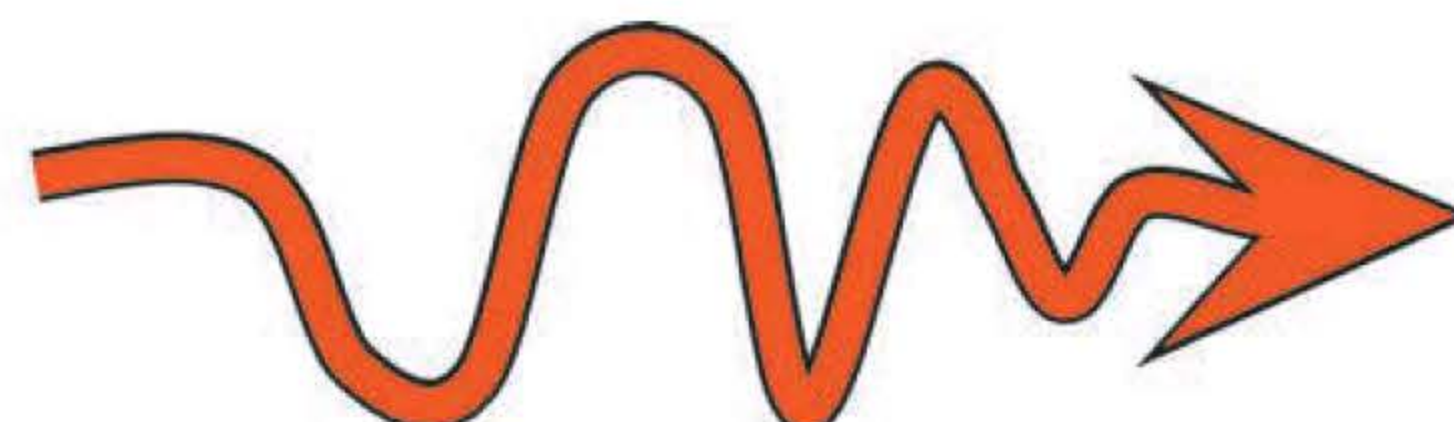
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JACKY ICKX

One of the fastest men on four wheels, this Belgian motorsport legend cut his teeth competing with motorcycles before conquering – and changing – the 24 Hours of Le Mans...

Words **Dan Furr** Photography **Various**

You have to be pretty special to have a 911 styled in your honour. Make no mistake, superstar racing driver, Jacky Ickx, is pretty special. In a dazzling career that saw him win the 24 Hours of Le Mans no fewer than six times, he also managed to rack up eight wins and twenty-five podium finishes in Formula One (after proving himself as winner of Formula Two), took the 1979 Can-Am Championship's top honours, won the Bathurst 1000 and secured victory at the punishing 1983 Paris-Dakar Rally. No wonder Porsche saw fit to honour him with the recently launched 992-generation 911 Belgian Legend Edition.

Despite being regarded as part of the fabric of Porsche by the close-knit community of engineers who worked with him in Weissach for the best part of a decade, Ickx made his name racing for Ferrari and Ford.

He was first introduced to motorsport by his father, motoring journalist and racing driver, Jacques Ickx, but showed little interest until being presented with a Zundapp 50cc motorcycle, which led to participation in local speed trials. His performances were so great that national championships in his native Belgium beckoned, as did rivalry with future motorcross world champion, Roger De Coster. Impressively, Ickx won eight of thirteen races in his first season, bagging the European 50cc motorcycle trials title.

Two further motorcycle championship wins followed, before Ickx began racing on four wheels shortly before his twentieth birthday. His chariot of choice was a Lotus Cortina, which he used to great effect in the 1965 Belgian National Saloon Car Championship, winning the competition outright. Meanwhile, his older brother, Pascal, took top honours in the same year's 24 Hours

Below Reunited with the 936/77, the car Ickx says won "a seemingly impossible race" after he and co-drivers, Jurgen Barth and Hurley Haywood, fought tooth and nail against all odds





Above With ACO President, Pierre Fillon, at Le Mans 2016

of Spa, driving a BMW 1800 TI. Not to be outdone (and somewhat driven by a healthy dose of sibling rivalry), Jacky took up residence behind the wheel of a BMW 2000 TI for the following year's repeat of the same event, held as part of the 1966 European Touring Car Championship. Following in his brother's footsteps, he finished the race in first place.

Participation in Formula racing arrived following an invitation from Tyrrell to drive a Matra MS5-Cosworth in Formula Two. It wasn't to be the greatest start Ickx and his family had hoped for in the next chapter of a promising professional motorsport career— disaster struck when, on the first lap of his first race (the 1966 German Grand Prix, hosted at the Nürburgring) for Tyrrell, he collided with Formula One stalwart, John Taylor. Both

drivers were forced to retire, with Taylor immediately hospitalised because of injury caused by devastating burns inflicted upon him in the crash. Sadly, he died a month later.

BLUE OVAL

1966 also saw Ickx participate in the 24 Hours of Le Mans for the first time. Driving a Ford GT40 for the American Essex Wire Corporation team, a strong start ended with a DNF after 154 laps, but served to give the young Belgian a taste of things to come, as demonstrated by a return to Sarthe in 1967 (driving a Mirage M1 for future Porsche collaborator, John Wyer) and being back in Formula Two action with Tyrrell at the Nürburgring. Another frustrating DNF — this time,

Below Race mechanic, Gerhard Kühle, refuels the 956 while Derek Bell (striped helmet) and Ickx (to his right) switch drivers in 1982

Bottom right Winning with the 936 at Le Mans in 1976





after only twenty-nine laps — was the best he could achieve at Le Mans, though fortune favours the brave, as highlighted by Ickx's numerous podiums in Formula Two, contributing to his win of the championship at the very last race of the season and in the face of stiff competition from star drivers, Jim Clark, Jochen Rindt and Jackie Stewart.

In 1968, save for a brace of Formula Two outings, Ickx concentrated all his efforts on Formula One, driving for Ferrari. A good season saw him make his way to the podium four times and take the win at a very wet French Grand Prix in Rouen, but an accident at Circuit Mont-Tremblant in St. Jovite, Quebec, home to the year's Canadian Grand Prix, resulted in a broken leg. Lack of recovery in time to catch up with the frontrunners meant a fourth-place finish (behind Graham Hill, Jackie Stewart and Denny Hulme, though ahead of Bruce McLaren, Pedro Rodriguez, Jo Siffert and John Surtees) was all that could be achieved, but success would return to Ickx in 1969, when he won his first 24 Hours of Le Mans.

Another outing at the invitation of John Wyer, Ickx's

start at Sarthe that year is now regarded as one of the most significant moments in Le Mans history. Anyone who has watched the excellent *Ford vs Ferrari* movie (titled *Le Mans '66* for European audiences) or has knowledge of historic motor racing will be able to bring to mind vivid images of drivers running across the track to their patiently waiting cars. Getting away quickly could save valuable time, leading many drivers to hop in and head off without fastening their seat belts. Another safety concern — and one highlighted in the aforementioned flick's depiction of Ken Miles' experience of Le Mans — was the very real possibility of a car's door not closing properly, leading to dangerous on-track behaviour from drivers. This is exactly what had happened at the 1968 endurance racing extravaganza in France, when Willy Mairesse crashed on the first lap whilst trying to close the door of his car at high speed on the Mulsanne Straight. The accident would have been avoided had it not been for the traditional Le Mans start.

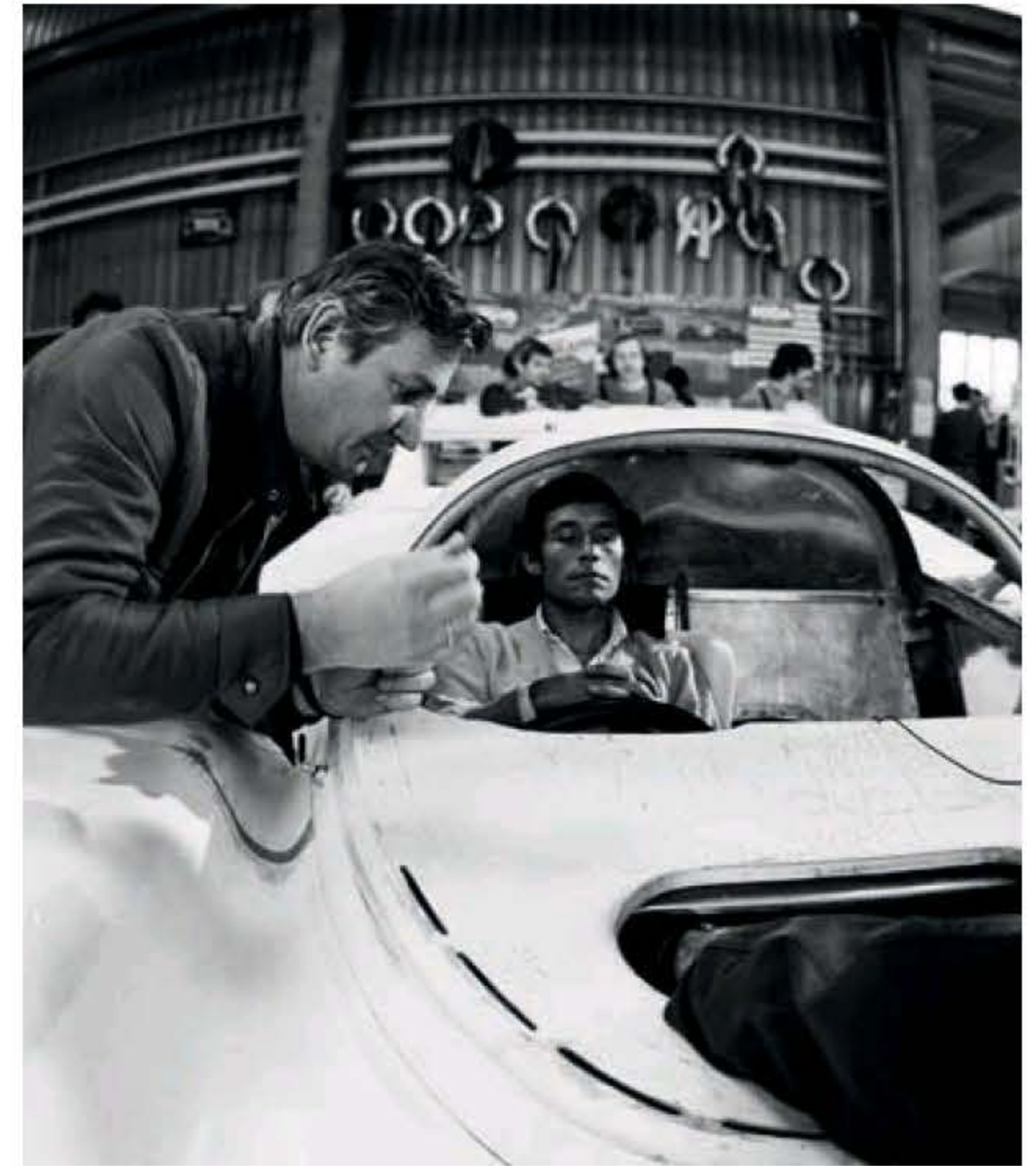
Ickx is no fool. He recognised the danger and staged a one-man protest at the beginning of the 1969 24 Hours

Above With the 992 Belgian Legend Edition, presented to Ickx on the occasion of his seventy-fifth birthday in 2020



Above Bell, Ickx and Ferry Porsche enjoy some downtime at Le Mans in 1981

Top right Norbert Singer and Ickx during development tests for the 956 in Weissach



Below Mark Webber meets Bell and Ickx at a Porsche press conference in 2017

Bottom right Ickx indicates changes to be made when chatting to race engineer, Wolfgang Berger, during 936 testing in 1977

of Le Mans. While every other driver dashed across the track, jumped into their car and sped off, Ickx stood still. Then, when his GT40 was the only car left, he casually entered the cockpit, took time to fasten his seat belt and joined the race. At the same time, privateer, John Woolfe, who had rushed to release, flipped his Porsche 917 near Maison Blanche on the first lap. Not strapped in, he was killed when the car split to pieces. Ickx, typifying the 'less haste, more speed' mantra, went on to win the event. One can only imagine Henry Ford II's wildly changing mood at the start and end of what is now considered one of the most exciting races in the Le Mans history.

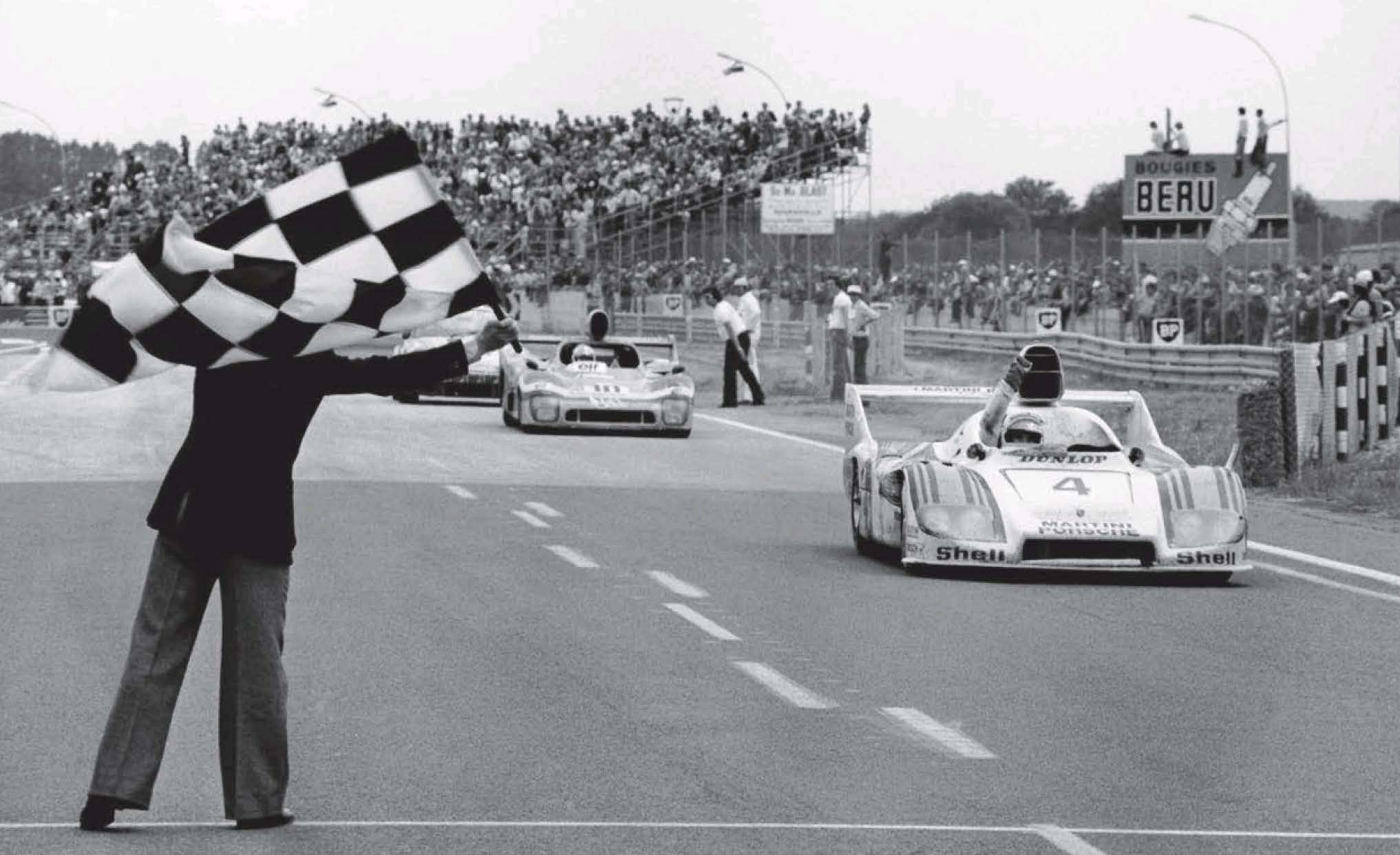
Following Ickx's actions, the sprint-and-start beginning of races at Le Mans was banned, a move which undoubtedly saved lives. This is, arguably, a much stronger achievement than any of Ickx's championship victories or Le Mans wins, the next arriving in 1975. Formula One stints with Ferrari, McLaren, Williams, Lotus, not to mention sportscar racing for BMW and Wyer, were sandwiched between his first two Le Mans victories, the latter achieved with co-driver Derek Bell in a Gulf-Mirage GR8. Alongside Gijs van Lennep, Ickx

won his third Le Mans race a year later, driving a Martini-decorated 936 for Porsche. His third consecutive win in the world's most famous motor race was achieved 1977, again racing for Porsche, this time in the 936 with Jurgen Barth and Hurley Haywood serving as teammates. The same season, Ickx teamed up with Allan Moffat to debut at the Bathurst 1000, racing a modified Ford XC Falcon Group C touring car. Lapping quicker than drivers who raced nothing other than Australian muscle machines, Ickx won the race.

FRENCH FANCY

Winning Le Mans three times on the bounce is an extraordinary achievement, but Ickx wasn't done there. After a second-place finish for Porsche at the same circuit in 1978 and his win in the 1979 Can-Am Championship for HAAS, not to mention coining another runner-up spot for Porsche at Le Mans in 1980, he went on to win at Sarthe twice more. Both victories were realised with his familiar co-driver, Derek Bell, and were scored in 1981 and 1982, driving the 936/81 and the then new 956 respectively. His win at the Paris-Dakar





rally occurred in the hot seat (literally) of a Mercedes-Benz 280 GE G-Wagen in 1983, prompting Porsche's motorsport department to begin its desert programme and invite Ickx to compete in a 911. He finished sixth for the team in 1984, which doesn't sound remarkable until you realise he drove to the end point from 139th position. Following retirement in the mighty 959 at the arduous event in 1985, he finished second in the same all-pawed Porsche in 1986.

Ickx's final 24 Hours of Le Mans would come in 1985, when he finished in tenth place for the Rothmans Porsche team driving a 962 C in partnership with Jochen Mass. The Belgian speed merchant's Formula One career had ended at the turn of the decade – as demonstrated at Sarthe in 1969, Ickx is very much safety conscious, leading him to walk away from Grand Prix driving when ground effect cars (which he considered dangerous) were being campaigned.

After a hugely successful career in a variety of motorsport disciplines, Ickx retired to the historic racing scene, now regularly appearing at celebratory events as a guest driver, ordinarily at the invitation of Porsche or Ferrari. He is Clerk of the Course for the Monaco Grand Prix and, now in his seventy-sixth year, enjoys a quiet life with his second wife, Burundian singer and musician, Khadja Nin. His daughter, Vanina, has followed family tradition and entered into the world of motor racing, piloting single seaters, as well as competing at the 24 Hours of Le Mans seven times (including five starts in LMP1), Pikes Peak International Hill Climb, Rally Raid, DTM, Porsche Supercup, Ferrari Challenge and the 24 Hours of Spa, finishing the latter in third place for Renault in 2000, the same year she persuaded her father to dust off his driving gloves and partner with her in the Dakar Rally. Her son, Ado, was born in April 2013. No prizes for guessing the career he's most likely to pursue! **CP**

Above 936/77 crosses the finish line in first place at the 1977 24 Hours of Le Mans

Below Vanina Ickx has joined the 'family business' and forged a successful career in various championships

Bottom left The 956 strutting its stuff at Le Mans in 1982



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PORSCHE

GENERATION GAME

The 356 is a Porsche best enjoyed on the road, rather than admired as static display. Moreover, according to Jon Hancock, it's a car made all the better with the family in tow...

Words Alex Grant Photography Andy Tipping



Of all the life experiences that shape your view of the world, time spent with family is where the deepest-rooted love of motoring tends to form. After all, most young petrolheads can name a relative with a standout car, while many of us can recall road trips or weekends passing spanners to a parent doubling up as an enthusiastic home mechanic. It's this strong link between family and four-wheelers that Jon Hancock knows only too well.

"My Dad bought his first Porsche in 1981," he reveals. "It was a 924 Lux. That car had a big influence on me. I attended boarding school and, when I travelled home at weekends, the whole family would hop into the Porsche and head for the nearest fast-food joint. The car's stereo was always playing loud. We wouldn't necessarily have anywhere to go — we'd simply enjoy driving around in this front-engined, water-cooled Porsche. Looking back, I can see this being the catalyst for my desire to own a Stuttgart-crested sports car to call my own."





The then nine-year-old Jon would likely have been overwhelmed if he'd known what lay ahead – in the present, Porsche ownership is as much a lifestyle for him as it is a hobby, not only because every sub-family of the marque has passed through his hands in recent years, but also because in 2010, he dropped a stressful marketing career to open his own one-man Porsche specialist workshop in Wiltshire.

The 924 can't take all of the credit here. Fond memories of family take-away runs got a shot of diverse inspiration during the 1980s, fuelled by Jon's teenage years leafing through issues of *Custom Car* and *Street Machine*, alongside Colin Burnham's Volkswagen tuning books, donated by an uncle obsessed with air-cooled hot rods. First car finances, of course, didn't stretch far, but they were able to see Jon become the owner of a Beetle. The progression to an air-cooled Porsche was almost inevitable, but 356 ownership took a while to

come around. "I'd always wanted a Porsche, but I wasn't looking to buy when I saw this particular car," he says, referencing the gorgeous yellow-lensed restomod before us. "A classic car dealer I know fitted trade plates and brought the Porsche along to a local vehicle meet. Once we'd had the obligatory conversation about whether it was a real 356, he told me the car was for sale, but advised me of the price he was going to pitch when required remedial work was complete. I asked if he'd have a word with the owner and let me know how much the car would cost me if I were to buy it in exactly the condition I was looking at."

A few days later, the trader advised Jon of the price. "I think I had about £800 to spend," he laughs. "I immediately set about selling a few valuable items I wasn't really making use of and, within a couple of months, I'd managed to raise enough money to see my name on the car's logbook." This was a well-travelled

Above Tinted yellow headlamps and Marchal driving lights splash strong colour across the Nissan Pewter Grey bodywork

Below Beautifully presented interior was trimmed in Jon's living room and regularly plays host to his wife, kids and the family dog



coupe. A 1963 left-hooker, it had rolled off the assembly line in a fetching lick of blue and was sold to a first owner in Munich, eventually ending up being exported to Japan, where a subsequent owner progressed part-way through a series of upgrades inspired by the Outlaw movement. The car was running and driving, just about, and despite unusual history, it remained a 'matching numbers' example. In other words, the air-cooled Porsche Jon saw at that local car meet was the ideal blank canvas for him to personalise and, after many years coveting a 356, he knew exactly what he wanted to do with the car.

BADGE ENGINEERING

"Ordinarily," he continues, "before I purchase a vehicle, I've got a good idea of what I want to achieve when modifying," he explains.

"As far as this 356 is concerned, I had a desire to update it as if the car was owned by a Monaco resident who used it as daily drive, but raced with the same Porsche at weekends.

The motorsport link to Monte Carlo is fairly obvious, but I'd collected a fair number of vintage Monaco Automobile Club enamel badges and, largely because this Porsche is left-hand drive, no other car I was ever likely to own would ever suit the badges so well."

With plans to use the new arrival week in, week out, drivability was key. Previous owners had made a mess of configuring the chassis, necessitating a full suspension rebuild and new brakes. In turn, there was space to extend the cut-out in the front adjusters to allow a lower ride height. Meanwhile, tweaking of the rear splines

worked to present a perfectly level Porsche.

Authentically daily driven, the donor Fuchs fifteen-inchers still wear their original anodised finish, are wrapped in 195/65 Pirellis (complete with distinctive yellow lettering) and proudly display age-appropriate signs of a life on the road. Of course, when it comes to a 'matching numbers' Porsche, any restomod has to be conducted sympathetically. With this in mind, the engine is the car's original 1.6-litre flat-four, untouched save for a Sebring-style exhaust, the introduction of Pertronix electronic ignition and an electric fuel pump offering a little more day-to-day reliability than the original hardware. With customer projects and various other automotive projects from his own stable to focus on, there was no room for the 356 to become a needy

addition to the fleet.

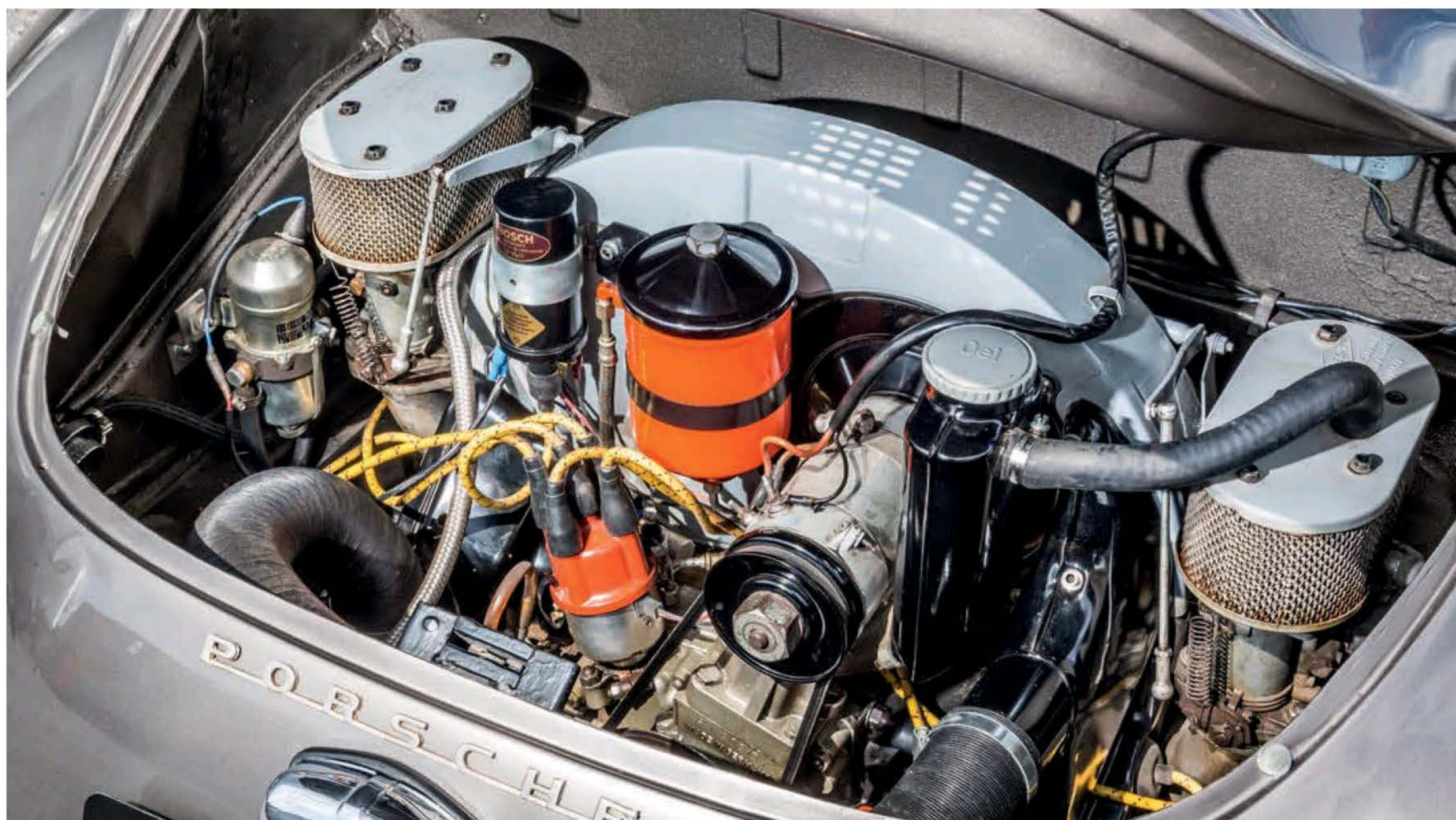
"I ran the car for a couple of years with the same nondescript silver paint I bought it with," he recalls. "I was quite happy to use the car in that guise because I couldn't

THE CAR REMAINS A FOUR-SEATER, THE REAR TUBS RE-TRIMMED TO MATCH THE FRONT SEATS

justify taking care of the work at the expense of client jobs. Then, in 2018, my sister asked if the car could ferry her on her wedding day! After a planned outing to the Stratford Festival of Motoring in May, I went through the car from front to back, redoing everything I came across in readiness for the big day, which took place after the revitalised 356 debuted at the Luftgekühlt gathering at Bicester Heritage at the end of July."

Factoring in a colour change was a turning point. Smitten with the coupe's curves, Jon systematically marked out and deleted unwelcome details that break

Below 1.6-litre flat-four benefits from a Pertronix electronic ignition system





up the bodywork. Recesses in the rear wings and holes for the bumpers are gone, as are the cut-outs for the exhaust and any trace of factory brightwork deemed unnecessary. It's as delicate a balancing act as any changes to the chassis, with little more than bonnet trim and chrome horn grilles reintroduced. "The paint is Nissan Pewter Grey," he confirms. "The 356 is one of the most beautiful automotive shapes, and this timeless metallic paint, which is a kind of silvery grey with a bit of bronze thrown in, emphasises the curves. As is often said, if you don't take a look over your shoulder when you're walking away from your Porsche, you've bought the wrong car. I can't help but stare and smile!"

PLASTIC PASSION

The rally-inspired styling Jon inherited with his purchase has been dialled up a notch or two; Marchal driving lights sit beneath matching tinted Bosch headlights, while new leather bonnet straps have been fitted in place of cheap-looking rubber parts. The side windows are manufactured from polycarbonate and feature integrated sliding panels, while period Mobil Pegasus and Heuer decals have been added to each door as a way of interrupting the side view.

"Those door windows were a lot of work," Jon remembers. "There's no winder assembly, meaning I needed to fit little hand pulls. Additionally, the main door pulls are made from recycled horse tack. I think the donor bridle cost me a fiver, as opposed to the £400 asked for by retailers offering something similar," he says, pulling the door closed with a smile. "I like to change things every so often, just to make the car feel like it's always evolving. Perhaps unsurprisingly, I've been offered stupid money to part with it, but it's not for sale. This means I need to maintain high interest in the

project. I don't want to be that guy who has a Porsche growing roots in his garage. I want to be excited to see the car, excited to sit in it and, most importantly, excited when I turn the key."

Cabin modifications are comfort oriented — the carpets and Spyder-style fibreglass seats (equipped with Simpson safety belts) were trimmed in Jon's living room over the Christmas break a couple of years ago. The car remains a four-seater, the rear tubs re-trimmed to match the front seats, while the switchgear is a mix of Volkswagen and Porsche parts, augmented by a classic map light and Heuer stopwatches. "I wanted this to be a 356 I could just get in and drive, which is why I was adamant there had to be satisfying levels of comfort. The ride quality is superb, not least due to such big, balloony tyres, but also because the cockpit is such a lovely place to be. I feel more refreshed getting out of this near sixty-year-old Porsche than I do leaving most newer cars," he says.

Forty years and a generation forward, Jon is still making memories behind the Porsche crest and, for all its visual and mechanical differences, the 356 he's modified feels cut from a similar cloth to his father's 924 all those years ago. By this, we mean it's an all-season family mover, rather than a quietly appreciating museum piece. "Nobody builds cars to put them in a box," says Hancock the Younger, laughing. "Me, my wife and my two kids use this 356 all the time, in all weather, often with our dog on board. My Porsche isn't a showpiece and I'm not precious about it. Besides, you don't often get an opportunity to express yourself in vehicles, unless they're your own. Who knows, I might not get the opportunity to do so again, which is all the more reason to ensure my family enjoys every moment spent with this wonderful air-cooled classic." **CP**

Above Simple, comfortable, but aggressive when its master needs it to be, this gorgeous 356 is certainly no garage or trailer queen



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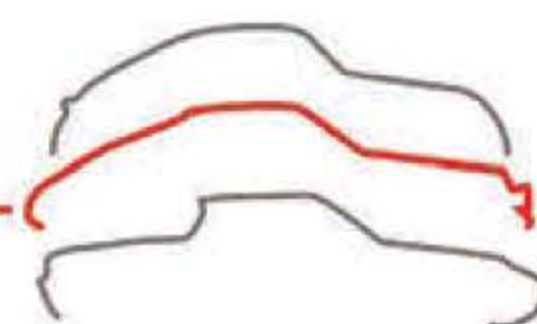
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GREAT EXPECTATIONS

Continuing our new series looking back at Porsche test drives when air-cooled classics were new, David Sutherland remembers his introduction to the 911 Carrera 3.2...

Words David Sutherland Photography John Colley



By the time the Carrera 3.2 arrived in September 1983 for the 1984 model season, I'd survived in the world of motoring journalism for four years. I considered myself something of a veteran, even. I'd become an expert on many cars, although those only of a certain kind. For example, I could tell you the exact specification differences between a Ford Escort, a Vauxhall Astra, a Mazda 323 or any other comparable hatchback. I had an informed opinion on the controversial 'jellymould' Ford Sierra, a risky move for its maker given that it replaced the perennially best-selling Cortina. I'd seen 'Metromania' at close hand, the tabloids whipping up a fervour for this mediocre supermini on the back of it being British and the fact Lady Diana Spencer owned one. I knew what it felt like when a gearbox fell out of a Talbot Solara (a bland, badly built medium-sized saloon from Chrysler that was going nowhere) driving up the M1 motorway.

My brain was so numbed by continual exposure to the humdrum side of cars – this being the accepted fate of those way down the magazine food chain – that I didn't fully understand Porsches, which in those days existed

almost in a parallel motoring universe few could visit. As told in the first of this series of reminiscing articles, I'd become familiar with the 911 SC run by my well-heeled publisher, and I'd even been lucky enough to sample a 928, but this was the limit of my understanding of how Zuffenhausen operated.

SPOT THE DIFFERENCE

Thus, I was puzzled when the Carrera 3.2 arrived looking all but identical to the SC it replaced after the latter's half-decade production run. If ever a model from an illustrious marque slipped on to the market unnoticed, it was this one. I was used to volume car makers invariably adding frilly bits to their new models at every turn in order to make them stand out from rivals. I couldn't understand why Porsche hadn't done this. The answer, of course, was that Porsche didn't have to.

In the pre-yuppie years, 911 customers tended to be decently remunerated enthusiasts (as opposed to 'loadsamoney' status seekers) and were interested in technical developments that would make the sports car go quicker and handle better. Few wanted it to look different to the old one. With this in mind, what actually





was the difference between the SC and Carrera 3.2?

The key change was an engine capacity increase from three to 3.2 litres, the new version of the flat-six producing 231bhp at 5,900rpm and 210lb-ft torque at 4,800rpm, increases of thirteen and eight percent respectively. As before, the manual gearbox was five-speed (the notorious 915 unit). Other refinements over the SC comprised the fitment of Bosch Motronic engine management, hydraulically operated engine cam chain tensioners and enlarged brakes. A new style of road wheel was introduced in the form of the fifteen-inch 'telephone dial' rim. Cars for the US market had significantly upgraded body strengthening to meet local road safety regulations.

As with the SC, the Carrera 3.2 was offered in regular and Sport Equipment form, the latter factory variant proving popular and featuring sixteen-inch Fuchs wheels, firmer suspension, a deeper front spoiler and a prominent rear wing, similar to the 911 Turbo's rear adornment. A car so equipped wasn't necessarily a Sport model (the name they were generally known by),

though — these various items were available to Porsche showroom customers as individual options.

When launched in the UK, the Carrera 3.2 was priced at £21,500 (which, when indexed to 2021 money, is around £73,000). The Targa variant was listed at the same price, the Cabriolet (available from the outset) was an extra £1,000 and Sport models commanded £2,000 more. There was a clear difference in pricing between

the 911 and the 944, which was over £6,000 cheaper. Later in the decade, however, the top model 944, the Turbo SE, rose to over £4,000 more than the basic Carrera 3.2. At that point in

time, marques from the Land of the Rising Sun were preparing to enter the sports car market against the 944. Revitalised versions of the rotary-engined Mazda RX-7 and Toyota Supra would soon arrive to cause Porsche a headache, but the 911 had no true rivals, a situation that, arguably, hasn't changed.

Speak with enthusiasts of air-cooled Porsches today and you'll probably find sharply divided opinions

Above The last stage in the evolution of the original 911 concept before the arrival of the 964 in 1989

BY THIS TIME, THE HIGH PERFORMANCE CAR MARKET WAS FUNDAMENTALLY CHANGING IN NATURE

Below Punchy 3.2-litre flat-six was claimed by Porsche to be eighty percent new when compared to the three-litre unit powering the SC

911 Carrera 3.2

ENGINE	3,164cc water-cooled flat-six
MAX POWER	231bhp at 5,900rpm
MAX TORQUE	210lb-ft at 4,800rpm
TRANSMISSION	5-speed manual
BRAKES	Vented discs front and rear
WHEELS (FRONT, REAR)	6Jx15, 7Jx15; Sport 6Jx16, 7Jx16
TYRES (FRONT, REAR)	195/65, 215/60; Sport 205/55, 225/50
WEIGHT	1,210kg
0-60MPH	6.1sec
MAX SPEED	152mph
FUEL CONSUMPTION	28.6mpg (EEC average)





Above Carrera 3.2 cabin wasn't radically different from what came before, retaining classic 911 five-dial layout and dash furniture and introducing larger air vents midway through production

regarding the SC and Carrera 3.2. Some say the former, with its mechanically regulated Bosch K-Jetronic fuelling, is a more lithe and responsive car. Indeed, this feeling has grown to such an extent the SC no longer lags the Carrera 3.2 as far as values on the used car market is concerned. Others say they prefer the added torque and slightly more refined nature of the later 911. Thirty-eight years ago, when 911s were to be respected, not eulogised as they are now, there was no such debate.

QUESTION OF SPORT

When given a break from comparing the 30-50mph times in third and fourth gears of the Peugeot 205 and Daihatsu Charade, and attempting to minimise mistakes in the magazine's huge data section, I drove the Porsche Cars GB press fleet Guards Red Carrera 3.2 Sport (one of the many wearers of the famous 'A 911' registration) for a photo shoot. I wondered what the difference between this car and the SC was — it's quite possible that because the SC and Carrera 3.2 I experienced were brand new, they had yet to loosen up and reveal their true character. To me, they felt similar.

That particular photo shoot was enjoyable, taking place on a dry and sunny day in rural Wiltshire. Working on a car magazine was less pressurised than it seems to be nowadays, with plenty of time allowed for shoots, and a pub lunch on such jaunts practically built into our National Union of Journalists agreement. A few days later, a concerned call came from the Porsche Cars GB press office, located in Reading. The voice on the other end of the phone wondered why tufts of earth were found on the car's underside. One too many over-enthusiastic three-point turns for the photographer's panning shots was my excuse.

By this time, the high-performance car market was fundamentally changing in nature, thanks chiefly to Audi. With its Quattro, the four-ringed brand demonstrated in the most effective way possible how useful permanent four-wheel drive could be on a turbocharged road car. BMW's amazing M5 also made headlines — it was as fast, refined and practical as it was understated. In other words, by the middle of the 1980s, you could get Porsche performance with four doors, comfort and space. That said, all of this seemed to more intensely



Right The very Carrera 3.2 Sport Sutherland drove when it was a Porsche Cars GB press car and wore the famous registration plate seen on many new 911s since

define the appeal of the 911 as a raw, demanding and, in many ways, infuriating car. With the engine noise and the model's unique styling, you could see and hear what you were paying for. And if the SC had been memorable introduction to the 911 for me, cementing Porsche's flagship model as a member of my dream garage, it was driving the Carrera 3.2 that made me determined to buy a 911 to call my own, albeit one of the older and cheaper SCs you could easily find in the mid-1980s.

In 1986, I came close to buying a 911. It was a choice between a leggy SC and a new, unsullied-by-human-hands BMW 316. I chose the latter, afterwards regretting and applauding my decision depending on my mood.

With the 911 saved from the Reaper's scythe by 1982, Porsche regularly updated the model until 1989 when, after production of close on 81,000 units, it gave way to the 964. For 1986, the older 911 gained uprated anti-roll bars and suspension springs, electrically adjusted and heated mirrors as standard, as well as optional central locking, while the fascia switchgear was tweaked slightly. Larger air vents were also installed. So far, the changes amounted to marginal improvements, but the 1987 season model is the milestone many prospective buyers aim for. It was from then the Getrag-built G50 gearbox was fitted, replacing the 915. Accompanied by a larger, hydraulically (rather than cable) operated clutch, the G50's larger casing necessitated changing rear suspension mounting points. Incidentally, you can tell a G50 by the reverse position,

which can be found to the left and next to first.

In autumn 1987, changes majored on equipment. Fuchs wheels (the classic 911's traditional iconic rim design) returned as standard equipment to replace the 'teledials', while electric seat adjustment and headlamp washers were also thrown in. For the final year of production, sixteen-inch Fuchs wheels became standard and an integrated anti-theft system working off the ignition key was installed.

The Carrera 3.2 had slipped into the market under the radar, but its final period was marked by a bombshell dropped by Porsche: in early May 1988, a single-page press release was issued. The announcement told the world how the 911 (in 964 form) was going four-wheel

drive! It seemed the manufacturer's flagship model was heading off in a new direction (although the release stressed the 964 Carrera 4 was to be made available in addition to

FOR THE FINAL YEAR OF CARRERA 3.2 PRODUCTION, SIXTEEN-INCH FUCHS WHEELS BECAME STANDARD

subsequently released rear-driven models). Of course, it wasn't. Then, as now, Porsche was acutely aware of the fact its customers know what they like, and won't buy what they don't.

Classic-looking and a wonderfully involving Porsche, the Carrera 3.2 is a car that can make every journey special. Sadly, what it can't currently be is an everyday car — it's now too fragile and valuable for that. I therefore consider myself lucky to have driven these special 911s, albeit on a limited basis, back when you could treat them as a car, not an investment. **CP**

Below Total production of the Carrera 3.2 amounted to more than 76k cars, affording buyers an easy find on the used car market today



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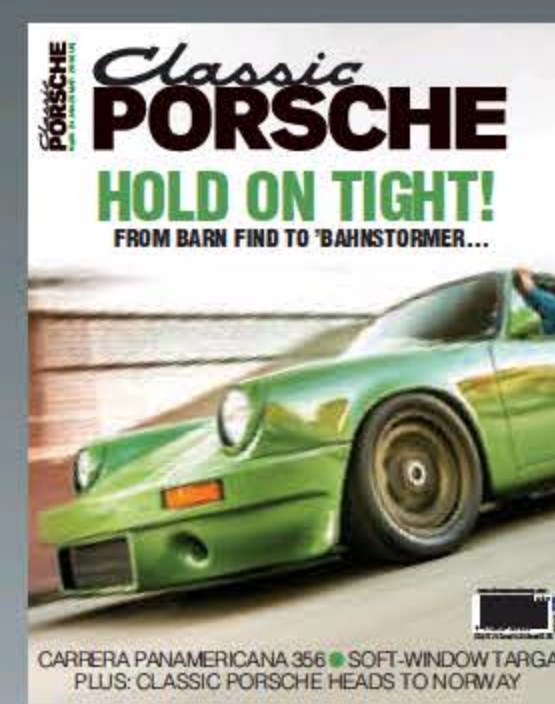
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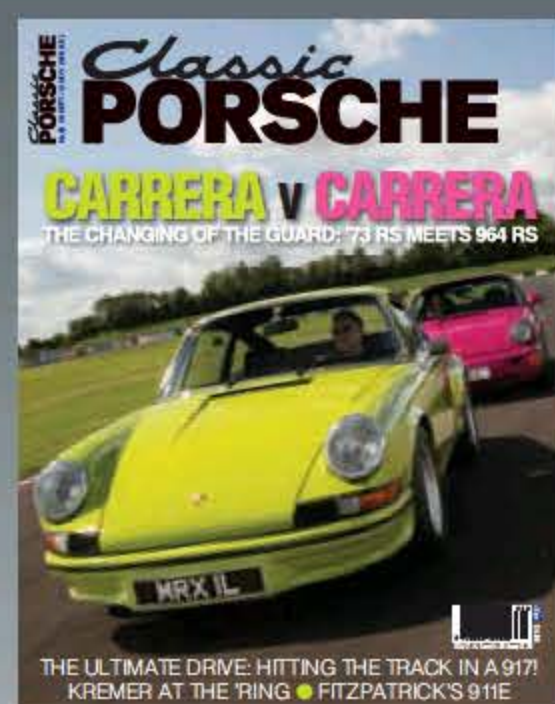
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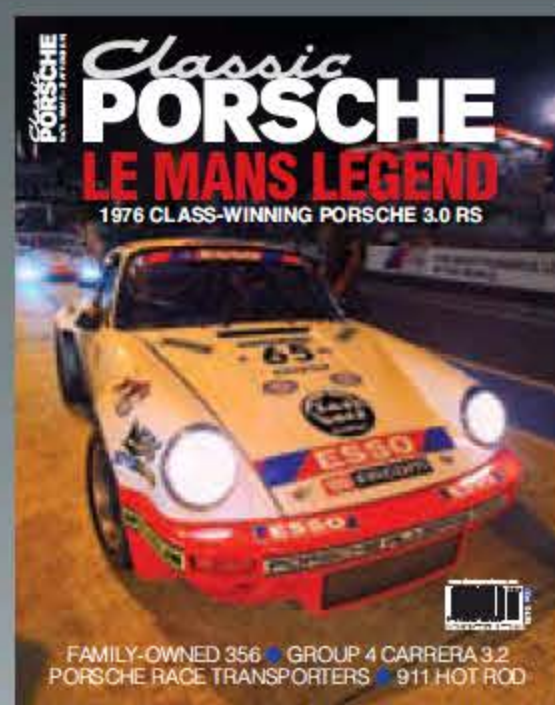
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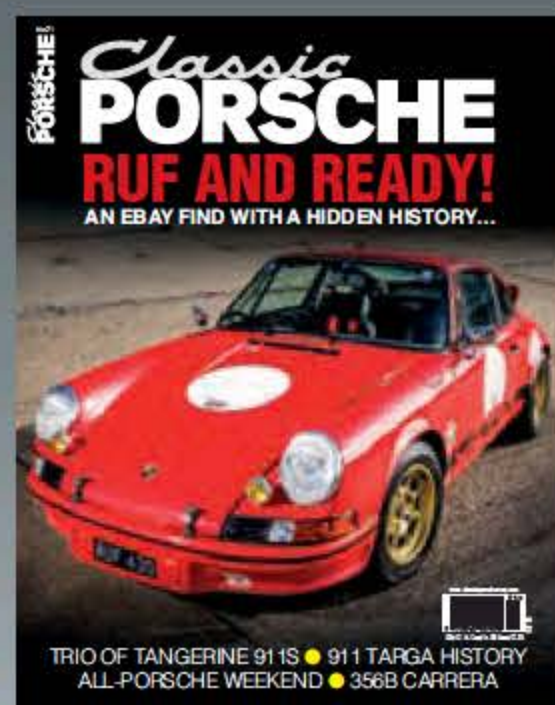
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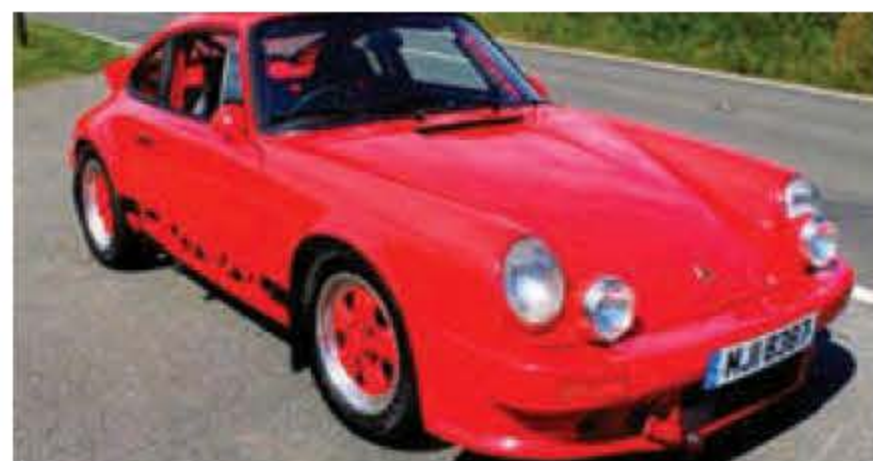
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£580. Personal registration 'P911 JYE'. Private plate ideal for your Porsche 911. Superb private plate/cherished reg number held on a DVLA Certificate of Entitlement, ready to be assigned straight on to your vehicle, or you may choose to keep it on 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. 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.



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PORSCHE 924 & 944 BOOK



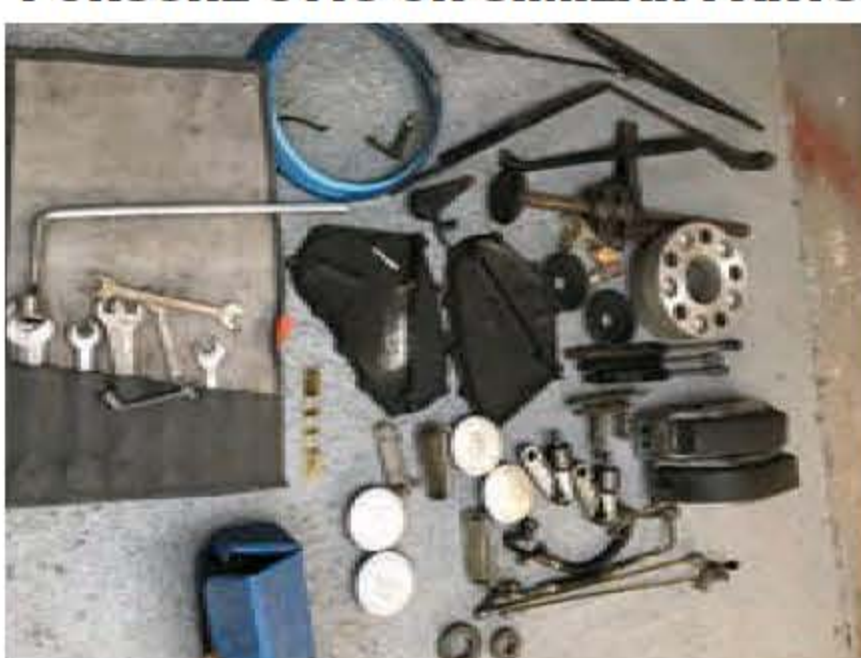
£6. Author Nigel Edwards, includes data and detail on 968, 96 unmarked pages, vgc. Please call 07399 359072.

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 911S OR SIMILAR PARTS



POA. also 2 Boxes of Volvo p 1800 parts also Mga overrides etc bits, E type hard top fittings badges, wires, Air tank, clean tank, lots of driver hand and manuals. offers call for details. Please call 07477 414999, West Midlands.

105531

TURBO S WHEELS



£4,750 ONO. With Bridgestone N2 Tyres with full tread. The wheels are All "DELIVERY-MILES-ONLY" Back in 1998 off a "Genuine" New 1998 PORSCHE 993 Turbo'S' One of only 21 UK Cars:- Hollow-spoke Technology - Full Set of 4 - as New 2- 8J x 18" - ET52 + 2- 10J x 18" - ET40 - These wheels 'New' have been Unavailable for many Years. Please call 07831 822555, Staffs.



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PORSCHE 924 TURBO S1 VDO CLOCKS - RARE!

£500. Very rare Porsche 924 Turbo Series 1 VDO dash clocks for sale. Green digits with orange needle, includes speedometer, rev counter, fuel and temperature gauge, the speedometer reads just under 4K. I also have for sale the corresponding centre console clocks, with volt meter, oil pressure gauge and time clock, each set of clocks is available at £500, can be posted worldwide. Please call 07851 535152. or email bjohal172@gmail.com, West Midlands.

TURBO TWIST HOLLOW WHEELS AND NEW TYRES

Offers. Porsche Turbo Twist hollow 5 spoke 18" wheels (dark grey with red coachline) fitted with new Pirelli N4 Porsche approved tyres, 295/30/18 N4 rears and 225/40/18 N4 fronts P Zero Rosso. Wheel condition is used and tyres are brand new costing £650 fitted, one wheel rim has a very small area of damage right on the edge plus crazing to the gloss lacquer finish, Turbo centres, contact for photos. Please call 07811 123066 or email: mpitter@aol.com, Herts.

NEW PORSCHE 911 997 AIR FILTER HOUSING

£350. Porsche 911 997 Mk2 air filter, OE-99711002231, 3.8L, brand new, complete, collection Chester. Please call 01244 370886 or email davidbrown.chc@btinternet.com, Cheshire.

PORSCHE BACKPACK IN BLACK

£39. 100% polyester backpack, 17"x11"x6" approx, unsuitable gift, unused, 60% off, postage included. Please call 01475 726360.

PORSCHE BOXSTER HARD TOP STORAGE BAG

£99. For sale my hard top storage bag, fits Porsche Boxster and many other vehicles. It is in very good condition- fully lined/ padded with full zips and hanging loops. Overall, very good quality. Buyer collects for £99 or can post to the uk for an extra £15, email for pics at pkw2704@gmail.com. Please call 07726 340199, Leeds.

WANTED

996 GT3 GT2 PARTS BBS LM

Wanted. Looking for 996 GT3 and GT2 parts: cage, BBS LM or E88 wheels, bucket seats, GT2 wheels etc. Also 996/997 Turbo parts such as Aerokit spoiler, hollow spokes etc. GT3 RS parts would be preferred but I know they are rare, need to bring back some spice in my relationship...WITH THE CAR!!! Please call 07948 900911 or email 911hsc911@gmail.com, Beds.

ALL PORSCHES



Wanted. All Porsches classic to modern! All conditions wanted, from restoration projects to concours, right and left-hand drive. Complete collections purchased, cash buyer, discretion assured. I am especially interested in the following models: 911, 911SC, 911 3.2, 964, 993, and low mileage 996 and 997. Please call 07787 528131 or email sales@torosportscars.com.

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THE FINAL SAY

Back when the price of entry into air-cooled Porsche ownership was accessible to all, nobody thought twice about using their Stuttgart-crested classic whenever they wanted, wherever they wanted, for whatever they wanted...

Andy Tipping is one of *Classic Porsche's* longest serving photographers. Known to many as one of the key figures behind *Max Power* magazine, he's a Porsche nut in possession of a 356 SC he's owned for the past quarter century.



Before I wax lyrical about how good my 356 is, let's debunk a myth: the claim from some quarters that a 356 is too small to be used as a practical Porsche. Wrong. I've owned my 1964 SC for twenty-five years, and in that time, it's been used to carry me, my cameras, my camera support equipment (generators, tripods, lighting gear etc.) and whatever else I need to do my job. Whether I'm taking photos of cars at home in the United Kingdom or visiting specialists in mainland Europe, I've never had a reason to doubt the ability of my 356 to get me and my possessions to and from wherever I need to be.

The roof rack helps, of course. My tent fits snug on there, but it's not as though I struggle for space inside the car, even when it's carrying loads of camera kit. I'm more than six-foot tall, but my head doesn't awkwardly bash the car's roof, and with the seat pushed back, I've got plenty of legroom.

My 356 is a quick car, too. Granted, it's not fast by today's supercar standards, but it doesn't half shift! The 1.6-litre flat-four engine is brilliant, although it's fair to say the uprated Koni dampers, wide Fuchs sixteen-inchers and staggered profile rubber helps to maintain speed in corners. The active subwoofer under the passenger seat? Less so.

I COULD SEE THE POTENTIAL FOR A SPEEDSTER AS A COMPETENT PHOTOGRAPHER'S ASSISTANT

I first considered buying a 356 after seeing a Speedster advertised in the American edition of *Exchange & Mart* when I was working on a *Max Power* magazine photo shoot in California almost three decades ago. Excited by what I was looking at in print, I went to view the car in the metal. Truth be told, I didn't like the shape of it, even though I could see the potential for a Speedster to perform as a competent photographer's assistant (the removable windscreen and open-top would have been useful for tracking shots). I did like the look of the immaculate red 356 coupe in the same dealer showroom, though, which is why I bought the first red SC I test drove after arriving back in Britain.

That probably wasn't the best idea. A subsequent professional inspection of my new Porsche highlighted poor compression and shoddy brakes. I commissioned a full engine rebuild and a refresh of all other mechanical components. All told, the work cost me almost as much as I paid for the car.

Looking back at the way classic Porsche prices have shot up in recent years, that was undoubtedly money well spent, but I've never treated my 356 with kid gloves. I bought it before the boom in interest surrounding Porsche's air-cooled output, which means I had no qualms about moving away from factory specification at a time when an old 356 wasn't worth all that much money. Consequently, the car is lowered, de-badged, it's fitted with a stupidly loud centre-exit exhaust system and aftermarket



audio equipment (you can take the boy out of *Max Power*...). The car's bodywork shows signs of regular use, including a creased bonnet where the panel suddenly lifted while I was driving along at 70mph. Oops.

I use the car in all weather. What's more, I kept it outside on my driveway for nineteen years. Despite sustained exposure to the elements, this brilliant two-door from Stuttgart has yet to miss a beat with me in the driving seat racking up more than 30k miles following the necessary remedial work carried out many moons ago. Of course, I own other cars (newer, bigger, faster cars), but none of them put a smile on my face quite like this little red 356. It's a quick and, dare I say it, practical Porsche!

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(JP no. 1680101300)
OE no. 90151101020*
Fits: Porsche 911 (2.0-2.7) 63-73



Bonnet with fuel filler hole in the middle "RSR look". OEM quality, 17,5 kg.
DANSK no. 591110RSR
(JP no. 1680101400)
OE no. 91151101001*
Fits: Porsche 911 (2.7-3.3) 73-89



Alu bonnet on steel frame with fuel filler hole in the middle, RSR look, 14,5 kg.
DANSK no. 591110RSRALU
(JP no. 1680101500)
Fits: Porsche 911 (2.7-3.3) 73-89



RSR fuel tank cap
DANSK no. 591010RSR-6
(JP no. 1681150600)
Fits: Porsche 911 (2.0-3.3) 63-89



RSR Fuel filler kit complete with fuel cap. This kit will allow fuel filling through the center of the bonnet while closed.
DANSK no. 591010RSR-1
(JP no. 1681150410)
Fits: Porsche 911 (2.0-3.3) 63-89



* OE numbers are just for reference.