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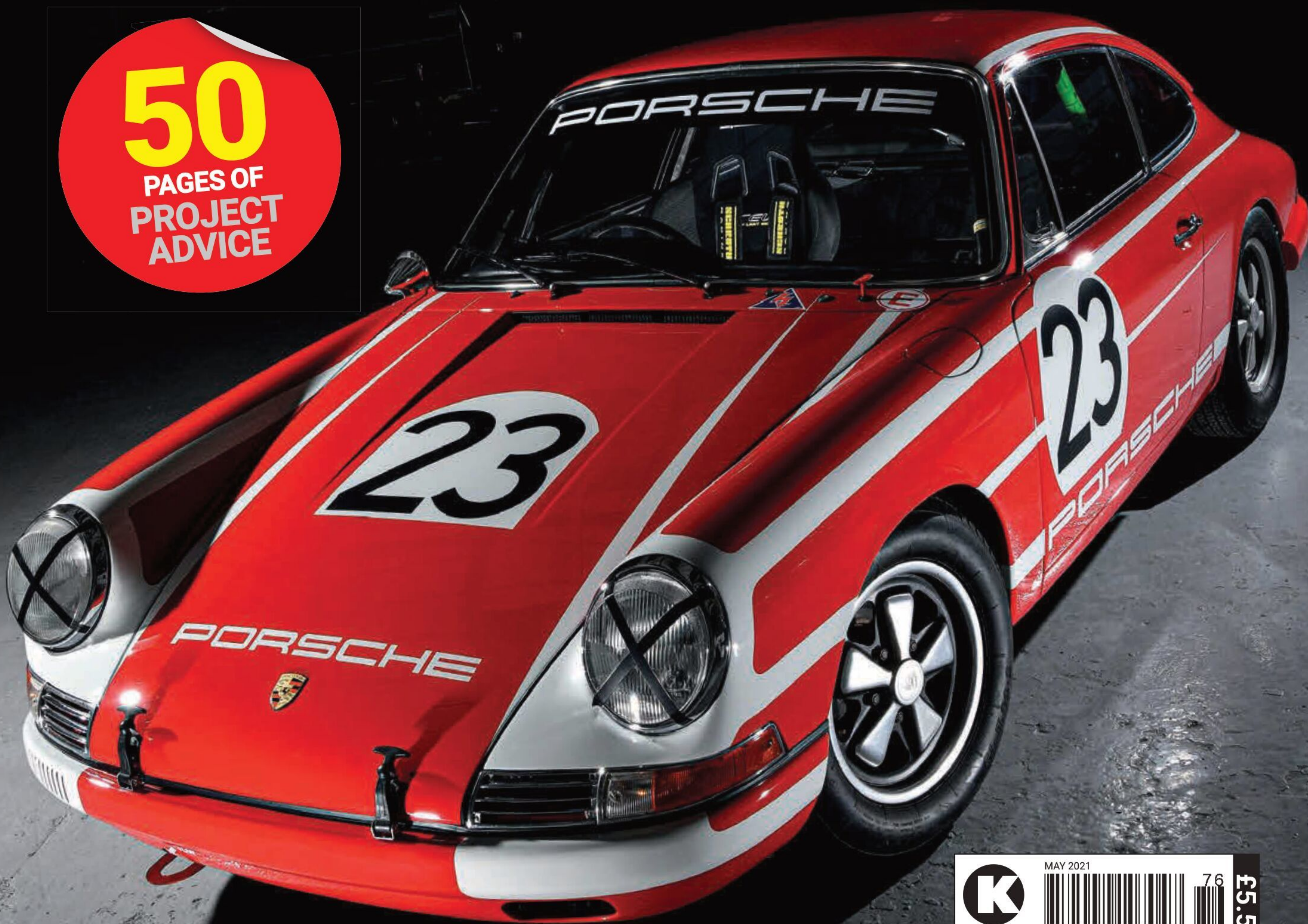
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LABOUR OF LOVE



Heavy rain has made way for blazing sunshine, heralding the return of many classic Porsches to the road following a year of frustrating restrictions on movement brought about by the pandemic. With the promise of lockdown lifting and the open road beckoning, some enthusiasts are considering taking on the restoration project they always promised themselves. With Porsche's own parts portfolio for legacy models bulging at the seams, the existence of a high number of aftermarket manufacturers making every component imaginable to keep air-cooled classics on the road and, of course, a wealth of

respected marque specialists on hand to help with every aspect of resurrecting an impotent Porsche, there has never been a better time to get in on the act.

We've dedicated the majority of this issue of *Classic Porsche* to sharing expert advice regarding the planning (and the pitfalls) you need to be aware of in order to execute a successful and satisfying restoration. Of course, the scale and range of work you personally engage in will be largely dependent on your skills and the tools at your disposal, but no matter how your project develops, we want to hear about it. Drop me a line at the usual address or hit me up on Twitter.

We know through bitter personal experience how seized bolts, previously undetected corrosion and troublesome oil leaks can demoralise even the most seasoned of spanner wielders, which is why this issue also presents a selection of Porsche projects in various stages of restoration. We hope this special array of air-cooled classics, including Porsche Cars Great Britain's sensational 1965 short-wheelbase 911 2.0 racing machine will inspire you when the chips are down. Good luck and happy restoring!



Dan Furr Editor
@DanFurr

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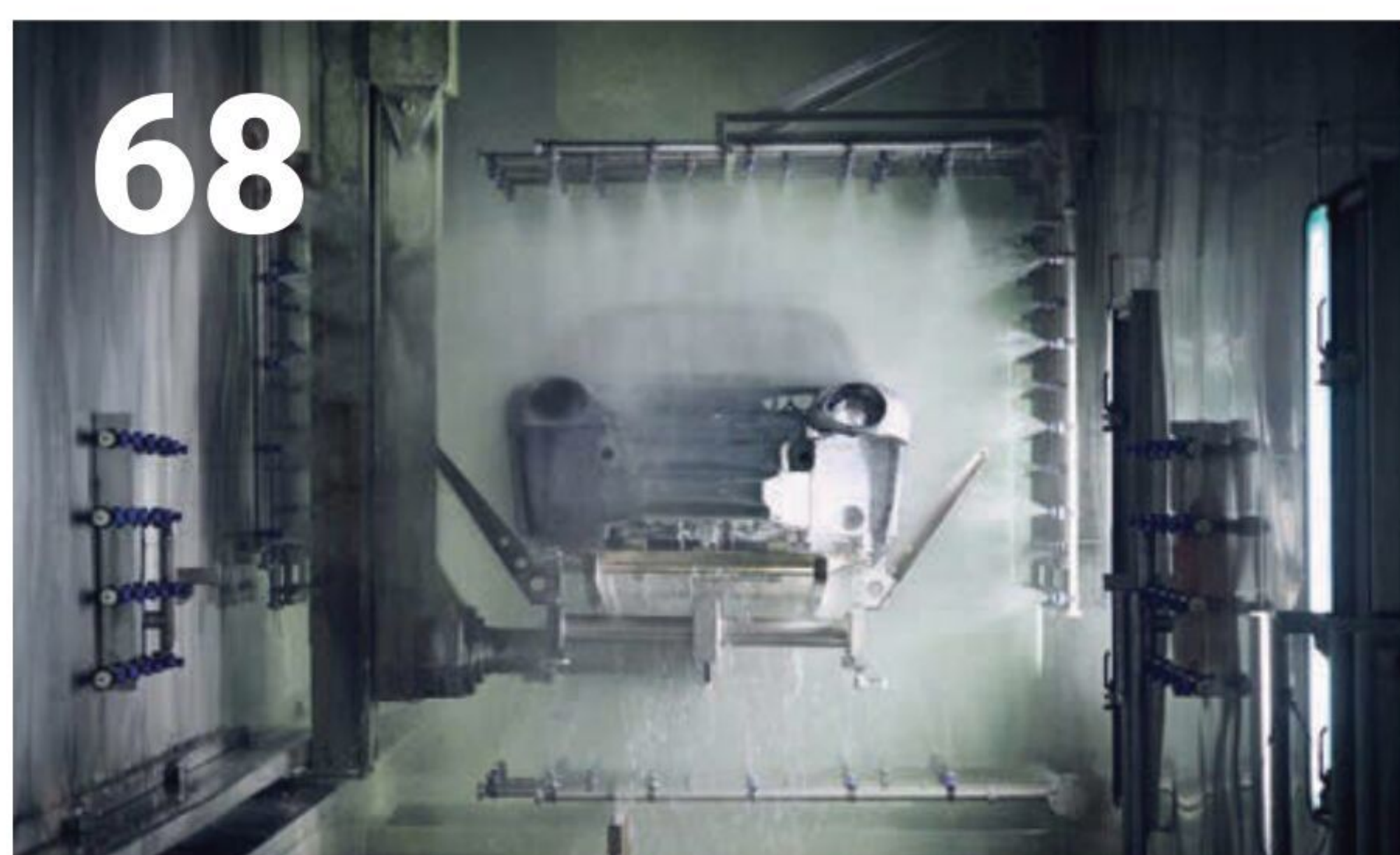
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RESTORATIONS

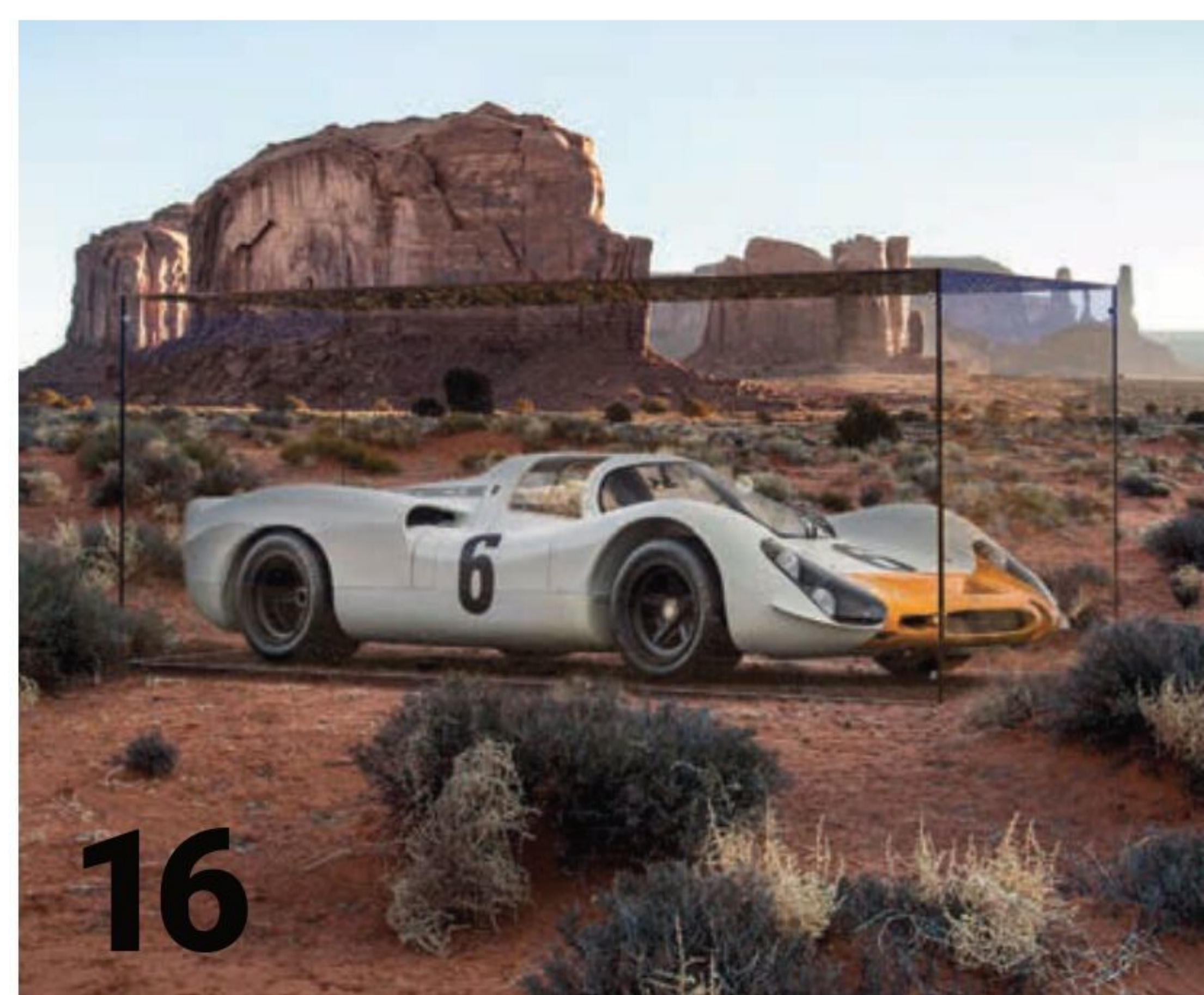
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RESTORATIONS

BEST OF BREED

The coming together of technicians from Porsche Cars GB's network of Classic Partner Centres saw this early 911 wow fans of historic motorsport before the car underwent further transformation in 2020...

Words Dan Furr Photography Chris Wallbank



Back in 2018, Porsche was flooding social media with pictures and stories celebrating the seventieth anniversary of its time as a sportscar manufacturer. To mark this milestone in the company's history, Porsche Cars GB commissioned the restoration of no fewer than twenty legacy models, including a 914, a G-series 911, a 964 and a 993. Each car was finished in the same Liquid Metal paint covering the 918 Spyder PHEV, while mechanical and interior restoration – the latter incorporating a commemorative plaque – preceded the appearance of the finished four-wheelers at the Lancaster Insurance Classic Motor Show, held at the National Exhibition Centre in Birmingham come year end.

Through its Porsche Classic Partner Centres (Glasgow, Swindon, Hatfield and Leeds), Porsche Cars GB has restored a number of historically significant

sports cars in recent years. For example, at the back end of 2015, in a bid to highlight the existence of the rich pool of talented Porsche Centre technicians well versed in the field of maintaining classic Stuttgart speed machines, Porsche Cars GB Owner Services Manager, Jonathan Mannell, arranged for 924 GTP chassis 002 – a participant in the 1980 24 Hours of Le Mans and the only factory race car ever to compete wearing the Union Jack – to be liberated from the Porsche Museum's vault in Zuffenhausen and passed through each of the UK's Classic Partner Centres for restoration. Under the direction of Andy Wexham (previously a Porsche Classic Technician, now head of independent specialist, RSR Developments), the team at Porsche Centre Leeds took care of stripping and inspecting the car, as well as sorting its electrics, in readiness for its new lease of life. Porsche Centre Glasgow recommissioned the suspension, brakes and wheels. Meanwhile, Porsche Centre Swindon was tasked with the mammoth job of rebuilding the car's engine. Last, but by no means least, Simon Coath, Porsche Centre Hatfield's resident Classic Technician, worked with his colleagues at the Hertfordshire site to refurbish the car's reinforced five-speed transmission.

FAMILIAR RING

After the build was complete, the car was presented to an excited gathering of motoring hacks at Porsche Experience Centre Silverstone, with one of GTP 002's original drivers, Tony Dron, entertaining the crowd by way of demonstration laps. Soon after, Derek Bell drove the wide-bodied 924 around the Green Hell as part of a Porsche-organised coming together of standout survivors from the manufacturer's transaxle range. Indeed, Porsche Cars GB's restoration of GTP 002 project proved so successful, an early 928 was soon being prepared for similar treatment – driven by former works driver and Le Mans winner, Richard Attwood, the V8-powered 'land shark' was configured for entry into the Historic Sports Car Club (HSCC)'s 2017 '70s Roadsport Championship, a move designed to draw attention to the 928's fortieth anniversary. This time, the role of each Classic Partner Centre was to serve as trackside support whenever a round of the championship arrived at a local circuit. For many of the technicians involved, it was the first time they'd participated in the preparation of a competition car for practice, qualifying and racing – a huge challenge, but another example of how Porsche Cars GB is keen to bring its Classic Partner Centres ever closer to Stuttgart-crested retro rides, both in road and race trim, thereby adding to a knowledge base directly benefiting owners taking their air-cooled or transaxle models to Glasgow, Leeds, Hatfield or Swindon for maintenance, servicing, repair or restoration work.

The success of both the 924 and 928 projects relied heavily on the input of father and son Porscheophiles, John and Tom Bradshaw, the pair behind Manchester-based race car preparation and premium marque bodywork specialist, Road and Race Restorations, one of only a handful of officially recommended independent Porsche repair shops. The company took care of all GTP





002's bodywork needs (no mean feat due to significant damage inflicted on the car's front clam, a condition requiring the part to be created afresh with nothing other than period photographs available as a point of reference) and John prepared the 928 for Attwood's star turn behind the wheel after personally sourcing the 4.5-litre V8-powered Porsche.

"The 928 project worked well as a way of raising awareness about the existence of the Porsche Classic Parts service and the expertise of Classic Partner Centre technicians at Glasgow, Hatfield, Swindon and Leeds," reflects John. "What became apparent, however, is that changing personnel between each round of racing meant there wasn't ever anyone with intimate knowledge of the car on hand come race day. Time spent with a motorsport machine across a season, or at the very least, multiple successive rounds of a championship, gives you detailed knowledge of how the car should be configured for varying weather and driving conditions. With this in mind, when Jonathan Mannell approached me with details of Porsche Cars GB's next motorsport-themed restoration project, I knew we needed to pull together a permanent support team to look after the car across an entire season of racing."

The Porsche being pitched by Jonathan was a short-

wheelbase two-litre 911 manufactured in 1965. His request was for Road and Race Restorations to prepare the car for an attack of the track in time for Porsche's seventieth anniversary celebrations. "The car had been purchased by Porsche Cars GB many years beforehand, but unrelenting engine problems meant keeping it in good operating condition had been a prohibitively expensive exercise," recalls John. "With Porsche's anniversary on the horizon, not to mention the fact one of the 911's previous owners had part-prepared the car for circuit use, a decision was made to hand it to Tom and I with an instruction for our team to strip and rebuild the car for a motorsport campaign intended to tie in with the manufacturer's full year of high-profile PR activities."

GAME FOR TWO

"The Peter Auto 2.0L Cup was introduced in 2018 for early short-chassis 911s prepared in accordance with pre-1966 FIA regulations," John continues. "The Le Mans Classic also offered an attractive forum for the car to strut its stuff." As tempting as these outings were, there was a huge amount of work to be done before any of the star drivers drafted in to put the diminutive Porsche through its paces could hop into the hot seat. "We stripped the shell bare and were delighted to find

Above Stunning Salzburg livery was applied in recognition of the fiftieth anniversary of Porsche's first overall win at Le Mans



a chassis in excellent condition, a characteristic partly resulting from the car spending much of its life on the sunny side of Italy. Even so, we had to repair the roof, rear quarters and sills where knocks had been picked up over the years. In fairness, these were minor complaints, but they needed to be addressed before a respray.”

The poorly engine was stripped and rebuilt in accordance with FIA Appendix K historic race regulations, essentially a rulebook stating competing cars need to be built to authentic original specification to ensure a level playing field. This meant the 911 in John’s custody needed to make use of stock-spec ignition, its original Solex carburettors (“a pain to work with compared to the Weber carbs Porsche fitted to later 911s”) and its small-valve head. New barrels, pistons and a new crankshaft were required, but the acquisition and use of replacement

items sourced through Porsche Classic’s genuine parts catalogue highlighted how accessible genuine components for Porsche’s legacy models is today, a statement which was largely the point of the project.

In addition to the engine, the transmission was rebuilt. Appendix K allows the use of any gear sets originally manufactured for the host vehicle. This flexibility afforded John the opportunity to pick from twenty different 901 ratios, enabling gearboxes to be built to varying specification to suit whichever circuit the car happened to be tackling. Finding available ratios was the first challenge, followed by a process of trial and error on the track. “Anyone with experience of a 901 gearbox

will tell you it’s a tricky unit to operate quickly,” he warns. “Miss a gear, over-rev the engine and you’ll break a rocker valve. Follow this pattern of behaviour too many times and you’ll do serious damage to the bottom end. We were thankful to welcome a variety of experienced drivers when the car hit the track, but while we did our best to improve oil flow, a lack of mechanical sympathy during shifting caused major problems, resulting in necessary removal of the engine after we landed for a round of racing at Spa.” Fortunately, drivers and gearboxes didn’t miss a beat after the repaired engine was returned to its natural habitat, enabling hassle-free maintenance every time the car was put to work thereafter.

The interior of the punchy 911 was painted matte black (to eliminate the risk of glare), while the tired front seats and belts were replaced with a single Sparco bucket

and a Schroth harness. A roll cage was installed, but it was rear seats and carpets which hinted at how close the car’s specification was to the standard roadgoing short-wheelbase two-litre 911. “Even the suspension is more or less what you’d find fitted to the Porsche street car,” stresses John. “That said, Appendix K allows for alteration to ride height and other suspension settings. While owners of competing cars in the Peter Auto series opted for a 30mm drop, we stuck with 15mm in a bid to avoid compromised handling.”

Brake calipers, suspension bushes, fuel equipment, wiring, dashboard instrumentation and host of other parts were renewed in readiness for the car’s

WE WERE BOWLED OVER TO DISCOVER WE WERE LOOKING AT THE VERY SAME TWO-LITRE CAR WE’D SEEN IN 2018

Below Despite the obvious race car vibe, this 1965 911 remains surprisingly faithful to its original specification



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Above The Road and Race Restorations workshop is home to many exciting air-cooled Porsche projects

participation in the 2.0L Cup, the HSCC's Oulton Park Gold Cup, the same organisation's Guards Trophy and the Silverstone Classic. The car also made appearances at Gentlemen Drivers events held across the UK, an important factor in promoting the project as a Porsche Cars GB initiative. Nonetheless, an invitation to compete in the Nürburgring Oldtimer Grand Prix was not to be dismissed. "The 911 held its own all season, helped by having Derek Bell, Richard Attwood, Anthony Reid and Tom at the controls," says a suitably proud John, acknowledging Bradshaw the Younger's experience competing in Carrera Cup GB. "Despite observing homologation requirements demanding a minimum weight of 1,002kg, the car took the fight to vehicles weighing as much as a damp bus ticket! It was a fantastic display of performance highlighting how impressive a 911 of any age is when carrying more or less standard trim at a track."

UP CLOSE AND PERSONAL

In accordance with his wishes, the nucleus of the team travelling with the car was a fixed group of skilled technicians working across all four Classic Partner Centres — continuity was key to success. "Every one of the guys who worked on this 911 knew it inside out, primarily because they were part of the project across an entire season of racing," beams John. He also highlights Porsche Cars GB's desire to involve its air-cooled classic

in community projects, efforts which saw the car's livery — then cream with green accents — designed by the winner of a competition exclusively open to school children. "It was amazing for the winning student to see their drawing come to life in the form of this special 911," he smiles, remembering the car drawing crowds when it was displayed at the Classic Motor Show in 2018.

That, we thought, was the end of that. Project finished, mission accomplished, anniversary celebrations done and dusted. On to the next restoration? Kind of — when quizzing Porsche Cars GB's Aftersales Business Development Manager, James Toye, about the eye-popping Salzburg-liveried short-wheelbase 911 taking up residence on the Porsche stand at 2019's Classic Motor Show, we were bowled over to discover we were looking at the very same 1965 two-litre car we'd seen in action following John's work in 2018. "We didn't do much with it after the seventieth anniversary celebrations were over," he tells us. "Being a Porsche Cars GB restoration meant any of this 911's appearances in 2019 needed to focus on promoting the project in the UK, which is why Tom and Richard Attwood competed with the car at the year's Oulton Park Gold Cup, putting in an amazing performance to finish fourth quickest overall, a feat made more impressive by the fact it was achieved in the wet against V8-powered Chevrons!" Time racing in the aforementioned Peter Auto 2.0L Cup, however, had highlighted how the car's beating heart — developing a respectable 186bhp — wasn't as strong as the two-litre flat-sixes propelling similar-spec 911s prepared by some of the industry's best known marque specialists. Truth be told, the massive budgets being thrown at cars by participating teams was simply out of the question for Porsche Cars GB, but John reasoned a ground-up rebuild of another two-litre boxer — keeping the old unit as a spare — at the hands of engine tuning specialist, Neil Bold Engineering, would deliver the desired results without breaking the bank. In readiness for planned visits to circuits in 2020, marking exactly fifty years since Porsche's first overall win at the 24 Hours of Le Mans, Salzburg 917-inspired body decoration was applied at Road and Race Restorations while Neil set to work on the preparation of a new engine.

Below Neil Bold worked wonders with the donor two-litre flat-six, extracting close to 200bhp from the unit by way of sensible modification within Appendix K regulations





“He’s known internationally for his work preparing Formula Ford 1600 powerplants,” John explains. “Neil is much more than an engine builder, though. He’s a highly skilled tuner, working within constricting race series regulations to extract huge power out of the engines he’s presented with, delivering enhanced performance, but always with rock solid mechanical reliability.” With this in mind, and while adhering to Appendix K regulations, Neil selected a new camshaft (“not too wild, but we wanted to keep valves open for longer”) and worked carefully to manipulate oil and air flow inside the engine, allowing internal components to get more oil when they need it most, but reducing the amount of lubricant sent to the top of the engine, thereby helping it to breathe more easily. “When working with a boxer, you can’t rely on gravity to pull oil back down as it does in an upright engine, and too much oil at the top creates drag,” explains John. “In short, the feed was too generous, which is why the amount of oil going to the top of the new engine has been reduced. The way it drips back down has also been carefully considered.”

BLUE BLOOD

The original 32mm valve size had to be retained, but Neil was able to make alterations around valve stems and guides. Further fine tuning saw the stock manifold manipulated to extract gas as efficiently as possible from the two-litre engine’s small exhaust ports, while a stack of new hardware, including a fresh OEM crankshaft, formed an enviable parts pile in his Worsley workshop. “It’s a completely blueprinted engine, now pushing out 200bhp, with a crankcase as internally aerodynamic as Neil could achieve. That output is really impressive when you consider the two-litre flat-six delivered approximately 135bhp when it left the factory in period,” smiles John. “Neil spent time perfecting swirl in the combustion chamber, too. He’s used to all this stuff with his Formula Ford work, which is why he was the perfect partner on this exciting Porsche project.”

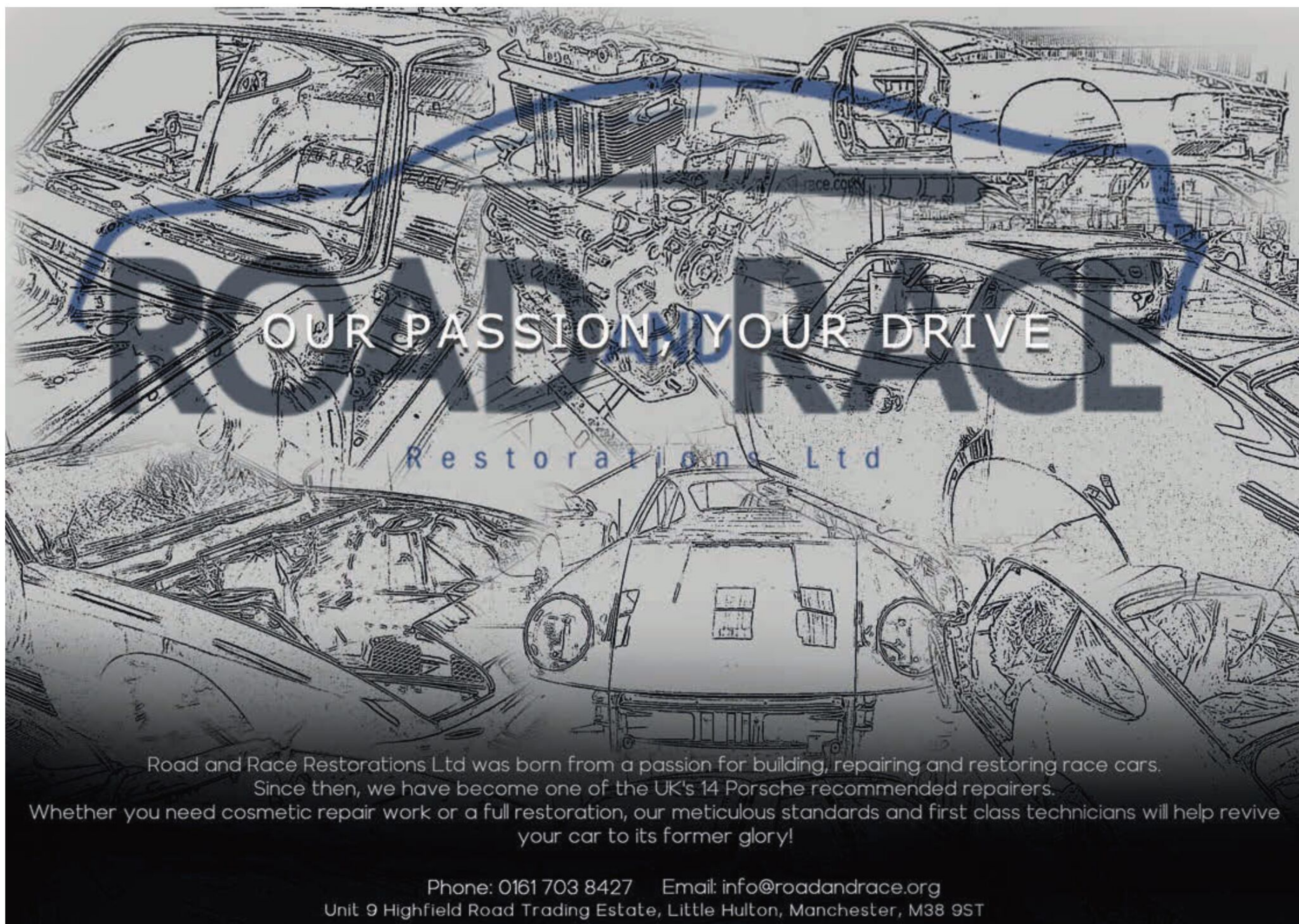
While Neil was working his magic, and while the body of the car was being painted red, John’s technicians

overhauled the chassis equipment. The arrival of the pandemic meant any planned outings for 2020 were now off the table, though the lack of a strict deadline enabled everyone involved to work free of pressure. “We’re hoping to see the car make a few appearances at circuits in the United Kingdom throughout the summer,” confirms John. “Silverstone Classic looks possible, but overseas visits are in doubt, especially with recent news the Le Mans Classic has been postponed to the first or second weekend of July 2022. A return to Spa has been discussed, but for obvious reasons, nothing is set in stone right now. It’s a shame, because allowing Classic Partner Centre technicians to look after the car during race weekends does them the power of good. It takes them out of the regular workshop setting and enables them to see how the changes they can make to a Porsche will alter its performance in a real-world racing environment. Working in a paddock, understanding the effect of corner-weighting, exploring chassis dynamics, swapping gearbox ratios to suit different track conditions — Porsche Cars GB understands how this experience helps to improve the day-to-day work being conducted in Classic Partner Centres. It makes for better technicians.” Ultimately, racing improves the breed — we can’t wait to see this beautifully restored 911 back in action in the coming months. See you at Silverstone! **CP**

Above Restrictions brought about by the pandemic put paid to many of the car’s planned public appearances

Below It might be dressed in bright red race livery, but there’s every chance you’ll hear this wonderfully restored 911 before you’ll see it





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



F1 AND ENDURANCE RACING DRIVER, JOHNNY DUMFRIES, HAS DIED

Johnny Dumfries (also known by his official title, John Crichton-Stuart, 7th Marquess of Bute) has passed away at the age of sixty-two following a short illness. Dumfries was best known for his stint in F1, serving as Ayrton Senna's teammate at Lotus in 1986, but Dumfries' career spanned a number of disciplines, including endurance racing at Le Mans, where he drove a Porsche-powered Cougar C26 in 1991. He also enjoyed a spell with the Rothmans Porsche team, driving a 956 camera car in 1984.

Dumfries' racing career began in earnest in Formula Ford 1600 for the 1980 season, but his first successes landed in F3. Having stepped up to the series, he won the driver's championship in 1984. A move to F3000 (where he drove Richard Lloyd's 956 in Fuji) in 1985 preceded his progression to F1, where his star promised to shine, were it not for the fact Senna was cast as his teammate.

During his time with Lotus, Dumfries scored three championship points across the fifteen-race season, using his Renault-powered Lotus 98T to great effect, finishing fifth at the 1986 Hungarian GP. His greatest success, however, came following a move to sportscar racing, where, in 1988, he was part of the Silk Cut Jaguar team, winning the 1988 24 Hours of Le Mans. Dumfries (pictured far right), along with Andy Wallace and

Jan Lammers, romped to victory in the iconic Jaguar XJR-9LM. Dumfries had already competed at Le Mans a year earlier, piloting the Sauber C9 Mercedes. In 1989 and 1990 he drove at Sarthe for Toyota, before time with Courage in the C26 (935 three-litre flat-six turbo) the following season.

In a statement, Dumfries' family said: "The indomitable spirit and energy which Johnny brought to his life will be greatly missed, as will the immense warmth and love with which he embraced us." He will be fondly remembered as one of the best racing drivers of his generation.



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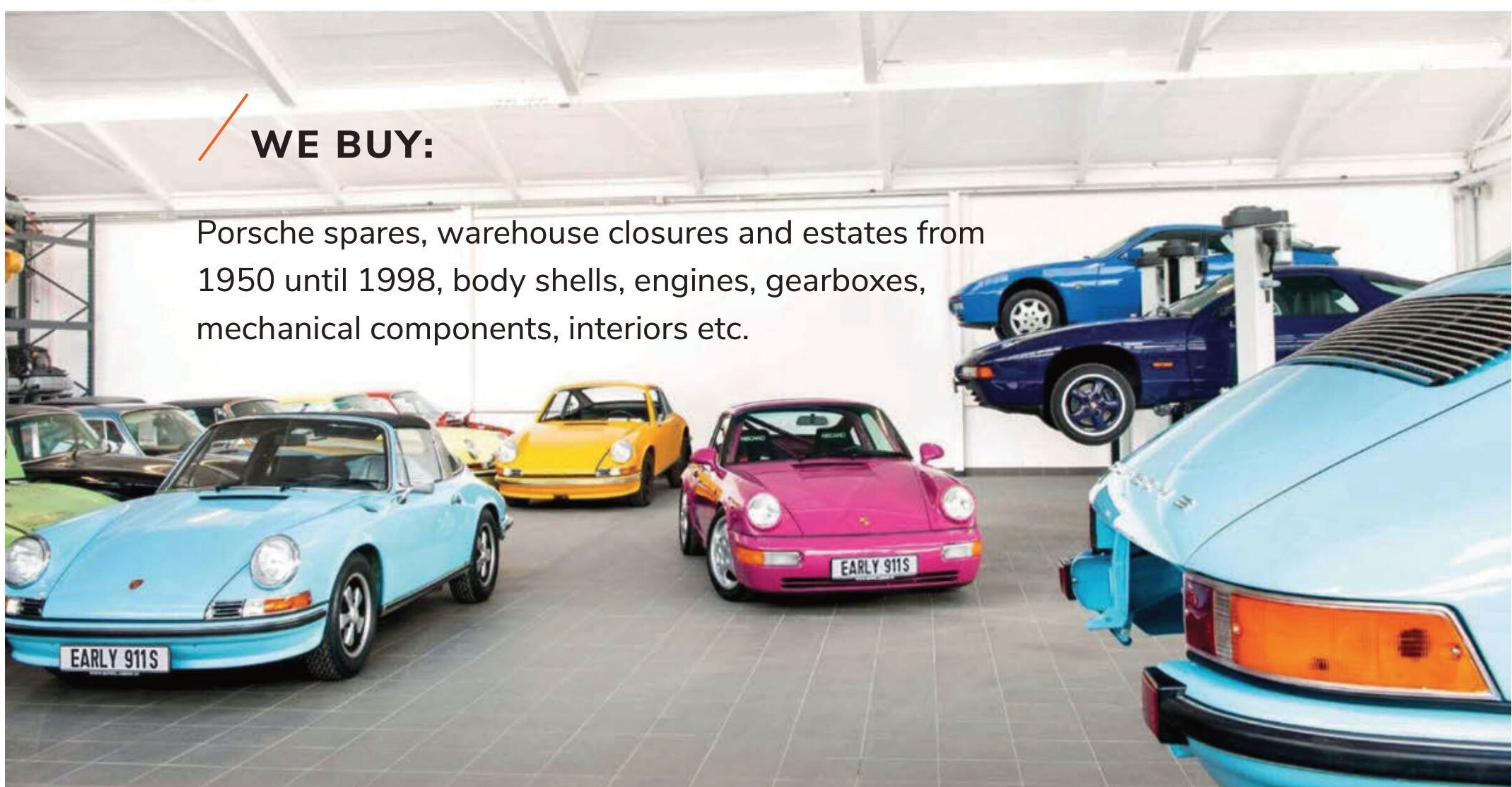
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Porsche spares, warehouse closures and estates from 1950 until 1998, body shells, engines, gearboxes, mechanical components, interiors etc.



DRAMATIC NATURAL SCENERY TO ACT AS BACKDROP FOR PORSCHE DISPLAY

Travel, adventure, exploration — cars are meant to take us places, but with the exception of weekend enthusiast events, every automotive exhibition is set indoors, confined and bordered by walls. What if there was a display of Porsches that, for the very first time, positioned cars outside, facing an endless horizon? What would such an experience convey if automobiles — those very machines representing personal freedom — were set *en plein air*? Now imagine a select anthology of significant Porsche models set within a landscape invoking awe, where the only reference of scale is blurred by an infinite expanse of nature. Such a place exists: the Canyonlands region of Utah.

This is the concept of multi-disciplinary designer, entrepreneur, event producer, author and automotive lifestyle brand specialist, Jared Zaugg. “The project is informed by a mash-up of influences, but it’s a totally unique concept,” he told us. “Drawing on elements from the Guggenheim Museum, Petersen Automotive Museum, Desert X and Christo Environmental Art, the project engages the act of travel, discovery and experience, which are the very qualities automobiles represent.”

The core of the concept is a single marque exhibition of thirty influential Porsches displayed outside, where the ‘canvas’ is as much a draw as the exhibits themselves. The ‘frames’ in which the cars are displayed are transparent UV-blocking boxes, which provide complete protection and security, as well as a ‘fishbowl’ effect. It’s modern art, industrial art, environmental art and fine art combined into one!

The cars will be placed at intervals along a ten-mile stretch of winding scenic road near Moab, Utah. While accessible free of charge to anyone with any kind of car, the graded secondary road will require attendees to download directions. Still in the planning stages, the exhibition is expected to last three to four months, launching in Spring 2022. We’ll bring you further details as soon as we have them.



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SPARES

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Turbo 3.0 / Turbo 3.3 Targa

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964 RS / NGT / Cup / 3.8

965 Turbo 3.6

993 RS / NGT / Cup / GT2 / Turbo WLS2

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Porsche 597 Jagdwagen

Abandoned restorations



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DEATH OF LEGENDARY MOTORSPORT ENGINEER, MANFRED KREMER

More than five decades have passed since Manfred Kremer, who has passed away aged 81, joined forces with his brother, Erwin, and family friends, Hermann Bürvenich and Willi Großmann, to lay the foundations of what would become one of the world's most successful privateer racing teams. The E&M Kremer GmbH company, and the team that emerged from it, occupies a unique place in the history of Porsche motorsport – from more than 1,000 race starts, the squad from Cologne celebrated outright victories at the 1968 24 Hours of Spa-Francorchamps, the 1979 24 Hours of Le Mans and the 1995 24 Hours of Daytona. Additionally, Kremer Racing has achieved no fewer than eleven Porsche Cup titles, three European GT titles, three GT Interserie titles and top honours at the 1979 DRM Championship. "What glorious days they were!" remembered Manfred Kremer, when interviewed for the must-have hardback *Porsche Kremer Racing: The Complete Story*, showcased in the last issue of *Classic Porsche*.

Perhaps the team's most famous creation is the Manfred-penned K3, based on the 935 works race car. It certainly represented the Kremer team's high point, becoming the most successful variant of Porsche's Group 5 monster and dominating almost every event it was entered into. The K3's advanced aerodynamics and powerful air-to-air intercooler, releasing massive power, shouldn't cast a shadow over the Kremer team's other special Porsche derivatives, though. The aforementioned victory at Daytona in 1995, for instance, was coined with the K8 Spyder, an open-cockpit take on the Group C 962.

The mission was clear: take the world's greatest sports car manufacturer's works racing machines and make them even better, hopefully beating Porsche at its own game along the way. Orders for Kremer cars mounted, with recognised teams using the firm's output to devastating effect. For many years, Kremer Racing was even one of Porsche's factory-backed outfits. In three decades of active racing, more than 200 drivers from in excess of twenty nations on all continents competed in Kremer racing cars. Among the personnel registered with the company were some of those we now consider titans in the field: Klaus Ludwig, Bob Wollek, Mario Andretti, Keke Rosberg, John Fitzpatrick, Hans-Joachim Stuck, Derek Bell, Rolf Stommelen and Manfred Winkelhock, to name but a few.

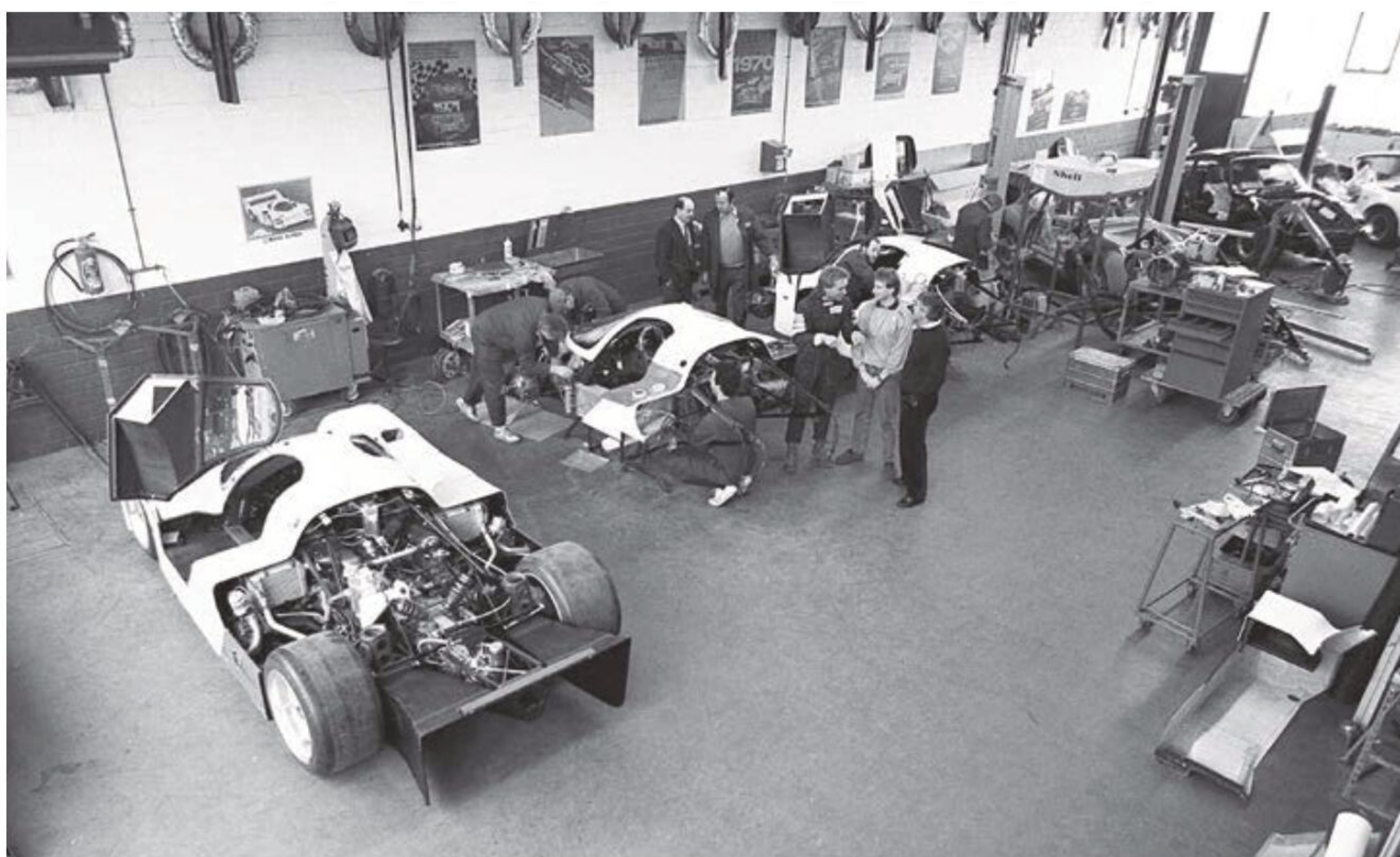
After surviving a heart attack in 2004, Erwin Kremer tragically passed away in 2006. This devastating blow encouraged fresh thinking at Kremer, with a change of direction deemed necessary to ensure the



survival of the company for the long term. The focus remained firmly Porsche (though it's worth noting Kremer Racing experimented with the Honda NSX GT2 and Lola B98/10 in the 1990s), but with the massive popularity of historic racing and the Kremer firm's intimate knowledge of the Porsche marque taken into consideration, the decision was made to concentrate on the restoration of classic race cars, offering trackside support to a new generation of owners.

In August 2010, Manfred Kremer – who had stepped back from the team in 1998 – sold the company to Eberhard Baunach, owner of Ebi-Racing, also based in Cologne. Already successful in motorsport, Baunach (a Kremer customer) is tasked with preserving the Kremer legacy, but also to drive the company forward, using one of the most powerful engine and complete vehicle test centres in Europe as a solid foundation to develop the brand's products and services for an enthusiastic new customer base.

Eleven people now work at Kremer, which offers servicing, tuning and maintenance of Porsche road cars, as well as continued support for owners of Kremer race cars, including new releases – in 2016, Kremer unveiled the 997 K3 for track and competition work. A year later, the road-going 997 K3 was released, clearing all German domestic road safety regulations to ensure cars developed and assembled by this legendary Porsche specialist can once again take to the public highway. Under Manfred Kremer's watchful eye, the company bearing his family name built a 917 for use in the 1981 24 Hours of Le Mans. It is, however, the success of the K3 that he will be mostly remembered for – his car's engines were envied for their staggering performance and rock solid reliability, qualities which forced every competitor, including the Porsche works team, to up its game. For this, we owe him huge thanks.





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PRODUCTS

Exciting products to help you get the very best out of owning a classic Porsche...



BLOCKLEY CRANKSHAFT FOR 2.0 FLAT-SIX

Suitable for any two-litre flat-six engine in either road or race trim (including units fitted to the 911, 904, 906 and 908) and manufactured in the UK from EN40B chromium-molybdenum nitriding steel, this superb crankshaft incorporates many of the 906 part's features, including improvements in oil supply at high revs. The period Porsche two-litre crankshaft was treated to partial lightening at each end, which wasn't particularly successful, but this new part from Blockley Tyre Company (the firm's owner is an engineer who happens to be the proud custodian of a surviving 906) is lightened at the big ends, removing weight where it is most beneficial to do so. Such is the attention to detail given to all aspects of this new crankshaft's design, many leading marque specialists involved in the rebuild and customisation of air-cooled two-litre flat-sixes have adopted the part in place of the available Porsche item. Blockley's crankshaft is also offered at a pleasingly lower price point.

Price: POA

blockleytyre.com or call 01386 701717



DANSK REAR SEAT WELL REPAIR PANEL FOR CLASSIC 911

If you're about to embark on an ambitious Porsche restoration project, then Dansk is a name which will have presented itself throughout the planning stages. Celebrated the world over for its continually expanding catalogue of parts and panels for air-cooled Porsches, the brand has just announced the launch of a replacement seat well for the 911 (1968-1972). Complete with parcel shelf, this bottom repair chassis panel is faithful to Porsche's original design, saving you a huge amount of time and money in custom fabrication work. It's just one of many new parts Dansk has recently introduced to its 911 body panel range (visit the website of parent company, JP Group Classic, at jpgrouppclassic.com to view the full catalogue) and is available to order direct from the Design 911 online store with immediate effect.

Price: £1,484.58

design911.co.uk or call 0208 500 8811



RICHBROOK INDOOR CAR COVER

Your Porsche is likely to be one of the most important items you own, which is why you should make efforts to protect it wherever possible. Supplied to major manufacturers and classic car dealerships, these soft, stretchy and super-strong indoor covers from automotive accessories specialist, Richbrook, are carefully designed to deliver a snug fit. Available in blue, black or red, the 180gsm Lycra-blended satin fabric ensures the contours of your Porsche are clinged to, whilst the tightly woven fabric protects against dust and other pollutants. Importantly, these covers remain breathable, preventing condensation forming on your car during time it spends in storage and when laid up in cold weather. Supplied in a handy zip-up bag, this simple, easy to handle, lightweight protection for your Porsche is machine washable and can be tumble dried.

Price: £99

richbrook.co.uk or call 01328 862387





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RUF: THE BOOK

Legendary manufacturer, RUF Automobile, and respected automotive publisher, Waft, have collaborated on a beautifully presented new book charting the German company's rise to become one of the most recognised names in the sports car industry. Covering eighty years of history and thirty-seven models, the book is split into two distinct 30x30cm hardcover volumes. The first, *Alois and Friends*, concerns itself with the man behind the machines, Alois Ruf Jr. Totalling 360 pages, it documents the story of the Ruf family, the remarkable origins of the company bearing its name, Alois Jr's lifelong passion for Porsche, his big success stories, his small defeats, his amazing adventures, his vision and a selection of tales never before told. Exclusive photographs and illustrations direct from the Ruf family archive are joined by previously unseen images capturing the RUF workshop in full swing, from its inception in 1939 as a general service garage to its current status as a world-renowned hub of performance engineering excellence. The second volume, *Yellowbird and Friends*, comprises 228 pages and details every RUF car to date. An essay about each vehicle is accompanied by official facts and figures, including technical specification and performance statistics, with special focus on the iconic CTR 'Yellowbird', as well as lesser known RUF products, including the 997-based eRuf all-electric prototype and the 600bhp twin-turbocharged Dakar SUV, built in 2009 and based on the Cayenne. Each of this extraordinary set's volumes are limited to 911 copies, are colour-coded, embossed with the official RUF logo and stored in a luxury slipcase. For those who enjoy exclusivity, the Personalised Limited Edition set is restricted to 356 copies and comes shipped in a slipcase hand-covered in genuine RUF seat fabric, with the company's logo stitched in bright yellow. Furthermore, your name will also be stitched into the slipcase's distinctive covering.

Price: €280, Personalised Limited Edition €550
waft.be or call +32 (0) 474 45 28 41



STAGE 1 CYLINDER HEADS FOR TWO-LITRE 914

Drawing on four decades of experience serving owners of air-cooled Porsches, Covina-based powerplant specialist, LJ Engines, has revealed details of a Stage 1 ported and polished cylinder head kit for the two-litre 914. Manufactured from an AA Performance Products 914 2.0 casting with breather using 8mm valve stems, this competitively priced package comprises a pair of ready-to-install cylinder heads featuring stainless steel 48mm intake valves, 38mm exhaust valves, hardened keepers, chromoly retainers and dual high-rev springs. Based on a 94mm bore size (works with both 94mm and 96mm kits), the heads can be opened up to accommodate a 103mm bore size (works with 103mm, 104mm and 105mm kits). Visit the LJ Engines website to view the company's full range of Porsche air-cooled engine products, including new piston and cylinder sets with a choice of compression ratios.

Price: \$1,824.95
ljaircooledengines.com
or call +1 626 625 5223



LUMETECHNIK LED HEADLIGHT CONVERSION

With the aim of addressing the poor headlight performance of early 911s, Hertfordshire-based independent marque specialist, RPM Technik, has launched its own LED headlight conversion kit for air-cooled 911s, suitable for all models up to and including the 964. This plug and play lighting solution is designed to replace your 911's existing headlight assemblies without bulky transformers, enabling instant triple LED lighting technology by simply plugging into the host Porsche's original wiring. The lifetime of the E-marked, TUV-approved units is equally impressive, offering up to 30,000 hours of usage before replacement is required. Available with either clear or textured lenses, calibrated for either RHD or LHD and with the option of daytime running light functionality, a basic kit can be fitted to your car's original headlight assembly (unless you own a Carrera 3.2 or 930 making use of the Porsche M605 headlight levelling system), while the full monty includes chrome outer rings to sit behind the original colour coded rim, where applicable. Order online at the RPM Technik website.

Price: Standard lens £1,825, clear lens £1,999
rpmtechnik.co.uk or call 01296 663824



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S-TYPE BRAKE CALIPERS FOR CLASSIC 911

As any serious driver will attest, being able to bring a car to a halt in quick and safe fashion is equally as important as reaching high speed rapidly, which is why these new S-type calipers will be of interest to owners of restored or recommissioned 911s (1969 to 1977, including the 930). Aluminium bodied and loaded with a single 48mm piston, each caliper is sold individually and, importantly, outright by Heritage Parts Centre, instead of on an exchange basis. The Sussex-based Volkswagen and Porsche spares retailer can also supply the necessary pads, vented discs and new brake hoses to match, and will ship each caliper to an address of your choice without additional charge. These awesome anchors form part of Heritage Parts Centre's massive air-cooled Porsche and Volkswagen parts portfolio, which can be explored at the company's website.

Price: £199.95 per caliper

heritagepartscentre.com or call 01273 444000



JL AUDIO RD400/4 400W AMPLIFIER

Utilising high-speed NexD switching technologies, the ultra-compact RD400/4 amplifier from JL Audio is engineered to deliver huge audio output with incredible efficiency and low distortion. Don't let the unit's modern styling and small size (54x248x177mm, allowing fitment in the snugest of spaces) fool you – this little powerhouse churns out 100 watts of crystal-clear audio from each of its four channels into 2 Ohms and is fully bridgeable, meaning it can be used as a two or three-channel amp producing a whopping 200W x 2 into 4 Ohms. For convenience, the RD400/4's controls can be found on top of the product's casing (beneath a protective cover), with all connections located on the side of the chassis. Studio-grade signal processing, high or low-pass octave filters, automatic turn-on, new input-type switches for bridging stereo output (without the need for Y-adaptors), LED clipping indicators, configurable input sensitivity settings, preamp outputs, an LED status bar, continuously variable frequency selection (from 50-500Hz) and dual range, differential-balanced inputs capable of accepting most input voltage levels are just some of the RD400/4's fantastic features.

Price: £349

jlaudio.co.uk or call 01202 664390



JENVEY SF THROTTLE BODY KITS FOR CLASSIC 911/964/CARRERA 3.2

Founded in 1987, throttle body and fuel injection system manufacturer, Jenvey Dynamics, has forged an enviable reputation for delivering high-quality housings, spindles, butterflies, levers and fuel rails for all manner of road and race cars, including air-cooled Porsches. Regarding the latter, the Shropshire-based company recently released details of its new range of products for classic 911s, including 3.6 and 3.8-litre 964s, as well as the earlier Carrera 3.2. The three-stud 964 kit includes inlet manifolds, six SF throttle bodies, linkage kit, fuel rails, fuel rail mounts and a set of airhorns measuring 90mm in length. A parallel 45mm throttle body and a tapered option are available to choose from. The two-stud Carrera 3.2 kit includes the same equipment, as does Jenvey's twin-stud small-port kit for early two-litre and three-litre 911s. From a trusted brand with a proven track record in motorsport, each of Jenvey's offerings is ideal for fast-road, track or rally applications.

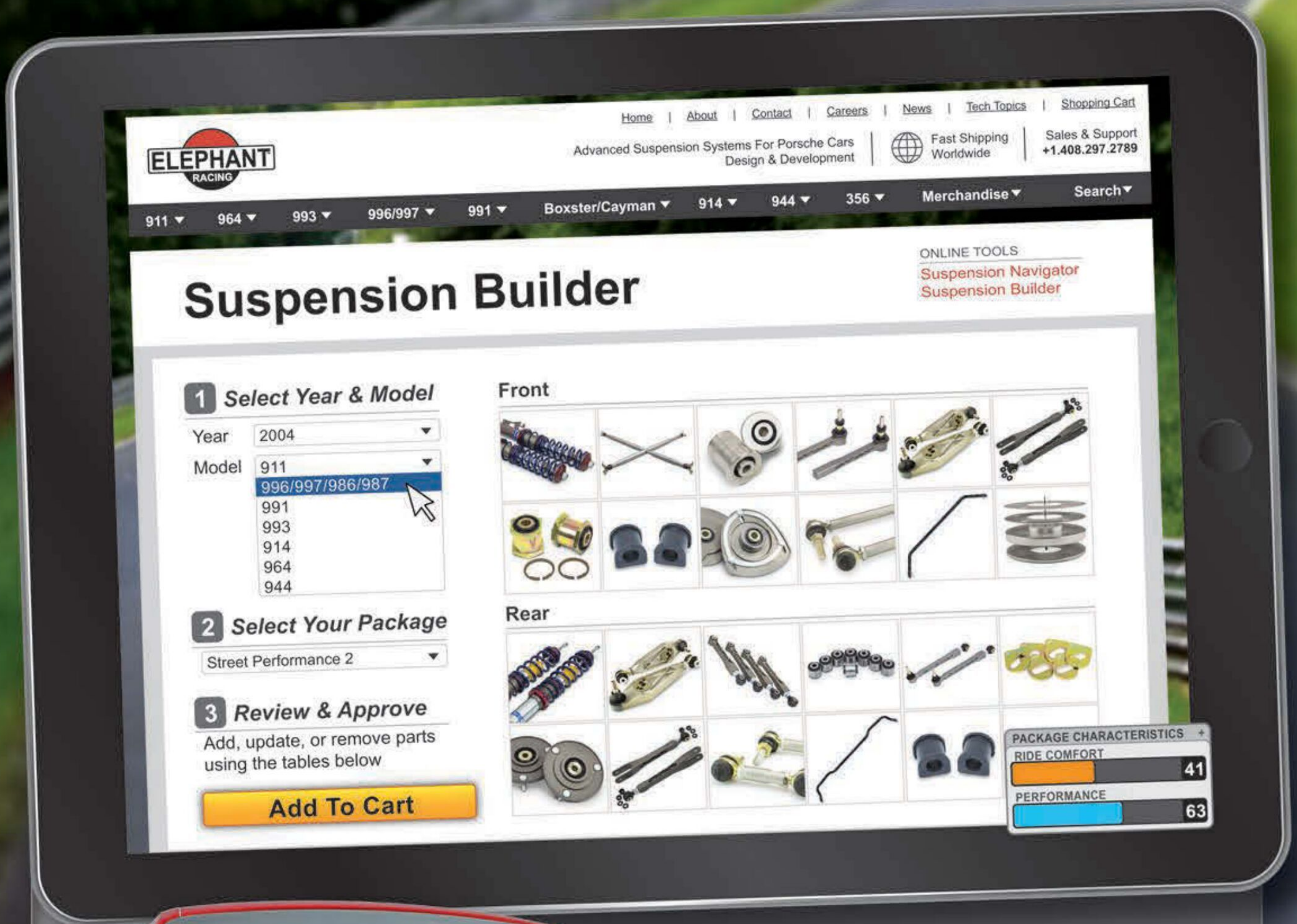
Price: From £2,167

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RESTORATIONS

BODY AND SOUL

Even before you've bought the classic Porsche you intend to restore, advice from a restoration specialist, such as Alan Drayson at Canford Classics, will save you a huge amount of time, money and stress when the project gets going...

Words Dan Furr Photography Rich Pearce





Magazine features showcasing many finished restorations often fall foul of talking about the freshly completed car in the here and now, rather than outlining the level of work that was involved in transforming the resurrected ride from its formerly impotent state to the condition deserving of a prominent place on the newsstand. Of course, we can all appreciate a pristine Porsche, but it's important for published articles not to misrepresent how challenging a

build might have been. After all, many readers keep hold of magazines as a point of reference. The last thing we want is for an enthusiast to get partway into a restoration, only to find their bank account haemorrhaging cash and their patience wearing thin because, citing inspiration from column inches, what they thought would be a perfectly manageable job on a reasonable budget turns out to be a total nightmare costing the earth.

"You've got a difficult job ahead of you," considers Alan Drayson, head of renowned air-cooled Porsche restoration



specialist, Canford Classics, when reflecting on the theme of this particular issue of *Classic Porsche*. “The journey of restoration is completely epic, but can involve a rollercoaster of extraordinary highs and crushingly disappointing lows. Restoring an old Porsche is something to look forward to, but my team and I know only too well that highlighting the pitfalls and the likely problems an owner will encounter when working through such a project can shock to the point they question whether to proceed!”

How does he turn that frown upside down? “We reassure customers by working with them on a firm plan of action, helping them to enter into their restoration project with eyes

wide open. Consequently, our clients find the process massively rewarding, which might not be the case if they hadn’t mapped out the work and set a realistic budget, not to mention an achievable deadline, beforehand.”

He reveals the most important piece of advice he offers anyone considering embarking on a restoration project. “Don’t be misled by how the car about to be

stripped and rebuilt appears at first glance — many extensive restorations start with a vehicle that looks presentable, yet there’s every chance major corrosion and other problems are lurking within.” The 1962 356 B you see on the pages before you, photographed at the Canford Classics workshop in Dorset, is a prime example of what he’s talking about. Bought as a running, complete vehicle at a knockdown price, the owner was keen for Alan to cast his eye over the car in readiness

for a round of remedial work. “Just because a Porsche is operational and appears to be in half-decent cosmetic order doesn’t mean it’s going to be any better than an example clearly exhibiting its

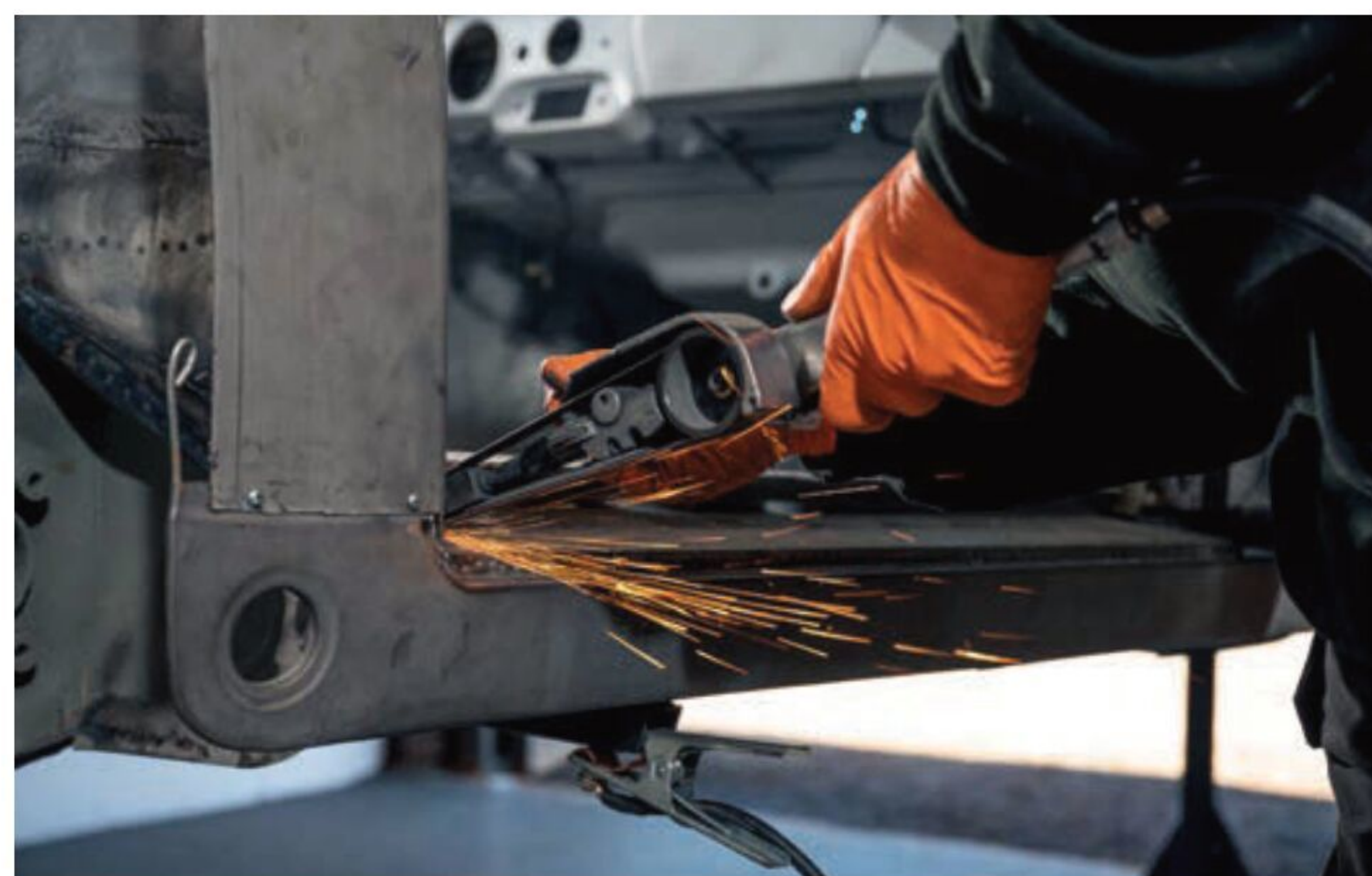
faults. This 356, though running, proved to be one of the worst examples of the model I’ve seen to date.” The front wings were loaded with filler an inch and a half thick, indicating the condition of the rest of the bodywork, confirmed upon further inspection. Complete restoration was the only sensible way forward.

Owners who find themselves in this position, though

Above Despite being a good-looking, fully operational 1962 356 B, Alan’s inspection proved the car to be in need of total restoration

THE STANDARD OF REPAIR AND RESTORATION WORK CARRIED OUT A COUPLE OF DECADES AGO LEAVES A LOT TO BE DESIRED

Bottom Bodywork and engine repairs are likely to consume the majority of your restoration budget







initially disappointed, tend to embrace the opportunity to personalise the Porsche they've bought. In other words, when dealing with a car in excellent condition, there is often a reluctance to move away from original specification for fear of somehow reducing the car's financial value or desirability. In contrast, a doer-upper presents a blank canvas, allowing owners to carefully curate the equipment being applied to their project Porsche, resulting in what should be a far more rewarding driving experience. "Don't be afraid of sympathetic modification," says Alan. "Purists may scoff, but unless you're intending to enter concours competitions, where your car will be judged on originality, there's absolutely nothing wrong with adding parts that'll help you get more enjoyment out of classic Porsche ownership." Shackles off, the owner of the 356 has done exactly this, opting for a range of updates to improve comfort, looks, performance and reliability.

CAUTIOUS OPTIMISM

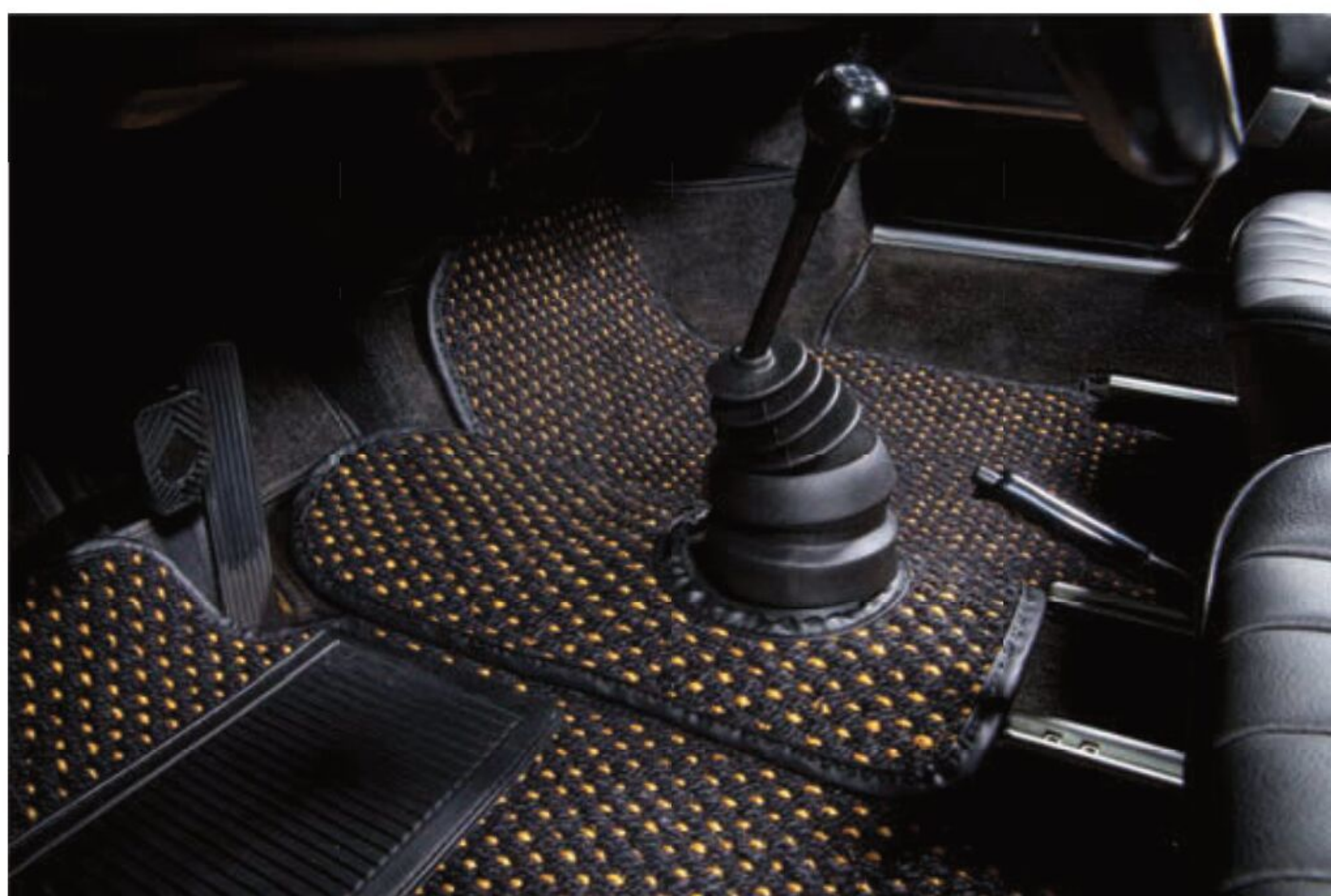
"A restoration project can be a wonderful experience," Alan assures us. "There's something hugely romantic about buying a dilapidated classic car and then bringing it back to life, but rose-tinted spectacles can cloud

judgement." Don't buy a rusty old Porsche, then? "On the contrary," he continues. "Don't be afraid to buy a car in need of work, just make sure the price you pay adequately reflects the repairs you'll have to take care of. Of course, not every classic car needs to be stripped bare, but it's important you seek expert advice before seeing your name on the logbook of a Porsche you're buying as a project. The last thing you want is to end up spending double what the car is worth."

How does the old saying go? Ah, yes. *There's no more expensive car than a cheap classic.* Addressing this notion, Alan acknowledges the standard of repair and restoration work carried out a couple of decades ago can leave a lot to be desired. "Air-cooled Porsches simply weren't worth the money they are today," he reasons. "Needless to say, the restoration budgets owners had to play with didn't stretch to the kind of work you'd expect from a Porsche restorer in the present. This is another reason for ensuring you engage a specialist to look over the car you're thinking about buying. It's important to know which wrongs you'll need to right before the process of restoration gets going. For example, a car may be advertised as having been 'lovingly restored' at some point in the past, but what does this phrase

Above We can't wait to see this 356 finished and back on the road following its time with Alan and the Canford Classics restoration team





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actually mean? The standard of work could be terrible, but that doesn't mean it wasn't done *lovingly*! The only way to be sure of what you're letting yourself in for is to seek expert advice from a company such as Canford Classics — experts in the field who deal with the restoration of air-cooled Porsches day in, day out."

911s, he suggests, though often challenging, are a more straightforward restoration proposition than a 356 — handbuilt bodywork and a liberal attitude to tolerances means no two finished

356s were exactly the same, presenting a problem when it comes to what you might think is simple panel fitment ("it's always a challenge, everything requires fettling"). It's a story we've heard many times over: 911 body panels, whether from Porsche or aftermarket manufacturers, tend to be a good fit, but 356 equivalent parts require significant work to sit pretty. In fairness, one well known reproduction panel manufacturer told us they provide "a degree of flexibility for the restorer to work with" in

WHOEVER YOU COMMISSION, BEAR IN MIND THERE'S NO QUICK OR CHEAP WAY TO RESTORE A CLASSIC PORSCHE

recognition of "inconsistencies in Porsche production processes in period", which, in the context of there being no 'one size fits all' solution is helpful, but not if you're expecting to simply bolt a panel in place, stand back and enjoy the look of a perfect fit and finish. Custom fabrication is often the easiest and most cost-effective

solution. "I really admire anyone who wants to take on a 356 project at home, but the only way to ensure perfect tolerances on a full and proper restoration, especially when dealing with floor

pans, sills and other key bodywork componentry, is to configure the car on a professionally prepared jig."

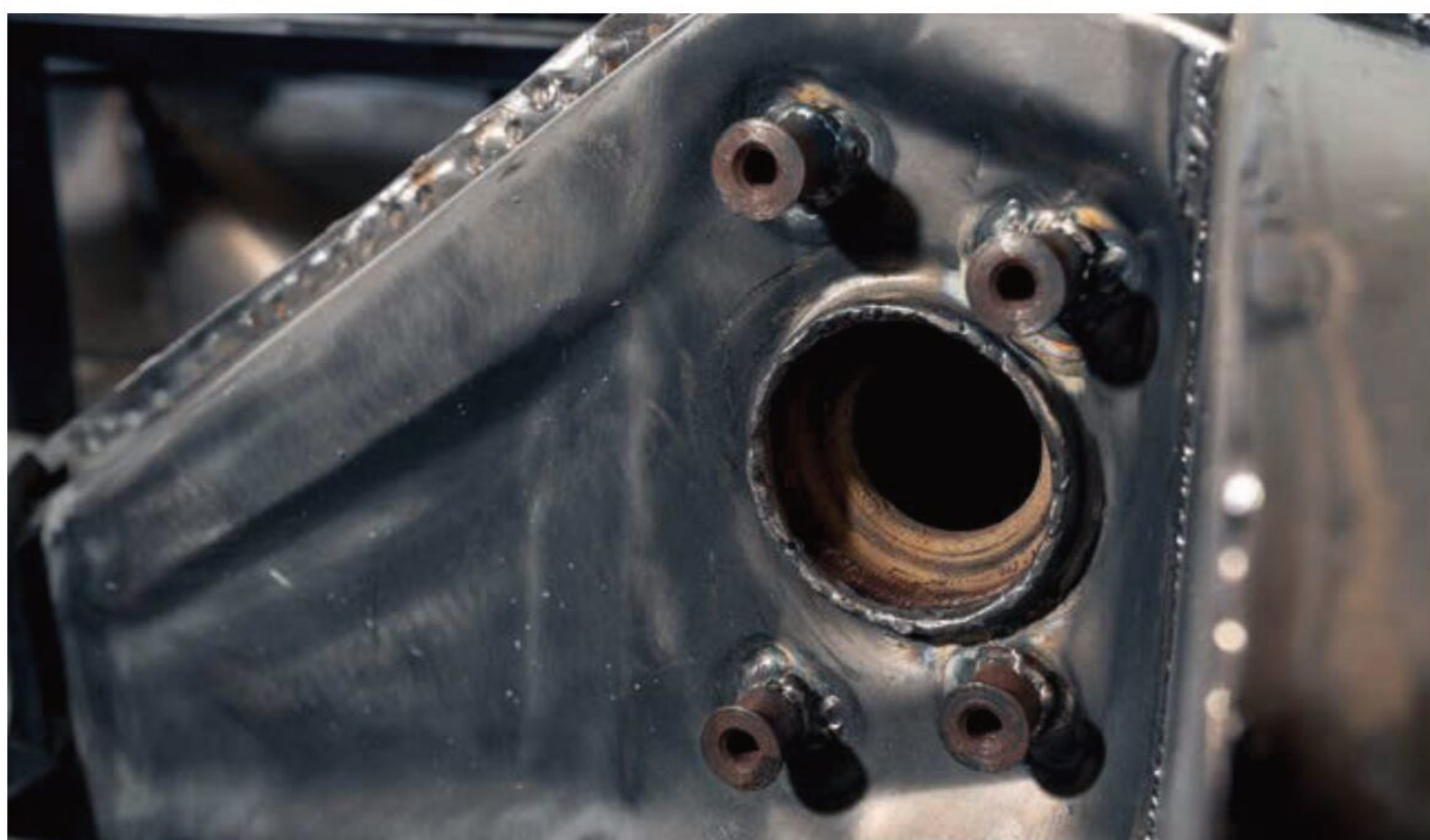
GET STUCK IN

So, you've accepted the fact handmade Porsches can present big differences in bodywork fitment between cars and, when dealing with much later models from the Porsche product range, you've been sensible enough to work on the assumption replacement panels aren't

Above Alan tells us there is always a tipping point in a project, where recommissioning can quickly become full restoration

Below Don't assume a replacement panel will be a neat fit, no matter the Porsche, no matter the part's manufacturer







always a simple fit, even when bought direct from Porsche. What's next? "Open and honest dialogue with your chosen restorer is absolutely key to keeping a lid on spend and, ultimately, the enjoyment you'll get from a restoration," Alan smiles. "Inspect their work, visit their premises, don't be afraid to ask questions or get involved. It's your car and a good restorer will want you to feel invested in the project beyond budget. Regarding the latter, you might want to consider which aspects of restoration are being outsourced by your service provider. Canford Classics, for example, takes care of the entire process in-house. Paint, fabrication, mechanical work, metalwork. You name it, we do it. This enables us to keep control of each client's budget and ensures we can audit every step of the process, as well as stay on top of timeframes, which isn't something a company outsourcing key parts of the process is fully

able to do when they're relying on the input of third parties." Whoever you commission to take care of the job, bear in mind there's no quick or cheap way to restore a classic Porsche. "There's only the right way," says Alan, philosophically. "Moreover, success relies on project planning before the physical stuff begins. In the ideal world, you will consider all eventualities before you've even bought the project car. Collaborate with your chosen restorer to ensure costs are clear and you can afford the work. Allow for a contingency budget to take care of unforeseen problems. Visit the restorer and ask them to show you typical problem areas associated with the model you're interested in buying. Employ due diligence and you should get a huge amount of enjoyment from the project and the finished Porsche," he smiles. And with that, we encourage you to scan the classifieds. Good luck! **CP**

Above A professionally configured jig is the only sure-fire way to ensure tolerances are correct

Bottom left Alan can lay claim to Canford Classics producing some of the UK's best Porsche restorations



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STEVE NORTON

If you've bought this magazine because you're considering a restoration project, but are unsure whether to buy a Porsche or a sports car manufactured by a different brand, consider the huge amount of support owners of air-cooled 911s get from both the original maker of these cars and the aftermarket...

Steve Norton's mission is to help you build the car of your dreams. He founded Cape International three decades ago and is now forging a path delivering first-class 911 mechanical and restomod work. Visit cape-international.com



Since 1993, Cape International has been building classic cars designed to work in the real world — intelligently specified and exquisitely detailed. Concerned with Austin-Healeys for many years, our objective has always been to exceed a client's expectations. This focus is now expanding beyond the Austin-Healey brand — as highlighted in the January 2021 issue of *Classic Porsche*, Cape Sport International has opened its doors to welcome owners of air-cooled 911s.

Our senior Porsche technician, Andy Tatlow, began his career with these great cars in the mid-1980s. During that time, he worked for leading Porsche specialists across the UK and in the Far East. As you'd expect, he knows classic 911s inside out. What his wealth of knowledge highlights is how fortunate

Porsche owners and restorers are to be so well looked after by the original manufacturer of these cars. The strength of the aftermarket is also something to celebrate. We certainly don't enjoy anything like this level of support when working on Austin-Healeys — a relaxed attitude to what's available, the efficiency of the supply chain and the quality

of the supplied product is, sadly, the order of things. I'm not saying Porsche parts jump out of a box and fit themselves, but with Austin-Healeys, we have to be self-sufficient and manufacture as much as we can in-house. It is for this reason Cape International became the biggest stockist of rare original parts and a manufacturer of upgrade kits, making the cars we look after and restore much safer, more reliable and able to deliver increased performance.

We have a reputation for assembling the best Austin-Healeys in the world — our finished builds win concours competitions and are displayed by respected museums. We insist on the highest standards, but regardless of perfect panel gaps and paintwork, our cars are designed to be driven and enjoyed. Needless to say, the Cape International team's

artisan skills are perfectly at home within the classic Porsche scene, as demonstrated by the launch of our first bespoke build, the Cape Sport 911, and our second restomod project (another 911 coupe), which is currently in development. I can't wait to see it finished.

The core of the Porsche brand is incredibly solid — these cars are as popular today as they've ever been. Moreover, movement in the market is good, encouraging specialists to invest heavily in the support of classic Porsches (both in terms of technician training and infrastructure) safe in the knowledge an old 911, 356 or any other air-cooled model enjoys massive popularity with successive generations of automotive enthusiasts. In other words, the customer base remains perpetually strong.

The long-standing relationships between Porsche and its OEM

suppliers is also something to celebrate — buying a fuel pump, ignition component or any other part for a classic 911 and it landing from the same manufacturer (often Bosch, but also chassis equipment from Koni, Bilstein and others) as it would have done when these cars were new is nothing short of fantastic. To put this into perspective, many of the replacement



parts a Porsche owner might take for granted have to be custom manufactured in bulk when the same items are required for the output produced by many other marques, such as discontinued British brands, including (yes, you guessed it!) Austin-Healey.

Expanding our business to cater for owners and enthusiasts of classic 911s (chiefly those in need of engine rebuilds, transmission

work and, of course, customers interested in our bespoke Cape Sport 911s) was an obvious and logical progression. With decades spent turning out award-winning restorations, and with a team of highly skilled fabricators and engine specialists, our ability to deliver class-leading work has never been in doubt, but we now get to share it with a much wider group of enthusiasts. I couldn't be happier.

THE RELATIONSHIPS BETWEEN PORSCHE AND ITS OEM SUPPLIERS IS SOMETHING TO CELEBRATE

RESTORATION

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www.restoration-design.eu

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Email: info@rescue-911.nl

SAM GRANGE-BAILEY

There's a real passion for cars at Manor Park Classics, no matter the marque or era. We hold our first sale on Tuesday 27th April, but it won't be any ordinary day at the market — we're putting transparency, public access and our love for classics centre stage, with two special air-cooled 911 Targas leading the way...

Sam Grange-Bailey is Sales Director at Manor Park Classics. With a love of retro rides and a background in commercial sales, her enthusiasm for how different the classic car auction industry could be helped shape manorparkclassics.com



When embarking on the restoration of a classic Porsche, the single biggest decision you'll make is which model to work on. The next biggest decision you'll make is where you'll source the car. The classic (and modern classic) sales scene is difficult to navigate, which is why Manor Park Classics was established in 2020 — to enable safe, relaxed purchasing of historically interesting vehicles, a process facilitated by enthusiasts with a lifetime of experience in the field.

I grew up at my family's car dealership, Southern Cars, and returned in 2004, operating the business to this day. Roger Nowell, Manor Park Classics Managing Director, has been selling specialist cars since 2017 and enjoyed a period with auction house, H&H Classics. When talking with our friend, classic car collector, Stephen Ashworth, about our collective auction experiences, we saw clear gaps in the market where processes could be significantly improved. Before long, Stephen suggested creating a one-stop shop that could become a classic car destination in its own right. A short while later, Manor Park Classics was established at a purpose-prepared site in Runcorn, Cheshire, in northwest England.

The company's premises is the cornerstone of our fresh new approach to classic car sales. Covering 30,000ft² and owned by Stephen's Hurstwood Holdings property firm, the twin auction halls offer a fixed location contrasting sharply with traditional event sales — the usual auction format is almost a travelling show, where cars are delivered and put into place two days before the event, there's a single day to view them statically, and then there's the sale. We consider this quite stressful for buyers, who generally don't get to see the cars outside business hours. Manor Park Classics counters with an unhurried approach putting flexibility first. More specifically, we offer five consecutive viewing days (including weekends) before our auctions. We plan to provide evening sessions in

the not too distant future. Potential purchasers will be welcome until eight o'clock at night, though even then, there's capacity to stay longer if needed. Ultimately, we want to make Manor Park Classics and the cars we're offering completely accessible, thereby removing the anxiety brought about by traditional auction houses serving up hurried, limited viewing slots. After all, it's not unusual for a prospective purchaser to want to spend more time looking at the vehicle catching their eye, as well as to dig into its history file.

There's no rush after the auction, either — while most auction houses require winning bidders to collect their cars within hours of the hammer dropping, Manor Park Classics offers three days of complimentary post-event storage. We want attendees to build confidence in their car of choice, something they feel static sales simply don't provide. To this end, Manor Park Classics headquarters boasts a dedicated test area allowing

enthusiasts to see offered cars on the move. Interested parties are even invited to engage in a test drive. And, as coronavirus restrictions lift, we intend to offer accompanied test drives on the open road. The idea is for there to be far less risk than buying privately, but without the restrictions of the traditional auction format. Additionally, a four-post lift

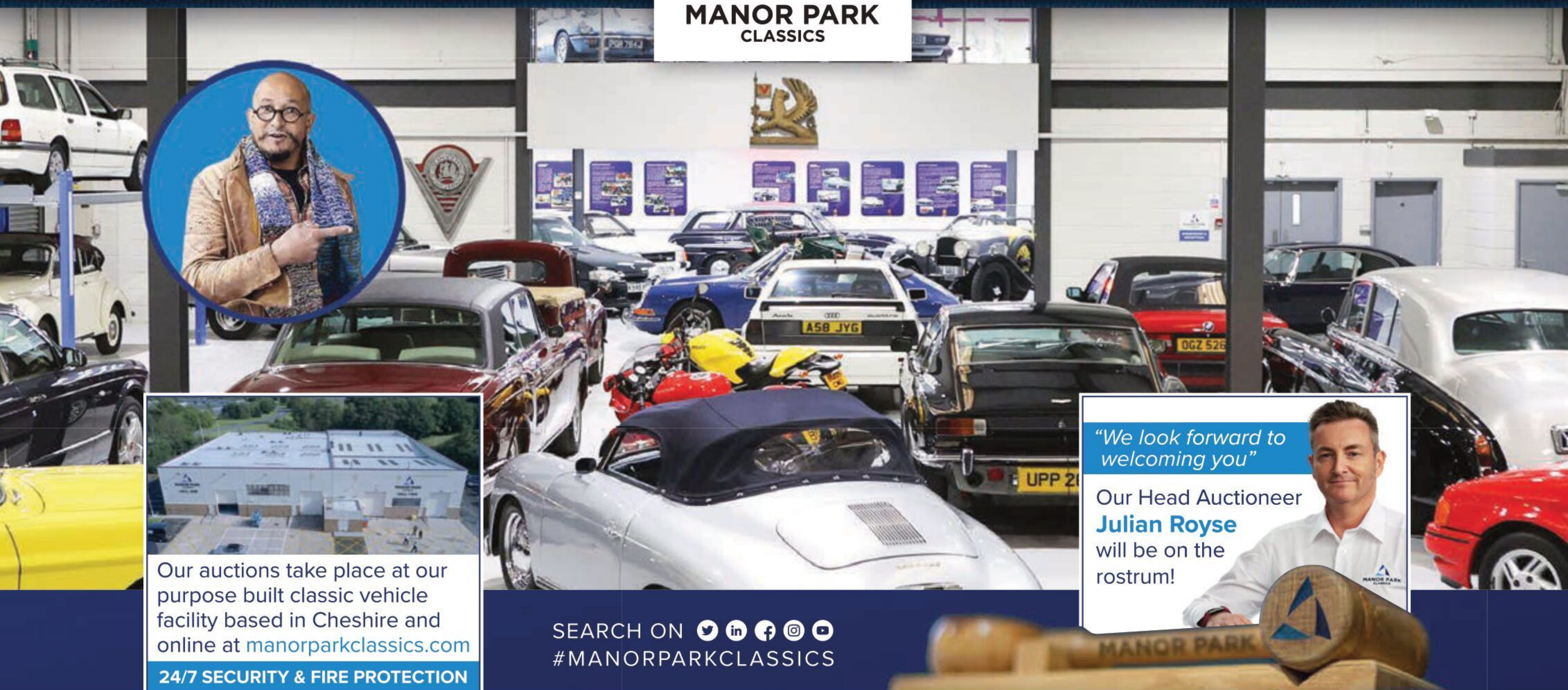
has been installed in one of our auction halls, allowing enthusiasts to thoroughly inspect their potential purchase and, much to our delight, *Car SOS* presenter, Fuzz Townshend, is producing videos reviews of the star lots for interested parties to watch at their leisure.

The first Manor Park Classics sale takes place on the 27th April, just after this issue of *Classic Porsche* lands on newsstands. We're excited






to offer a pair of pre-impact bumper 911 Targas — a 1973 2.4-litre E and a rare soft-window, two-litre example manufactured in 1967. The latter is in near purist form, with triple Weber carburettors, a comprehensive history file and time spent with the same family since 1999. Visit our website (which can be found at manorparkclassics.com) to view the full list of lots. We look forward to welcoming you to Manor Park Classics.



REMOVING ANXIETY BROUGHT ABOUT BY TRADITIONAL AUCTION HOUSES SERVING UP HURRIED VIEWING SLOTS



Our auctions take place at our purpose built classic vehicle facility based in Cheshire and online at manorparkclassics.com
24/7 SECURITY & FIRE PROTECTION

SEARCH ON     
#MANORPARKCLASSICS

"We look forward to welcoming you"
Our Head Auctioneer **Julian Royse** will be on the rostrum!

OUR PORSCHE PAIR OFFERED AT AUCTION



1967 PORSCHE 911 TARGA

Total body restoration between 2016 & 2018 costing £21,540.

- One of only 718 soft window Targa models for 1967
- Original order form and delivery note
- In first ownership from new until 1996, current family ownership since 1999
- Complete service history from 1967 to date
- Original service book
- Drivers manual and annex to drivers manual and numerous sales literature

A very rare opportunity to acquire an unusual and extremely well maintained and sorted car.

Estimate: **£90,000 - £110,000**

1973 PORSCHE 911 E 2.4 TARGA

One of only 59 UK RHD examples of this model and the only one in this colour.

- UK RHD matching numbers car
- Complete with Porsche certificate of authenticity
- The only UK RHD Targa supplied in Gold metallic /8810
- Original leather interior
- Subject to an engine and gearbox rebuild in 2019 costing £8,500

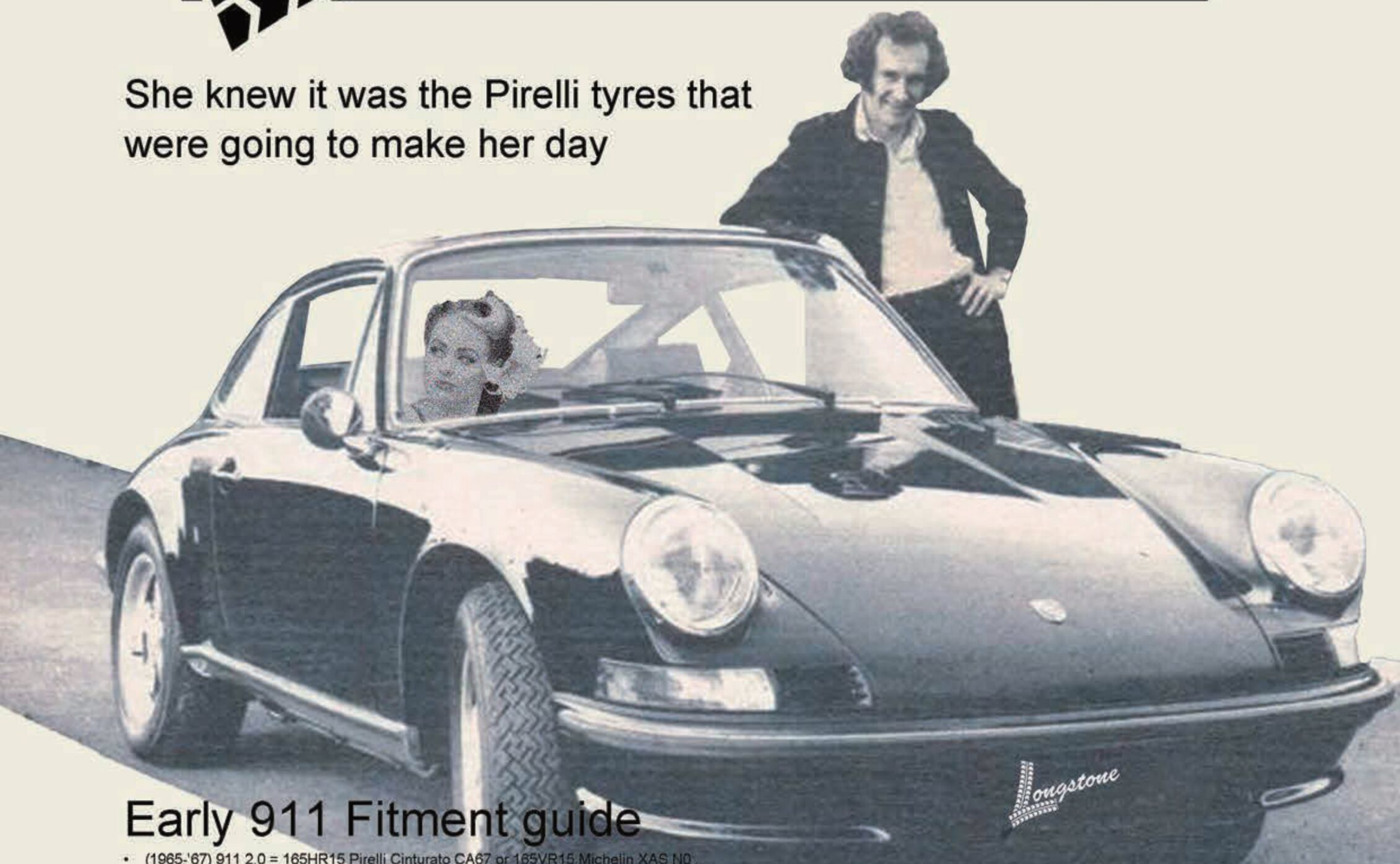
On the road, the 911 displayed all the attributes of a well sorted car that has been regularly used and maintained.

Estimate: **£80,000 - £100,000**





She knew it was the Pirelli tyres that
were going to make her day



Early 911 Fitment guide

- (1965-'67) 911 2.0 = 165HR15 Pirelli Cinturato CA67 or 165VR15 Michelin XAS N0
- (1967-'68) 911 S 2.0 = 165HR15 Pirelli Cinturato CA67 or 165VR15 Michelin XAS N0
- (1968-'69) 911 T 2.0 = 165VR15 Pirelli Cinturato CN36 N4, 165VR15 Michelin XAS N0 or 185HR14 Michelin MXV-P
- (1968) 911 L 2.0 = 165VR15 Pirelli Cinturato CN36 N4 or 165VR15 Michelin XAS N0
- (1969) 911 E 2.0 = 185HR14 Michelin MXV-P
- (1969) 911 S 2.0 = 185/70VR15 Pirelli Cinturato CN36 N4 or 185/70VR15 Michelin XWX
- (1970-'71) 911 T 2.2 = 165VR15 Pirelli Cinturato CN36 N4 or 165VR15 Michelin XAS N0
- (1970-'71) 911 E 2.2 = 185/70VR15 Pirelli Cinturato CN36 N4 or 185/70VR15 Michelin XWX
- (1970-'71) 911 S 2.2 = 185/70VR15 Pirelli Cinturato CN36 N4 or 185/70VR15 Michelin XWX
- (1972-'73) 911 T, E & S 2.4 = 185/70VR15 Pirelli Cinturato CN36 N4 or 185/70VR15 Michelin XWX
- (1973) 911 Carrera RS 2.7 = 185/70VR15 Pirelli Cinturato & 215/60VR15 Pirelli Cinturato CN36 N4
- (1974-'77) 911 2.7 = 185/70VR15 Pirelli Cinturato CN36 N4 or 185/70VR15 Michelin XWX
- (1974-'75) 911 S 2.7 = 185/70VR15 Pirelli Cinturato CN36 N4 or 185/70VR15 Michelin XWX
- (1973-'74) 911 Carrera RS = 185/70VR15 Pirelli Cinturato CN36 N4 & 215/60VR15 Pirelli Cinturato CN36 N4
- (1974-'75) 911 Carrera 2.7 MFI & CIS = 185/70VR15 Pirelli Cinturato CN36 N4 & 215/60VR15 Pirelli Cinturato CN36 N4
- (1975-'77) 911 Turbo Carrera 3.0 = 205/50YR15 P7 N4 & 225/50YR15 Pirelli Cinturato P7 N4
- (1976-'77) 911 Carrera 3.0 = 185/70VR15 Pirelli Cinturato CN36 N4 & 215/60VR15 Pirelli Cinturato CN36 N4 and optional 205/50YR15 P7 N4 & 225/50YR15 Pirelli Cinturato P7 N4
- (1984-'85) 911 Carrera 3.2 = 185/70VR15 Pirelli Cinturato CN36 N4 & 215/60VR15 Pirelli Cinturato CN36 N4 with optional 205/55YR16 Pirelli P7 N4 & 225/50YR16 Pirelli P7 N4
- (1984-'85) 911 Carrera 3.2 = 205/55YR16 Pirelli P7 N4 & 225/50YR16 Pirelli P7 N4
- (1985-'89) 911 Carrera 3.2 Club Sport = 205/55YR16 Pirelli P7 N4 & 225/50YR16 Pirelli P7 N4
- (1985-'89) 911 Carrera Celebration 3.2 = 205/55YR16 Pirelli P7 N4 & 225/50YR16 Pirelli P7 N4
- (1985-'89) 911 Carrera Super Sport 3.2 = 205/55YR16 Pirelli P7 N4 & 245/45YR16 Pirelli P7 N4
- (1975-'77) 911 Turbo 3.0 = 205/50YR15 Pirelli P7 N4 & 225/50YR15 Pirelli P7 N4
- (1978-'89) 911 Turbo 3.3 = 205/55YR16 Pirelli P7 N4 & 225/50YR16 Pirelli P7 N4
- (1978-'83) 911 SC 3.0 = 185/70VR15 Pirelli Cinturato CN36 N4 & 215/60VR15 Pirelli Cinturato CN36 N4. Optional 205/55YR16 Pirelli P7 N4 & 225/50YR16 Pirelli P7 N4



PIRELLI
CINTURATO™



INSIDE STORY

Whether you're returning a formerly impotent classic Porsche to the road, or are simply on the lookout for new tyres in anticipation of hitting the highway as soon as lockdown eases, it's important to ensure the product you choose is suited to the car you own. Enter Longstone Tyres...

Tell us about Longstone Tyres.

The company has been in business for more than sixty years. I took charge of the operation in 1999. Previously, the firm only supplied tyres for prewar cars, but recognising an opportunity to serve a far bigger customer base, I enlarged the Longstone Tyres portfolio to include products for classics and Youngtimers. Today, we cater for road and race cars as old as those built before WW1 and as new as those produced at the time of the Falklands conflict. We're based in Bawtry, which is about ten miles outside Doncaster, and the Longstone Tyres team currently numbers eight, including myself, my wife and my nephew. All of us are fans of vintage vehicles, especially air-cooled Porsches.

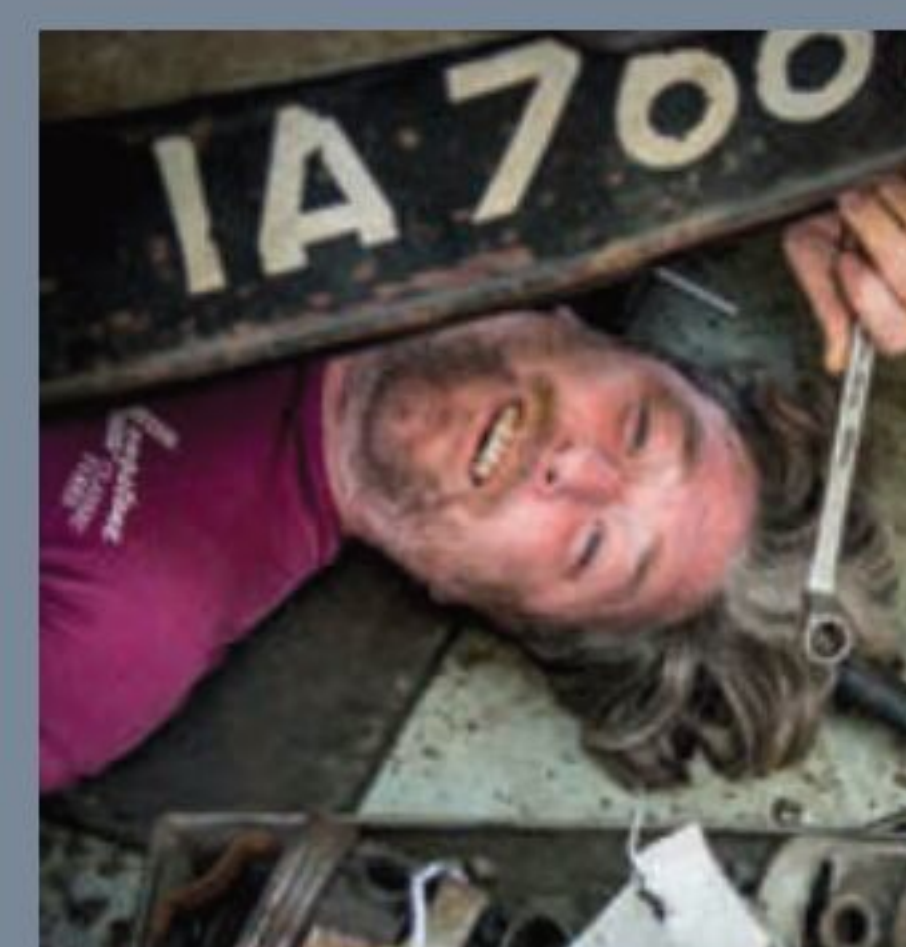
What products do you recommend for classic Porsches?

Longstone Tyres has an extensive range of classic Porsche tyres, which is growing further with the introduction of more products from the Pirelli Cinturato range, not to mention the excellent classic Porsche tyres manufactured by Michelin. To my frustration, there's a perception period tyres are some kind of fashion statement. This is misguided. Owners need to remember tyres were designed with the chassis of the host vehicle in mind. It doesn't necessarily follow that fitting a modern tyre design to an old car is a suitable course of action. Granted, modern manufacturing techniques are greater than they were decades ago, and the materials used are often an improvement over what came before, but the overall design of the tyre should be sympathetic to your classic Porsche. Pirelli and Michelin are addressing this with their legacy product lines and, crucially, are taking care of all design and manufacturing in-house, ensuring the same premium quality they deliver to Porsche as OEM suppliers reaches enthusiast buyers.

Are you able to help customers choose the right fitment?

Absolutely. There is a page dedicated to Porsche on the Longstone Tyres website. Current models listed include the 356, 911 (including Turbo, SC and Carrera 3.2), 912, 914, 928, 924 and 944. Simply select the car you own and a list of tyre options and sizes is presented for you to choose from. Of course, we're more than happy to take telephone

Dougal Cawley specialises in providing unusual rubber equipment for gentlemen to pleasure themselves with at weekends. Yep, he's in the business of selling specialist tyres for classic cars. Visit longstonetyres.co.uk



calls from interested parties, but I always recommend checking our website first. Classic Porsches are well supported, with Porsche now involved in the homologation of tyres, such as the Pirelli CN36 and the famous Pirelli Cinturato P7, which are available in fifteen-inch and sixteen-inch sizes for legacy models — we can now supply 185/70VR15 CN36 and 215/60R15 CN36 for the 911 RSR 2.7 and 205/50R15 P7 and 225/50R15 P7 for the 930 Turbo and Carreras. These tyres really are the bee's knees for your air-cooled classic.

What tyres should we be considering for a 356?

We recommend the 165VR15 Michelin XAS, 165HR15 Pirelli Cinturato CA67 or the 165HR15 Pirelli Cinturato CN36. In our opinion, these are the best radial tyres for a 356, because the carcass structure of these products is designed to suit the model's chassis dynamics. Somewhat proving the point, Porsche homologated the CN36 with its N4 seal of approval. There are other options, though. The first Pre-A 356, for example, made use of sixteen-inch wheels and 525X16 tyres. We suggest the 525X16 Avon Tourist with a Michelin 16E13 inner tube, which we sell for little more than twenty quid. The 356 A moved to fifteen-inch wheels and 5.60-15 crossply tyres. There isn't currently a crossply tyre we recommend for a 356 — the 165HR15 Pirelli Cinturato CA67 is the best tyre currently available for the 356 A. The 356 B was fitted with either a German-made 165R15 Dunlop, which is no longer manufactured, or the 165HR15 Pirelli Cinturato CA67. This is the only genuine period tyre that would have been in production when the 356 was on the assembly line. This tyre was also an option for early 911s. The 165VR15 Michelin XAS is an asymmetric tyre from 1965, and was also available for early 911s, while the 165VR15 Pirelli Cinturato CN36 is a later V-rated tyre from 1968 and, as mentioned earlier, now wears Porsche's N4 homologation marking. Oh, and in case you were wondering, 356 tyre pressures are 23psi at the front and 26psi at the rear!

Does Longstone Tyres sell competition rubber?

We stock a wide range of products suitable for air-cooled Porsches likely to be used in sprinting, circuit racing or tarmac rallying environments. If you own a 911 with fifteen-inch wheels, then the Michelin TB range will be perfect for these applications. Many owners wanted their 911 to be a nicer car to drive on the street than the track, though — models such as the 911 L or 911 T often ran fourteen-inch wheels with 185R14 tyres, offering a taller sidewall and, therefore, a more comfortable ride on the road. In this instance, we recommend the 185HR14 Michelin MXV-P.

Is there anything you don't know about classic Porsche tyres?!

Our website is intended to be informative, offering accurate information for owners of all classic cars, but our publicly available data bank is by no means complete, which is why we invite all *Classic Porsche* readers to get in touch with any photos of original tyre tread patterns or factory technical information they'd be happy to share for the benefit of the wider enthusiast community. Find us at longstonetyres.co.uk.



RESTORATIONS

PICKING A PROJECT

When taking on a Porsche project, preparation — along with honesty about your aims, budget and capabilities — is key to success...

Words **Paul Guinness and Dan Furr** Photography **Porsche**

Compared to enthusiasts of other makes, fans of vintage Porsches are in a fortunate position — as long as your bank balance features the required number of zeros, you're able to visit a plentiful selection of respected marque specialists, peruse a line-up of immaculately presented classics, hand over the necessary funds and drive away

in a car fully prepared for sale and ready to be enjoyed. Better still, thanks to the availability of early Boxsters, fans of modern classics don't need to be wealthy for dream to become reality — less than five grand will see you behind the wheel of a seriously well-turned out 986, though the tide is turning, with prices starting to rise as the mid-engined roadster's twenty-fifth birthday celebrations get underway.

As attractive as a box-fresh Porsche is, not everyone wants to pay for a car restored or recommissioned by someone else's hand. Indeed, there are many of us who relish the opportunity to take on a Porsche that's a little (or a lot) rough around the edges, with a view to restoring the car to its former glory. Put it this way, it's true to say many of us get just as much of a thrill out of recommissioning or revitalising a classic Porsche as we do driving one. We enjoy the restoration process, buying a down-at-heel car and spending every available spare moment (and, usually, far more money than initially anticipated) bringing our four-wheeled friend up to a show-worthy standard. As rewarding as all of this sounds, however, there are serious considerations you need to be aware of if you're tempted to join this happy clan of hard workers, as explained by Stuttgart Classica co-founder, Will Chappell.

THINK WITH YOUR HEAD

"There's no reason why even an inexperienced first-timer can't consider taking on a full-scale restoration project, although it's easy to lose sight of reality and get carried away with the romance of it all," he warns. Cosy winter evenings spent tinkering with spanners as a rusted hulk of Porsche gradually gets transformed into a gleaming winner of silverware, all in the comfort of a centrally heated garage and surrounded by the finest tools and all the spare parts you could wish for. Bliss, right?! Sadly,

life isn't like that. You're far more likely to spend evenings lying flat on your back on a freezing slab of concrete, rain dripping through the roof, your fingers numb, your toolkit inadequate and your language foul enough to shock a shipbuilder as you curse the day you ever bought the rotten Porsche draining your bank account.

Whether you're a restoration virgin or an old hand at rebuilds, it's vital you choose a project that's within your capabilities. Porsche owners who either can't afford or prefer not to entrust their doer-upper to a professional restoration company will want to do much of the work themselves, but everyone has strengths, weaknesses and limitations, and unless you're experienced and skilled as a welder, should you really be taking on the 356 you've spotted in need of major bodywork renovation? If you don't know a torque wrench from a thread chaser, ask yourself whether you're looking at the idea of restoration through rose-tinted spectacles. Take comfort, however, in the fact everyone has to start somewhere, and we applaud anyone who wants to take on an ambitious Porsche project, regardless of their experience or abilities. And, it must be said, learning on the job is often the best way to truly familiarise yourself with Stuttgart's finest.

"The mistake many people make is buying the cheapest 911 they can lay their hands on," continues Will. "Just because you're going to renovate an old Porsche doesn't mean you should buy the one commanding the





lowest purchase price. Rust repairs could end up costing double what you've paid for the car. Stuttgart Classica has seen this situation unfold time and again. Always ask a specialist like myself or my business partner, Jase, to carry out an inspection of the classic Porsche that's caught your eye. It might cost a few hundred quid, but we could save you thousands, not only by veering you away from a duff car, but also by pointing out what work needs to be done if the Porsche you're considering is less afflicted by terminal rot. This advice will enable you to negotiate the price you'll end up paying and save you even more money in the long term."

As this issue of *Classic Porsche* ably demonstrates, the term 'restoration' can apply to cars in dramatically different states of disrepair, from MoT failures requiring little more than new sills, fresh paint and a mechanical tune-up to be made perfect, to a box of bits a vendor claims to be a rare 911 but, in reality, is more likely to be the unwanted leftovers from an autojumble. Okay, we might be exaggerating, but in the case of the latter (or any classic car that's not fully assembled on inspection), it's essential you're satisfied the majority of components are present and correct. Even if they're not in a serviceable state, they'll be invaluable when it comes to sourcing spares or having pattern parts made. Owners of old Porsches are well served by Porsche Classic and a huge number of independent parts retailers, including Stuttgart Classica, Design 911, Sportwagen Eckert, Stoddard, Karmann Konnection, Restoration Design Europe, FVD Brombacher, Roger Bray Restoration, Mittelmotor and many more besides, but model-specific

bits of trim not widely catered for can soon result in sky high spend, especially on early air-cooled models. Draw up an inventory of what you'll need to successfully resurrect the car and factor projected costs into the asking price of whichever tired Porsche you're thinking about buying.

Your choice of model is very much a personal thing, but again, you need to apply logic to the decision-making process. Be realistic with your own abilities, budget and aspirations. A two-litre 924, for example, will be much cheaper and far easier to work on at home than, say, an early 356. "As a good all-rounder, a 911 Carrera 3.2 with a G50 gearbox takes some beating as the best platform for a classic Porsche restoration project," says Will. "You

might pay a premium for a G50 car, but it's money well spent — it's unlikely you'll need to invest in a transmission rebuild, which might not be the case if you're considering an older 911, such as an

SC, with a 915 gearbox. In good order, a 915 delivers an engaging and rewarding drive, but few of these units have been properly sorted or set up correctly, potentially adding cost to your project before it gets started."

STATES OF AFFAIRS

He also advises treading with caution if importing a vehicle from overseas. "Often, people buy air-cooled Porsches from the USA without eyeballing the car before it arrives in Europe. They make the mistake of assuming all old Porsches in America must have spent their lives in the dry sunshine of California and mistakenly part with their cash thinking they're buying a car in need o

Above Ensure any removed trim is carefully catalogued and stored somewhere safe for future use or reference

WHEN YOU NEED TO REFIT THE BITS YOU'VE REMOVED, THERE'S A CHANCE YOU WON'T KNOW WHERE YOU'VE PUT THEM

recommissioning, as opposed to restoration. More often than most enthusiasts realise, this isn't the case — many buyers get caught out and end up with a car requiring far more remedial work and greater spend than a UK-sourced vehicle would have demanded."

While we're on the subject of budgets, it's essential your finances are strong enough to see the project through to completion. There's no shortage of semi-stripped Porsches to be found online, usually a result of formerly enthusiastic owners having run out of money partway through their build. When budgeting, don't underestimate the cost of... well, anything. Whatever you reckon it'll set you back (whether it's having a wing repaired or a steering system rebuilt), the job is bound to cost more than you think. This is especially true when it comes to air-cooled flat-six engines. One job inevitably leads to another and, suddenly, you've got bills to pay that are twice as much as you'd originally planned for. "Look through paperwork for evidence of any previous engine work," stresses Will. "If the car is approaching or

has passed 100k miles, then a top-end rebuild is likely at the very least. The condition of engine internals is almost impossible to check on a seller's driveway, which is why proof of work carried out at an official Porsche Centre or known independent specialist counts heavily in a car's favour."

"Don't be afraid to buy a left-hand drive Porsche," he adds. "It might sound strange to UK owners, but right-hand drive counts for a small percentage of overall Porsche production. Buying a left-hand drive car will not only be cheaper in the UK, but it enables you to take advantage of a much bigger selection of spares and arguably greater market appeal when it comes to selling up later down the line. It's rare to find someone using their air-cooled 911 as a daily driver these days, meaning the handful of times you're going to be inconvenienced by having a steering wheel on the 'wrong' side is negligible in the context of long-term ownership. In many respects, left-hand drive is the smart move — you'll have a greater pool of cars to choose from and will probably

Below Don't be in too much of a rush to dive into the project — speak to specialist, such as Stuttgart Classica, for advice on best practice and how you should approach the build





end up with a much higher specification Porsche. I honestly see no disadvantage.”

METHODOLOGICAL APPROACH

Let’s assume you’ve bought the Porsche you intend to work on. You tell your mates it’ll be a thorough, in-depth build, as opposed to a rolling restoration. What you do now is critical to how the entire project will pan out — it’s all too easy to dash into your garage, start ripping bits off the car and feel satisfied the strip-down process is going brilliantly, but this is where problems can start. A year or so from now, when you need to start refitting the bits and pieces you’ve enthusiastically removed, there’s a chance you won’t know where you’ve put them, where they came from or how they fit back onto the car. “I’ll remember. No problem,” you say to yourself. Take it from us, you won’t.

You need to tackle the task ahead as though it were a military operation. Want to start stripping parts off your new toy? Fine, but each and every item should be carefully removed, cleaned, labelled and stored away somewhere safe for future use or replacement. The

storage of parts is vital for straightforward assembly later down the line, so try to establish some kind of logical system, with separate areas of your garage or workshop devoted to exterior trim, interior trim, steering, braking, engine bay and so on. A properly disassembled car will take up a large amount of space, which is obviously a luxury, but this kind of forward planning and attention to detail will save you a huge amount of time (and frustration) later on.

Having said all this, the most important thing you need to acknowledge is that being able to afford a dilapidated project car and being able to stump up the money required to turn that same bag of bolts into a fully operational show queen are two different things. Conduct research, speak to owners and various specialists, get a handle on the costs and availability of the components required for fixing the poorly Porsche you’ve got your eye on. Once satisfied you’ve got all bases covered, get the car home and start work. And don’t forget to inform us about project progress. We look forward to hearing from you! **CP**

Above Make sure you have a realistic handle on whether the project you’ve taken on is within your capabilities and, crucially, your budget

Below Period equipment can be replaced with new items sympathetic to classic design, but don’t get rid of original kit — keep obsolete parts to one side as part of the car’s history



RESTORE YOUR 911 YOURSELF WITH OUR HELP...

1. COLLECTION

We will collect your project and any mechanical parts you want refurbishing with our covered trailer. We will then transport it back to our workshop in Moreton-in-Marsh.

2. STRIPDOWN

Depending on if the project comes to us built up or partly stripped, we will strip it back to the bare shell if required. All the components removed will be assessed and refurbished where possible. We will advise the most economical way forward, whether it is cheaper to simply replace with new or refurbish what you currently have.



3. METALWORK

Once your project is stripped we can fix all the rust issues and carry out the metalwork. At this stage metalwork upgrades, such as wider arches, can be fitted. This will be carried out on our Celette jig to ensure your car is within factory tolerances.



4. PAINT

Prior to painting your car your project will be gapped and primed ready for your inspection and sign-off. Before committing to a colour for the car we will provide painted speed shape samples based on your colour codes for you to choose from.



5. POWERTRAIN

Your engine can be partially or fully rebuilt to your specification. If it needs a refresh we can plate and vapour blast all the ancillaries to make it look like new again.



6. MECHANICAL

We can refurbish the mechanical components so they are complete and ready to attach to the painted shell.

7. TRIMMING

Don't feel comfortable trimming your project? Leave it to the professionals! We can provide sample materials and colours for you to choose from.



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The project can be partially built up to whatever stage you feel comfortable to take it back in.

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RESTORATIONS

HIDE AND SEEK

Restoring or personalising the worn interior of your classic Porsche is a hugely enjoyable process. The biggest challenge you'll have is deciding what the finished upholstery should look like...

Words **Dan Furr** Photography **Dan Sherwood**



Tired leather. We've all seen it. Unsightly cracks, bolster damage, scrapes, scuffs and fading colour. Sadly, when it comes to classic cars, the hide in your ride is very often only as good as the level of care and attention it has been subjected to by previous owners. "Many air-cooled 911s suffered neglect when they weren't worth the kind of money they are today," remarks Dave Goodwin, founder of Bedfordshire-based automotive upholstery specialist, Dave the Trimmer. "Thankfully, due to the value of old Porsches skyrocketing in recent years, today's owners are correcting the ills of the past by treating those very same cars to cabin furniture repair and restoration work. For the most part, factory specification is being observed, but in the case of restomods, many enthusiasts are embracing an 'anything goes' attitude and are personalising their Porsche to suit their individual tastes and requirements."

This approach is nothing new. From the mid-1980s, well-heeled Porsche customers were invited to take advantage of the manufacturer's exclusive *Sonderwunsch* (Special Wishes) programme, where the only limitations to the final specification of a Porsche subjected to the service were the owner's bank balance and imagination. "There were some wild creations," laughs Dave. "While some of the less aggressive finishes made their way into series production, the oft wacky combinations of bizarre patterns, brash colours and unusual materials went some way to proving money doesn't buy taste!" A conveniently placed example of a Special Wishes creation currently sits in his workshop. "It's a super-rare 1994 964 Turbo S Flachbau, one of only seventy-six built and one of only twelve examples configured with right-hand drive," he confirms. "The original owner specified Speed Yellow paintwork, but then decided to add bright red carpets and black seats with red piping. The steering wheel, gear knob,



handbrake lever and dash binnacle fascia are made from wood. It's an odd combination." So thought the car's current custodian, who has commissioned Dave to retrim the seats in black without the jarring piping, and to fit new black carpets throughout.

HIT FOR SIX

Since he established the company in 2012 (following time spent working as an upholsterer for Aston Martin and many years employed at now defunct luxury coach trimmer, Barton & Son), demand for Dave the Trimmer's services has seen the company's workforce grow to a team of six, with some of the UK's best-known independent marque specialists relying on the firm to upholster their signature builds. Private commissions come thick and fast ("mainly from 964 owners, but we also serve plenty of 993 drivers requesting GT2-style interiors"), but whatever the Porsche rolling through Dave's doors, choice of material is key. And we're not just talking leather versus Alcantara. "I see no end of

substandard re-trims," he sighs, "not only in terms of workmanship, but the leather used. When restoring or returning a Porsche interior to stock specification, accurate colour and quality of material is key." On a full retrim, differences between old and new shades of black might not be noticed, but an obvious example of where closely observing OEM details is essential comes when repairing damaged or worn hide in an otherwise perfectly presented Porsche. "Let's assume the owner

of a new 911 has somehow managed to rip a seat bolster. The leather in that car won't have faded and is unlikely to have experienced any other wear. This scenario demonstrates why it's

A BROWN 1981 911 SC TARGA SITS IN THE WORKSHOP, PROUDLY EXHIBITING ITS PASHA 'TOMBSTONES'

vital to use the correct colour, thickness and texture of leather, as well as the factory-spec thread for stitching. Any variation will stand out like a sore thumb. Sadly, not all upholsterers operate with this attention to detail."

Looks are one thing, but from a technical perspective, there can be more serious implications in using poorly considered materials. "We regularly get asked to re-cover

Above Dave has no shortage of air-cooled Porsches in his workshop and counts a 964 Carrera 2 among his own cars

Below Consideration needs to be given to the thickness and colour of leather when returning a car to OEM specification or, perhaps more importantly, when repairing new interiors







Targa roofs,” Dave reveals, noting our interest in the pink Porsche parked next to the not-so-mellow yellow Turbo S. “Coarse vinyl used at the point of manufacture can dry out and crack with age, as well as prolonged exposure to the elements. It’s not unusual for a Targa owner to complain their car is letting in rainwater, only for us to discover the roof panel has been retrimmed using material thicker than what was originally specified. Essentially, excess vinyl is wrapped around the roof, meaning its dimensions are too big, only marginally so, but enough for the panel to push away from where it’s supposed to sit, having the effect of letting in water, usually at each corner.”

MEATY SUBJECT

We ask what the most unusual request a Porsche owner has given him in the near decade Dave the Trimmer has been established. “Funnily enough, it was pitched to me

this week!” he roars. “A 997 owner, who happens to be a vegan, asked me to quote for removing all the leather in their car and replacing it with Alcantara.” The synthetic, suede-like textile is commonly used in automotive applications and can regularly be seen wrapped around

dashboards, door cards and seat centres. “It remains very popular, as does Porsche’s classic range of fabric patterns, including Pepita, which we’re regularly asked to apply to new 911s, affording them a hint

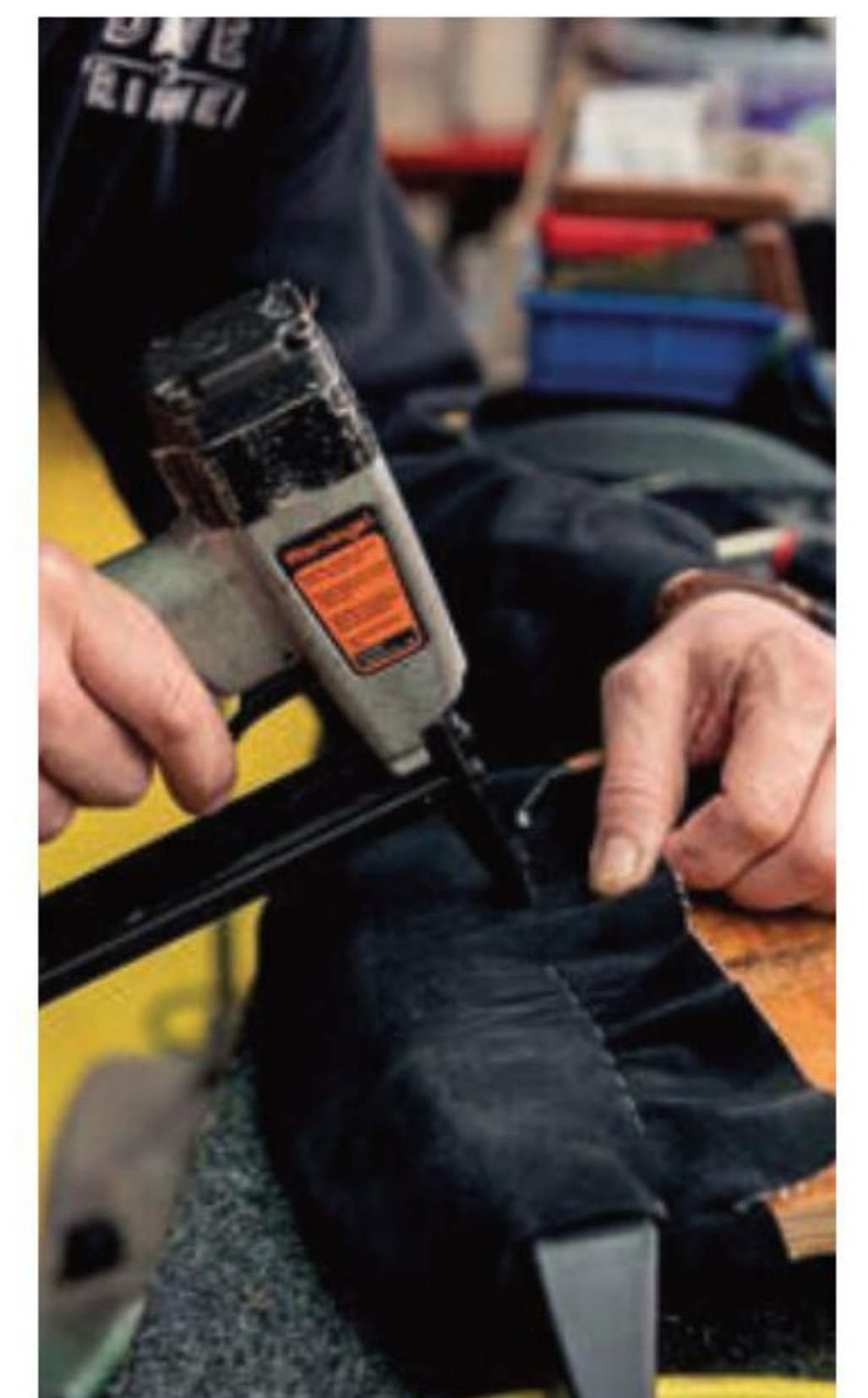
of old-school cool in an otherwise thoroughly modern Porsche sports car.”

Pleasingly, a brown 1981 911 SC Targa sits in the middle of the workshop, proudly exhibiting its colour-coded Pasha-finished ‘tombstones’. Across the room, a roll of black and white Pasha is being readied for fitting to a visiting customer’s car. “Pasha has definitely made a comeback in recent years,” says Dave, prompting us to ask what the next trend will be. “Tartan,” he

Above Dave can source any fabric and leather in any OEM Porsche design or colour

AN ILL-JUDGED COLOUR OR A POORLY CONSIDERED AESTHETIC COULD BE AN EXPENSIVE MISTAKE TO MAKE

Below Embossing can take the form of a traditional Porsche crest or any design desired by a customer



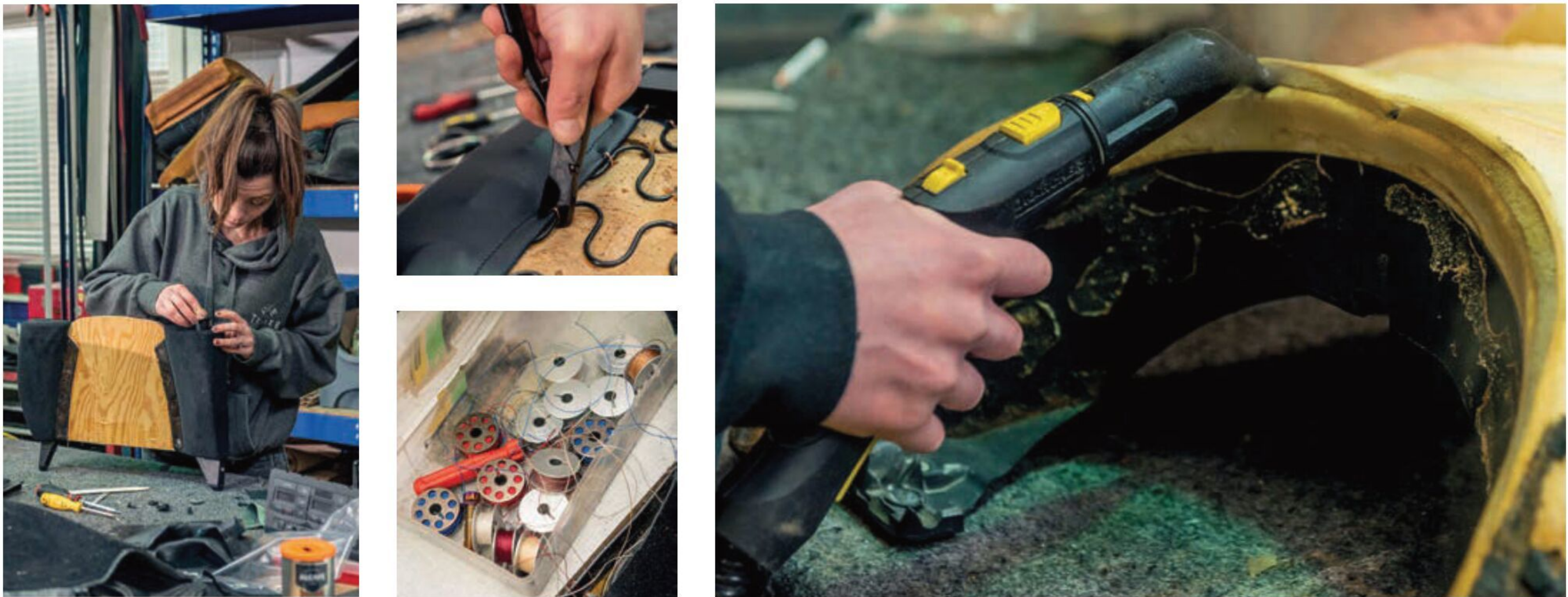
replies, without hesitation. “I’m sure it’s going to grow in popularity over the course of the coming year or so. Thankfully, whatever a client wants, whether Pasha, Pepita, tartan, pin stripes, Porsche script, any other pattern and in any OEM colour, we have no problem sourcing the correct material for the job. We’re also able to emboss leather with the Porsche crest or a design of a customer’s choosing. There really is no limit to what we can do.”

Dave’s team is even introducing laser etching to its list of services, a method of personalisation allowing for truly bespoke patterns. It’s something he’s trialling on his beloved 964 Carrera 2. This idea of meshing of new technology with classic furniture is something he recommends in other aspects of an interior retrim, too. “If you’re having the seats out, door cards off, headlining dropped and carpets removed, you’ve been presented with the perfect opportunity to renew wiring, upgrade speakers and fit a modern head unit. You could also fit heated seat functionality, LED lighting and any other luxury feature your car might be missing.” Before you beat your fists against a wall in frustration at not being able to decide between a retro-styled Porsche Classic

Communication Management infotainment system or a (significantly cheaper) Blaupunkt Bremen SQR 46, however, Dave recommends you have a firm idea of what you’re trying to achieve when commissioning an upholsterer to blitz your car’s cockpit. “We get many requests for Singer-style interiors, but customers often change their mind, opting for something more subtle by the time the job starts. An ill-judged colour palette or a poorly considered aesthetic could be an expensive mistake to make, which is why I recommend talking through your ideas with an upholstery company, like ours, experienced in the field of Porsche interior design, not only to provide you with fresh thinking, but also to give you the opportunity to see a similarly trimmed interior in person, before you jump in with both feet, perhaps not fully appreciating the impact an unorthodox finish may deliver.”

Deciding on the final fit and finish of your restored or recommissioned Porsche is the aspect of the job most owners get the biggest kick out of. Thankfully, when taking a tired air-cooled classic from zero to hero, the possibilities are almost endless. Special wishes? You betcha! **CP**

Bottom Speed Yellow 964 Turbo S Flachbau is one of Porsche’s *Sonderwunsch* creations and is one of only twelve right-hand drive examples assembled



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LIFE IN THE DRIVING SEAT

Recaro and Porsche share more than seventy years of sports car manufacturing history. In this article, we look back at the origins of this special relationship...

Words **Dan Furr** Photography **Recaro**

Little more than fifty-seven years ago, the starting signal was given. It was 3rd December 1963, and Recaro GmbH began producing automotive seats in Stuttgart. At the same time, the company's predecessor, Stuttgarter Karosseriewerk Reutter und Co. GmbH, was sold to Porsche, which was gearing up for the launch of the 911. From building prototypes for the first Volkswagens to creating bodies and frames for the 356, many milestones linked Reutter and Porsche, but even today, Recaro remains closely linked to our favourite manufacturer.

As early as 1906, Wilhelm Reutter understood clearly where mobility was heading. Rather than continuing with work on horse-drawn carriages, he wanted to build automobile bodies. He quickly formed his own company, developing relationships with chassis and engine manufacturers before swiftly winning their business. He

turned many of his early ideas into a reality, including his patented Reutter-Reformkarosserie, an advanced vehicle body style featuring a folding roof. It was the constructional precursor to what we now know and love as the cabriolet.

Reutter's solid, quality craftsmanship — combined with innovative foresight — was highly successful. Indeed, by the 1920s, all major German car makers were customers. Daimler, Benz, Wanderer, BMW, Opel, Adler and Horch relied upon Reutter's expertise. Before long, Ferdinand Porsche also came calling with a request for Reutter to build car bodies. One of these early collaborations was the prototype for a streamlined 3.25-litre eight-cylinder drop-top in 1930. Though it failed to reach series production, the unique vehicle (afforded the Type 8 designation) was used for many years by Herr Porsche as a cherished company car.

In the late 1930s, the collaboration between Reutter

Above The Reutter team work on the eagerly anticipated KdF-Wagen prototype in readiness for its reveal at the new VW factory in 1938



Above Karosserie-Reutter's assembly plant, where the 10,000th 356 emerged in the spring of 1956

and Porsche intensified when the latter settled into Zuffenhausen. Behind the gates of the then new Reutter plant and under a veil of secrecy, prototypes for the Volkswagen *People's Car* emerged. The general public, it was planned, would get a first look at the distinctively styled vehicles at a highly anticipated cornerstone laying ceremony hosted by Adolf Hitler at the new Volkswagen factory in Fallersleben. For the occasion, held on 26th May 1938, Reutter prepared two 'KdF-Wagen' prototypes (a hard-top and a cabriolet) presented to gathered media by Ferdinand Porsche. Forty more prototypes followed for testing purposes, including those exhibited at the 1939 International Motor Show in Berlin, an event attracting a record-breaking 825k visitors before the outbreak of war and the VW factory's subsequent shift in focus to producing mainly military vehicles.

PORSCHE PARTNERS

Fast-forward to October 1949, and Ferdinand 'Ferry' Porsche issued Reutter a spoken-yet-firm order for the production of five-hundred bodies and frames for his new creation, the 356. Additionally, Reutter was asked to supply the seats, all of the interior trim and to install

the vehicle's electrical and heating systems. As if that wasn't enough, Porsche also entrusted Reutter with conducting the final inspection of each finished vehicle. An array of options was included from the very start of 356 production so that, even in 1950, Porsche customers could choose between eight different exterior paint colours and eleven contrasting seat finishes, including seven textiles and four leatherette coverings. Impressive

outings for the 356 in endurance racing competitions, not least a class win at the 1951 24 Hours of Le Mans, led to strong sales, ensuring that as early as 1956, the 10,000th 356 body

left the Reutter production line. In the same year, the company celebrated its fiftieth anniversary.

Despite many observers considering the 356 to be a niche product, the plucky Porsche became a worldwide hit and played a major role in Reutter's success story. The original run of five-hundred cars ended up totalling more than 76,000 units by the time the 912 was brought in to replace the 356 in 1965. Most examples of the earlier car were built by Reutter, with twin body plates exhibiting Karosserie and the Reutter word mark, one on the A-pillar and one visible between wheel arch and door.

RECARO HAS SUPPLIED SEATS FOR ALMOST EVERY VARIATION OF THE 911, AS WELL AS THE 914 AND TRANSAXLE MODELS

Below Ferry Porsche entrusted Reutter with all major construction and inspection of Porsche's early cars, as well as the manufacture of interiors





In November 1961, Porsche awarded Reutter a development contract to design coupe and cabriolet versions of a new car body. A joint team of Reutter and Porsche engineers set to work on a prototype intended to form the basis of the latter's new flagship offering. Born in 1962 as the T8 and swiftly renamed 901, the new car was nicknamed *Stormvogel* (Stormbird). The corresponding prototypes were all built by Reutter's dedicated design department and, though not yet ready for series production, the 901 marked its world debut at the Frankfurt Auto Show in 1963. Peugeot bosses kicked up a stink about naming conventions, resulting in the 901 being rebranded as the 911 after the French firm successfully claimed ownership of three-digit car names with a zero in the middle. Not long after the six-cylinder sports machine was revealed to the world, however, Reutter shareholders voted to sell the company's car body plant to Porsche. After fifty-eight years, the history of Stuttgarter Karosseriewerk Reutter und Co. GmbH looked as though it had come to an abrupt end.

CLOSER TO HOME

Porsche acquired the Reutter factory and all 950 members of staff, not to mention the massive pool of technical knowledge they possessed. The Reutter story doesn't end there, though — a new company was established in the form of Recaro (a portmanteau of *Reutter* and *Carosserie*), with some 250 former Reutter employees starting work at the new firm's headquarters on Stuttgart's Augustenstrasse, where automotive seats and their fittings were manufactured under the new firm's now instantly recognisable name. Recliners quickly became a popular product, and an agreement was swiftly put in place with Porsche, ensuring Recaro would supply all seats for the sports car maker's output for the whole of the following decade. As history proves, the close partnership between Porsche and Recaro has endured to the present day — Recaro has supplied seats for almost every variation of the 911, along with cabin furniture for the 914 and Porsche's transaxle range of cars.

In 1969, the Reutter family sold Recaro due to financial problems, but the company went from strength

to strength under its new owners, expanding into aircraft seats as well as those specific to motorsport applications. The company was sold again in 1983, before restructuring in 1997 saw Recaro return to independence, only for its automotive arm to be sold to North American commercial safety product development conglomerate, Johnson Controls (using the Recaro name as licensee), in 2011. Further restructuring in 2013 saw a welcome return of Recaro's headquarters to Stuttgart, and revived fortunes attracted a new owner (automotive seating development company, Adient), which stepped in to take their reins in 2016. Since that time, Recaro has entered the massively popular world of eSports, launching the successful Recaro Gaming Seats brand in 2019. It is, however, the company's early work and its close association with Porsche which will forever be its calling card. **CP**

Below 'Tombstone' seat production for Porsche taking place in early 1980





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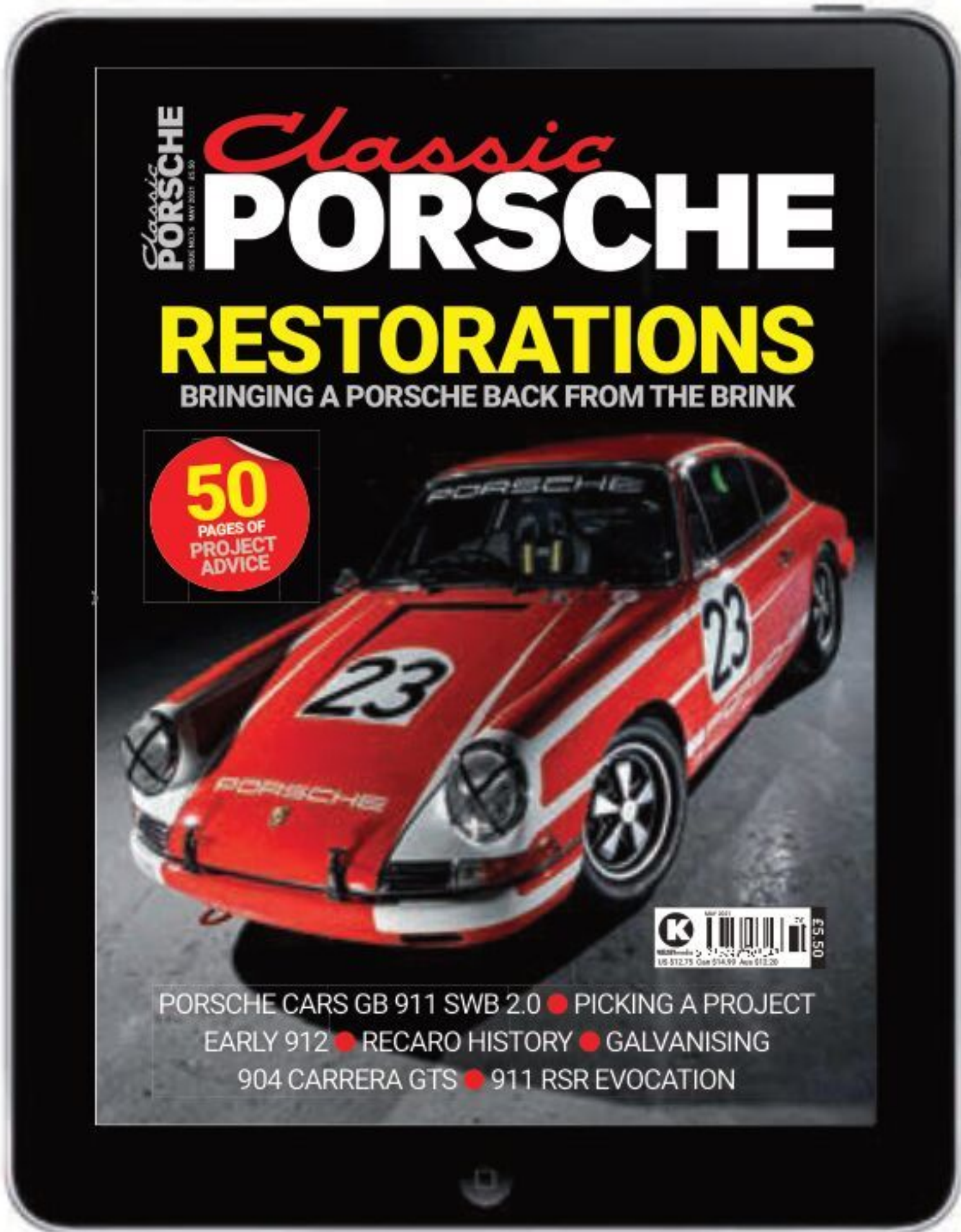
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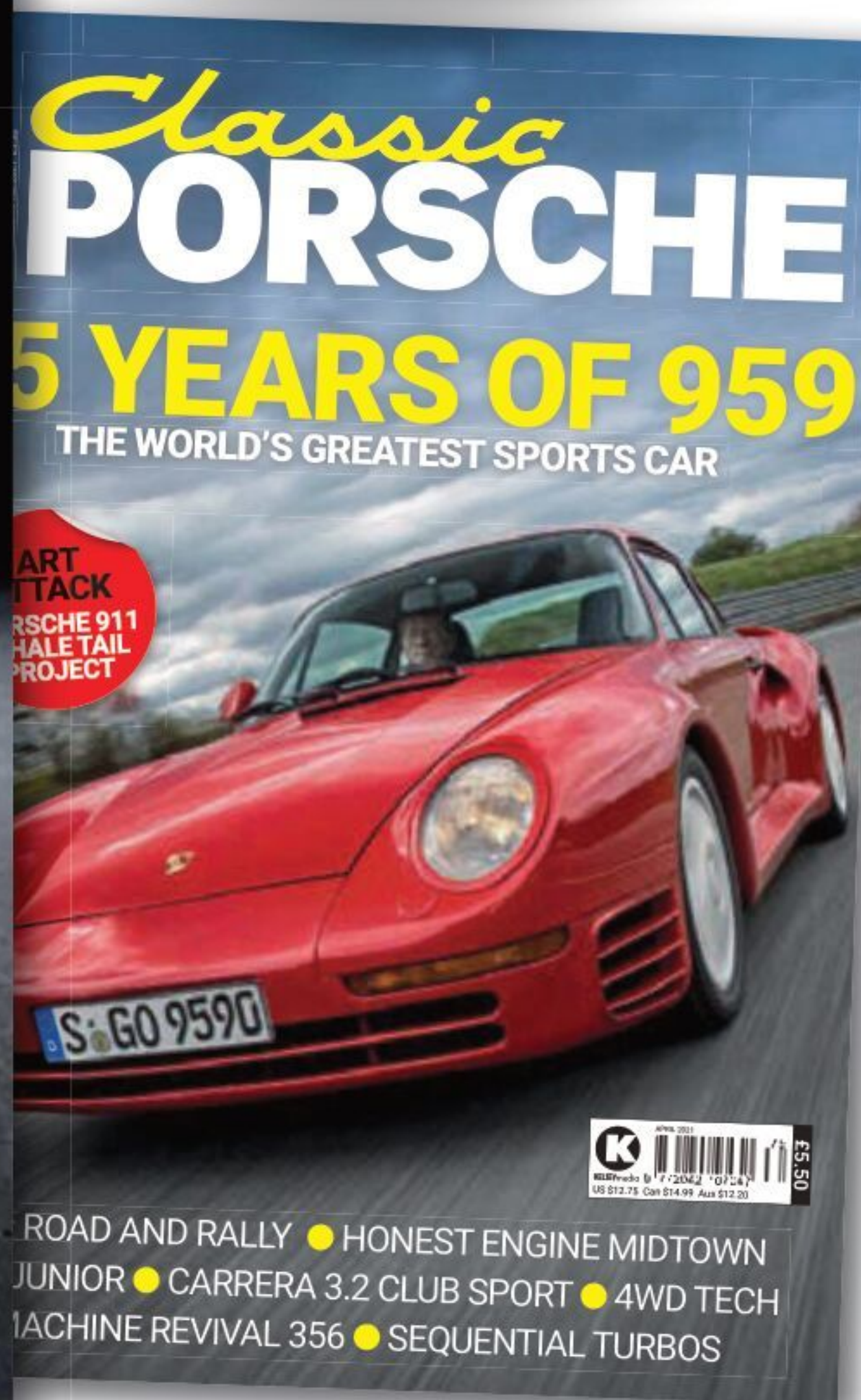
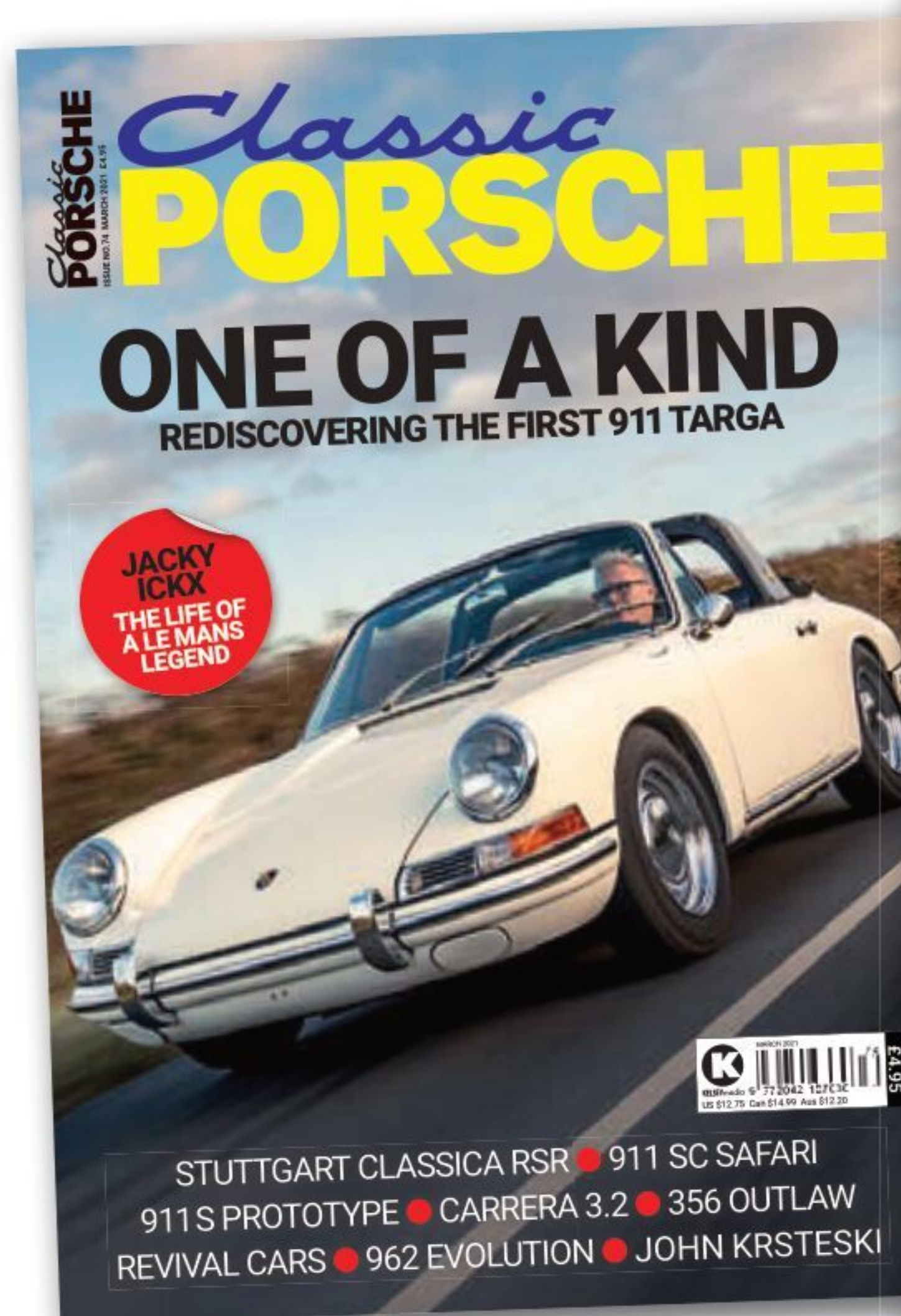
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THE ART OF DESIGN

Régis Mathieu's enviable collection of air-cooled Porsches includes the most original surviving 904...

Words and photography Robb Pritchard

With work hanging in the Louvre Museum in Paris, the Palace of Versailles and the Moscow Kremlin, Régis Mathieu has forged an enviable reputation as a world-leading designer and restorer of chandeliers, yet visit his open workshop in the Provence-Alpes-Côte d'Azur region of southeastern France and it's not just the beauty of his grand interior decoration that takes your breath away. A vintage car buff since childhood, he bought his first Volkswagen Beetle not long after his seventeenth birthday. Fast-forward thirty years to the present, and Mathieu has amassed a personal collection of more than twenty rare Porsches, including a 718 RSK, a 914/6 and a

356 B 1600 GS Carrera GTL Abarth. As you'd expect, a selection of 911s, including an early S-badged press car, inhabit his personal playground, but for all their bells and whistles — 911s wearing RUF, RS and Speedster emblems feature heavily — there's an altogether more desirable classic fighting the pack to be noticed.

Bridging the gap between form and function, the 904 is Mathieu's favourite Porsche. The model debuted in readiness for the 1964 racing season, serving as a successor to the 718, which had been in use since 1957. The 904 (dubbed Carrera GTS after intellectual property rights conflicts with Peugeot forced Porsche to change its product names) was used to compete in the FIA's GT class at international racing events, while a street-legal version was produced to satisfy homologation



requirements, resulting in little more than 106 units built. The mid-engined machine, designed by Ferdinand Alexander 'Butzi' Porsche, was the first Porsche to make use of a ladder chassis and lightweight fibreglass body, the latter constructed by spraying chopped fibreglass into a mold. The process wasn't an exact science, however, resulting in some finished 904s wearing more material than others, ultimately affecting overall weight. Even so, the 904 was hardly what you'd call a heavy race car, tipping scales at a scant 655kg in fighting trim, allowing the benchmark sprint to 60mph from a standing start in less than six seconds, topping out at 160mph.

Mathieu was adamant he wanted a 904 in his collection. Being able to afford a 904 is one thing, but finding one available for sale and in original condition?

Quite another. Indeed, only a handful of surviving 904s can claim to be unrestored, though chassis no.063, the car you see on the pages before you, fulfils this requirement. Almost. With a mere 3,500km on the scoreboard, the stunning example Mathieu bought is claimed to have the lowest mileage of any surviving 904. "Everything about this car is special," he smiles. "The aluminium bodies of the 904's predecessors took a long time to produce, each beaten to shape by hand, allowing for only thirty-odd cars to be produced each year. Porsche assembled four or five 904s per day, making it something of a mass-produced prototype, which sounds like a contradiction in terms and is almost unique in the world of vehicle manufacturing." He also reminisces about the car's time on track. "1965 was pretty much

Above Wearing many of its racing battle scars, chassis 063 is the most original surviving Porsche 904



the last time you could watch the 24 Hours of Le Mans and, come Monday morning, head to a main dealer and buy one of the top-tier cars you saw blasting around Sarthe. Granted, 911s have always been accessible, but in terms of the general public being able to buy what we call a sports prototype, the 904 was in a league of its own. You can't exactly go to a Porsche centre and buy a 919 Hybrid today. The 904 was the last proper Porsche racing machine that could be bought and used as a road car, and this is what makes it my favourite of all the manufacturer's products, past or present."

Chassis no.063 came to Mathieu courtesy of motorsport commentator and classic vehicle collector, Bill Stephens. Acquiring the car was tough, not least because Stephens didn't want to let his treasured Porsche pass to unknown hands. After thorough vetting and seeing off the advances of a then active F1 pilot, however, Mathieu made a successful bid and soon learned of his new Porsche's fascinating history.

Delivered to Parisian marque specialist, Sonauto, in 1964, chassis no.063's first owner was Andre Lacourbe, who raced under the name, Roy von Vost. He entered a handful of competitions with his 904 and, in May 1965, used it to participate in the 500km of Spa. At that time, the event was held on the 'long' version of the track,

known for being more demanding and more high-speed than it is today. Sadly, chassis no.063 became yet another casualty of Eau Rouge, the impact of accident so severe that Lacourbe nearly died and the car's entire front end had to be replaced. After recovering from injury, he instructed Porsche to carry out the required remedial work, requesting upgraded brake cooling ducts, the repositioning of the fuel filler to the centre of the hood and newer three-quarter height doors, though the original glass was kept, which is why no.063 is the only 904 equipped with short doors and winding windows.

Lacourbe hit the track again a year later, competing in the Coupe de Vitesse at the Montlhéry circuit near Paris, where his revitalised ride wore door stickers displaying racing number fifteen. The same (albeit peeling) stickers are worn by the car today. He finished fifth overall, a career best. A decade later, with a new owner, this silver stunner made an appearance at the Monterey Historic, but that was its last known appearance on a race track.

Over the years, chassis no.063 was kept in France, Germany, Japan and, eventually, made its way into the custody of Stephens. From the time of Lacourbe's ownership to that of Mathieu, however, the car hardly turned a wheel, with almost half the indicated mileage being credited to Mathieu. "The first thing I did," he tells

Above Much to our delight, Régis isn't afraid to add miles to his 904's odometer

Bottom left A smash at Eau Rouge in 1965 saw Roy von Vost (Andre Lacourbe) lucky to escape with his life





Top right Chassis 063's two-litre flat-four packs a punch

us, "was send the car to Paris, back to the same Sonauto workshop it had passed through nearly half a century before." The achingly rare Porsche was given a thorough check over, including a process involving the insertion of a tiny camera into all the internal crevices no human eye could ever peer, allowing for detection of any age-related deterioration. Thankfully, the results signalled a near perfect car completely free of rust. In fact, only two things needed changing: the tyres, which wasn't exactly surprising considering they were the same set fitted in 1964, and the need to replace tired polyurethane bushes inside the dampers. Mathieu invested in new Dunlop SP black circles and had the shock absorbers sent to

IT FLICKS EFFORTLESSLY AROUND HAIRPINS, INCLUDING SWITCHBACKS USED FOR RALLYE MONTE-CARLO

Koni, whose engineers stripped each unit and replaced the aged parts. The firm's technicians were given strict instructions not to clean the outside of the shocks, ensuring half-century-old battle-won patina remained.

Mathieu had heard his 904's engine running, but as far as he knew, nobody had driven the car for many, many years. "I was so nervous," he recalls. "The night before I took the car out for the first time, I just couldn't sleep." It's an

understandable reaction at the promise of being able to get behind the wheel of your dream drive. Indeed, though assured by the many miles Mathieu has covered in chassis no.063 since acquiring it, we were thoroughly excited to enjoy a passenger ride on the public highway following his generous invitation.





The 904 was lauded as a road car as much as it was racer, but climbing in is no easy task. The sill is made from the thinnest sliver of fibreglass, so no standing on that. The door is far too flimsy to support any amount of body weight. This isn't the most convenient Porsche to use if popping to the shops! As if to prove the point, echoing off Mathieu's garage walls, the two-litre flat-four seems reluctant to start, conking out every time the revs drop. But, after a few minutes, when warmed up, the boxer settles with a satisfying rumble, indicating this amazing Porsche is ready to be taken out into the bright light of a pleasingly sunny day in Provence.

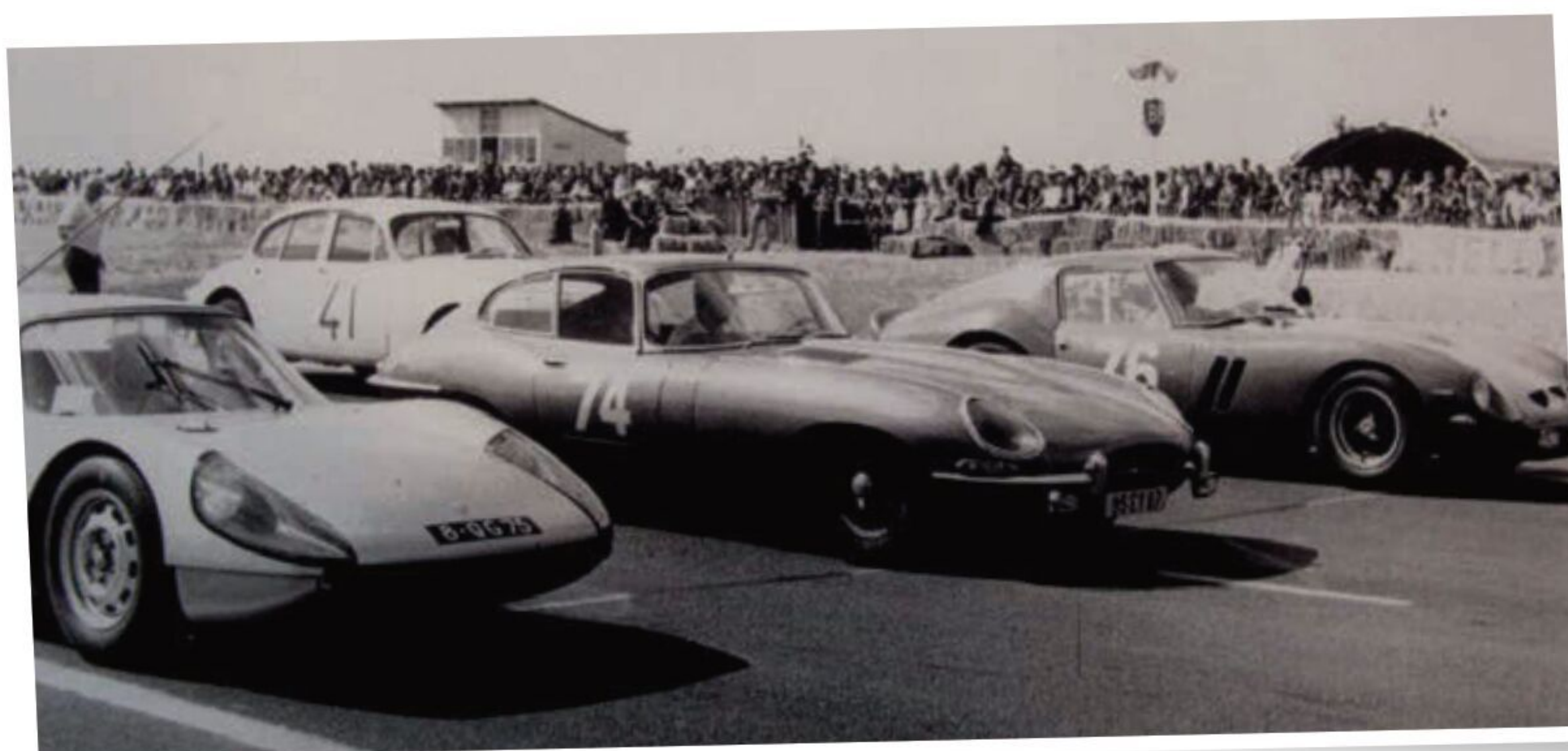
On the main road, we're held up by normal traffic. The 904 copes better than we do at such frustration, but out on twisting mountain roads, foot down, the sound of the race-spec engine is wild. No, it's more than that — it's absolutely exhilarating. As is fitting for a car of such provenance, Mathieu didn't want his 904 pushed too hard, but even driven cautiously, it flicks effortlessly around the hairpins, including switchbacks used for stages of Rallye Monte-Carlo. This is a surprisingly easy Porsche to drive, providing you keep your wits about you and don't forget you're dealing with vintage braking equipment — you don't want to have a prang in one of the most valuable Porsches in existence! Put it this way, chassis no.061, a flat-six driven 904 previously owned by Raymond Touroul and Alain Salat, fetched €1,917,500 when it went under the hammer at the RM Sotheby's Paris Sale in February 2020. Mathieu remains unfazed. "I can't imagine a 917 or 908 is anywhere near as accommodating," he says, when we point out how brave he is to use his 904 on the public highway. "This car is totally accessible to a regular driver like me. It's no exaggeration to say my experience in charge of this Porsche has significantly increased my love of the 904, which, previously, was almost entirely based on its timeless aesthetic and quality of engineering. To be able to enjoy the drive in such an utterly absorbing way completes my ownership and enthusiast experience."

As a Porsche brand ambassador, Mathieu is invited

to events allowing him to sample new Porsche products in sumptuous surroundings. In other words, he has plenty of experience with the very latest products from the Stuttgart stable, but despite the power and handling capabilities of modern Porsches, his favourite ride is always the one he comes home to. "Perhaps as a consequence of the job I do, I see much more in the 904 than just a well thought out and brilliantly put together sports car. I don't care about the horsepower or the torque band of the engine, any of that stuff. What I care about in a car is the timelessness of its design," he says, with the same smile he's had on his face since first gear was selected in his garage.

"At the end of the day, I'm a designer of artwork and I know how hard it is to make something with truly everlasting quality. The 904 has this in spades. The model's lines, for example, lived on long after production ended. Ferrari took heavy influence from them, first with the Dino, then the 308 and on with the 328. It's clear to see Butzi's influence in all of these cars," he shrugs. "I look at the 904 from certain angles and, sometimes, I can see the lines he must have drawn on the first 904 design board. It's such a simple-looking car, yet it's completely perfect. Butzi was an artist who truly understood the art of design." And with one of the world's greatest collections of air-cooled Porsches, it's fair to say you do too, Régis! **CP**

Bottom Von Vost pitching 964-063 against other exotic racing machinery at the start of the 1964 Trophees du Cognac, Circuit de Vitesse





911 Carrera 4 GTS (991 GEN II)

GT Silver • Bordeaux Red Leather Sports Seats • PDK Gearbox with Paddles
20" Centre Lock Wheels • Sport Chrono
Rear Axle Steer • Dynamic Chassis
4,722 miles • 2018 (18)

£94,995



Cayman GT4 (718)

Racing Yellow • Black Half-Leather
Bucket Seats • Manual Gearbox
Clubsport Package • Porsche Carbon
Ceramic Brakes • Switchable Sports
Exhaust • 914 miles • 2020 (20)

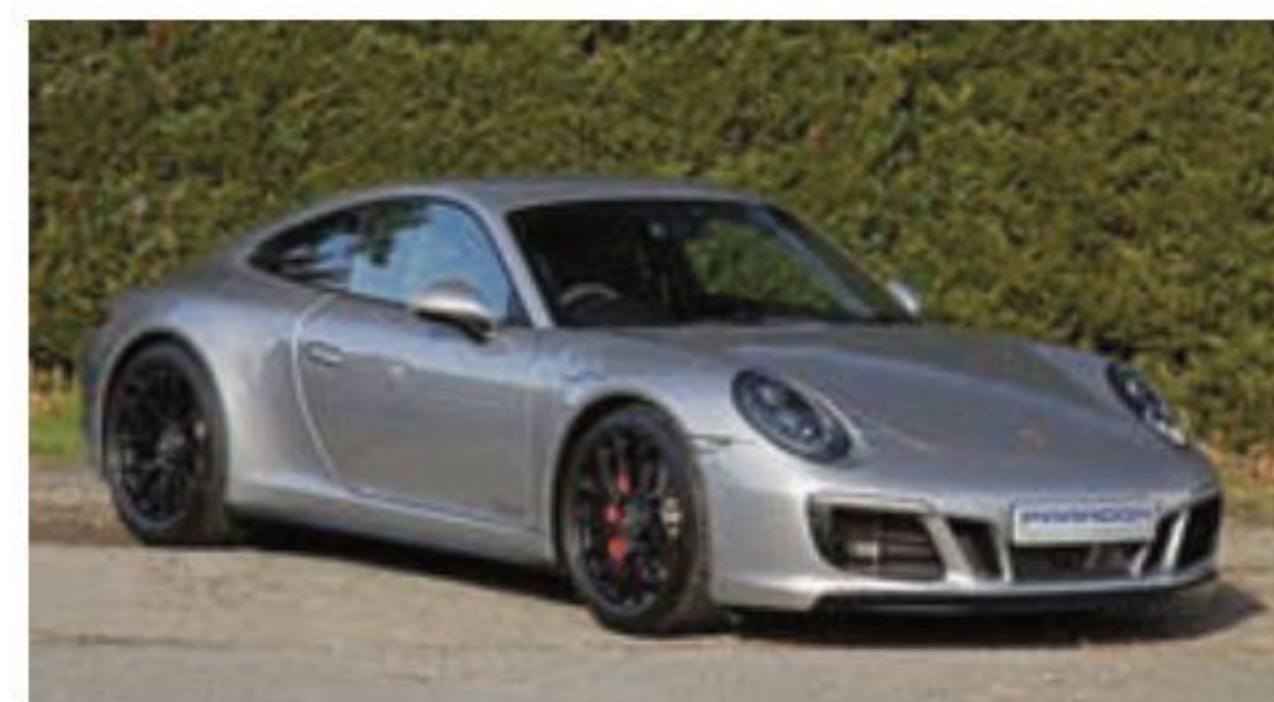
£92,995



911 Turbo S (991)

Basalt Black • Black Leather Sports
Seats • PDK Gearbox with Paddles
Porsche Carbon Ceramic Brakes
Touchscreen Satellite Navigation
Sport Chrono • 16,271 miles • 2015 (65)

£91,995



911 Carrera 4 GTS (991 GEN II)

GT Silver • Black Half-Leather Sports
Seats • PDK Gearbox with Paddles
20" Centre Lock Wheels • Switchable
Sports Exhaust • Rear Axle Steer
23,028 miles • 2017 (17)

£79,995



911 Carrera 4 (993)

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

£59,995



Cayman 718 T

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

£52,995



911 Carrera 2 (991)

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

£49,995



Boxster Spyder (987)

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

£44,995



911 Carrera 2 S (997 GEN II)

Arctic Silver • Black Leather Seats
PDK Gearbox with Paddles • 19" Carrera
S II Wheels • Sport Chrono • Previously
Supplied & Serviced by Paragon
32,164 miles • 2008 (08)

£42,995



Boxster Spyder (987)

Jet Black • Black Leather Sports Seats
Manual Gearbox • 19" Turbo II Wheels
Switchable Sports Exhaust • Heated
Seats • Porsche Sound Pack Plus
33,234 miles • 2011 (61)

£41,995



911 Carrera 2 (997 GEN II)

Atlas Grey • Black Leather Seats
Manual Gearbox • 19" Carrera Classic
Wheels • Sport Chrono • Previously
Supplied & Serviced by Paragon
42,479 miles • 2010 (10)

£39,995



Boxster (981)

Carrara White • Black Leather Sports
Seats • PDK Gearbox • Touchscreen
Satellite Navigation • 20" Carrera
Classic Wheels • Heated Seats
24,734 miles • 2013 (13)

£29,995

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RESTORATIONS

GALVANISED FOR ACTION

Early in the 911's life, Porsche recognised the need to protect its products against body corrosion. This realisation resulted in innovations in the field of zinc galvanising...

Words Shane O'Donoghue Photography Porsche



Those embarking on the restoration of an air-cooled Porsche appropriately enough need to *galvanise* themselves in readiness for what's to come. Never mind the mechanicals — what's lurking under the car's paint? Luckily enough (though this depends on the age of your Stuttgart-crested classic), Porsche was the first series production manufacturer to use body parts galvanised on both sides. Before we get to what this means, it's worth refreshing our knowledge concerning rust. In short, rust is the word used to describe corrosion of iron or steel, the latter an alloy of iron. In the presence of

moisture or a salty or acidic atmosphere, oxygen in air combines with the iron to make iron oxide (or ferrous oxide). This flakes away from the surface of the body as rust, exposing what's underneath to the same fate. Not all metals react in this way, though. Stainless steel, for example, forms an oxide layer on the surface which resists further corrosion, as does zinc. Zinc is plentiful and hence cheap. Plus, it bonds well to steel, which is why it has become the default protection against rust in automotive bodies.

In a bid to reduce the onset of rust, galvanising is the process of applying a protective coating of zinc to iron or steel. Electro-galvanisation, incidentally, uses



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FOR DETAILS

electroplating to bond a very thin layer of zinc to steel, but for the purposes of this article, galvanising is taken to mean hot-dip galvanising, where car body parts — or the metal sheets they're made from — are submerged in molten zinc, as they were by Porsche in the 1970s. The resultant coating provides the protection from corrosion.

Though galvanising can be traced back to (and is named after) Italian scientist, Luigi Galvani, he only indirectly contributed to the science behind galvanising through a discovery he made in 1780, relating to the flow of electric current between two different metals. There's actually evidence of galvanising being used in the manufacturing of armour as far back as the 1600s,

while a French doctor and chemist, Paul Jacques Malouin, presented a paper to the French Royal Academy in 1742, outlining how iron could be protected by dipping it in molten zinc. At that stage, it was assumed iron was protected by the zinc coating solely because moisture couldn't get to it. It wasn't until a Brit, Humphry Davy, carried out further research, building on Galvan's findings, that the full story was unveiled. Davy presented his research to the Royal Society in London during 1824, revealing that, through "cathodic protection", a metal to be protected can be connected to one that is more easily corroded. The latter becomes sacrificial, extending the life of the core metal, even if it's exposed to a corroding



substance, such as water. Using this knowledge, Stanislas Sorel, a French engineer and chemist, patented the process of coating steel in molten zinc. He's credited with naming this 'galvanising', referring to the sacrificial role of the zinc, rather than the process of coating the steel in it.

Galvanising has been used around the world ever since, but it seems to have taken the automotive world an awfully long time to catch up. Thick-gauge steel bodies were used for decades, which meant more metal was available to corrode before rust caused a serious problem. It's worth reminding ourselves these were the days when a car's chassis and body were separate entities for the most part, meaning the structural integrity of the body was less important than its appearance. It might amaze many younger *Classic Porsche* readers, especially in the context of today's automotive manufacturing processes, but once upon a time, it seemed perfectly acceptable that a car body might exhibit rust within two years of production. Indeed, it was the norm well into the 1950s.

Things began to change during the following decade, when unibody construction became prevalent and car makers pushed the envelopes of design and manufacturing in equal measure. Not long after, however, a focus on fuel economy meant a desire for lighter body panels. This sounded the death knell for thick steel bodies. Nonetheless, manufacturers still didn't invest in anti-corrosion processes to any great extent, which is why many cars from the 1970s and 1980s suffered terminal rust issues. Not only were the bodies made from thin steel, but the manufacturing processes evolved to allow more complex shapes with ridges, curves and other details which turned out to be the perfect breeding ground for aggressive corrosion.

LIVE FOREVER

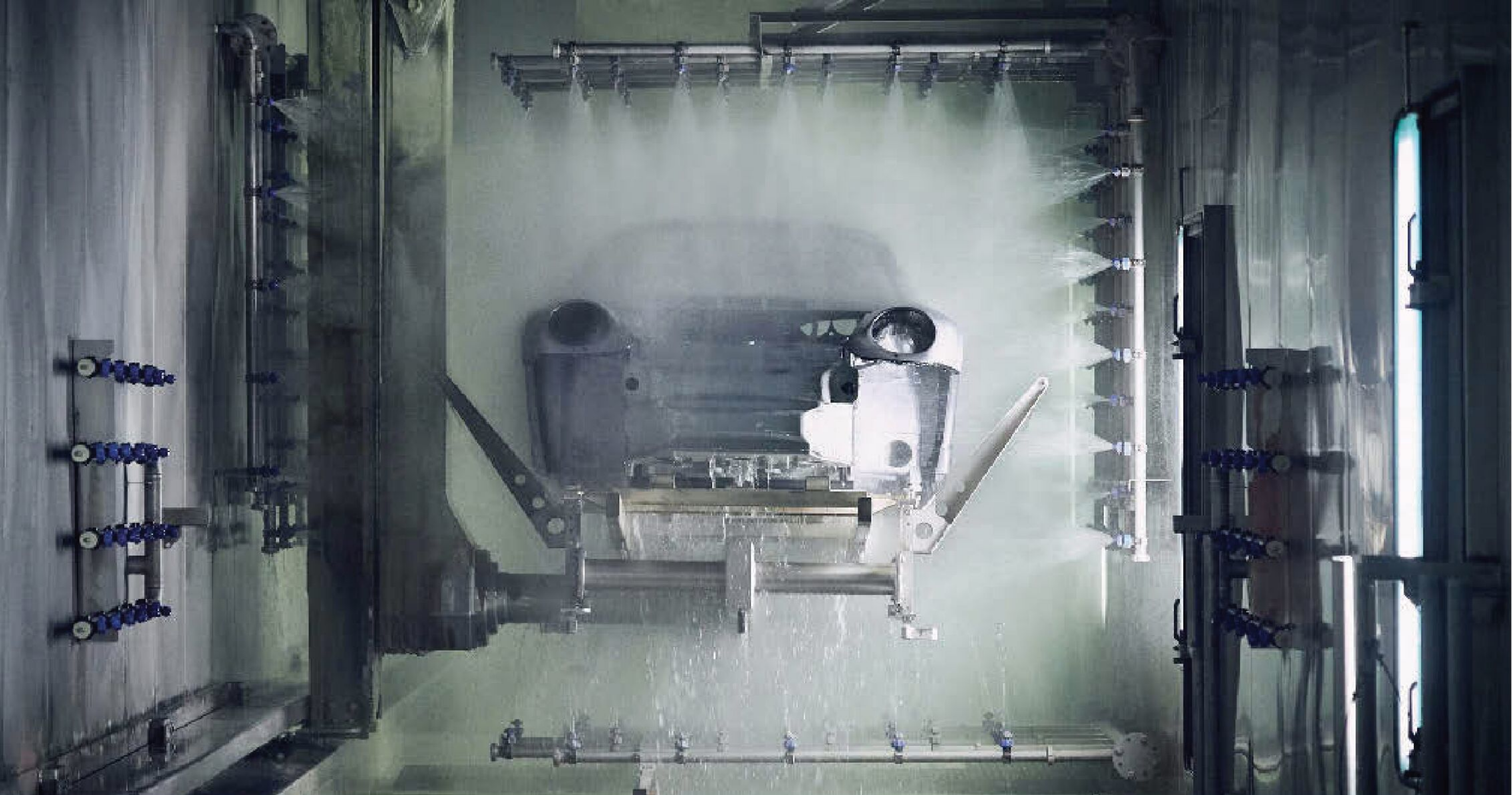
The 911 could have suffered the same fate if Porsche hadn't identified a need to proactively reduce the onset of rust in its cars. The brand went so far as to create three prototype 911s with stainless steel bodywork. As mentioned at the start of this article, stainless steel

forms an oxide layer at its surface, protecting the metal underneath, thereby preventing corrosion. It doesn't even need to be painted! Indeed, at least one of the prototypes, a 1967 911 S, was never wheeled into a spray booth. Instead, the metal was polished for an attractive finish. The car in question now resides in the Deutsches Museum in Munich and was driven for five years and over 60,000 miles without any rust materialising. Nonetheless, after careful consideration, manufacturing 911 bodies from stainless steel was ruled out on the grounds of excessive cost – it's likely the 911's body would have been twice as expensive to make from stainless steel than it was from standard steel. On top of that, stainless steel is heavier, harder on the tooling shaping it and more difficult to paint. Of course, all of these challenges remain today. Instead, Porsche turned to galvanising.

Porsche itself quotes 1975 as the year it introduced the process to its produce line, but in truth, the company had started using galvanised parts a few years earlier. From 1970, for example, the 911's floor pan and wheel arches were made from galvanised steel and, over the next few years, more parts were treated until, from the end of 1975, Porsche moved to make the entire car from fully galvanised steel. German industrial engineering conglomerate, Thyssen (now Thyssenkrupp), is credited with producing the zinc-coated steel for Porsche production. Thyssen dipped steel sheets into molten zinc at 500°C, varying the thickness of the coating from ten microns (a hundredth of a millimetre) to fifty microns, depending on the component the sheet steel was to be made into and how exposed to the elements or susceptible to rust it was likely to be. Porsche had to experiment with these coated sheets of metal to ensure they could be formed into final body parts without losing their protective coating. It was also necessary to rethink how the components were welded together, not least because toxic gases are emitted during the process. All this cost Porsche a relative fortune, adding an estimated £50 to the manufacturing cost of each car, equivalent to £350 today. It also added some 10kg to the overall mass of each finished vehicle. Even so, it gave Porsche buyers

Facing page Porsche Classic's recently restored 993 Turbo body shell undergoing the cathodic dip coating process





confidence in the quality of their purchase, bolstered by an industry-leading warranty (introduced in 1976) valid for six years against rust of the core chassis. This promise was upped to seven years in 1981, following an extension of the galvanised material to the 911's roof. In 1986, Porsche raised its anti-perforation warranty period to ten years.

THINK ZINC

Sadly, those warranties have long expired and, while seeking out a vehicle that was originally zinc-treated is a wise move by any would-be classic Porsche rescuer, finding such a car is no get-out-of-jail card. How much the zinc coating will have deteriorated will depend on the ambient conditions the car was subjected to throughout its life. Was it left outside? Was it parked under trees where lichen could attack the bodywork? Did it live in an area where acid rain is particularly bad, or where the roads are regularly treated with salt? All of these things will have contributed to breaking down the zinc coating and, while there's still some protection if the steel underneath is exposed to the elements, it's only a matter of time before it too begins to corrode.

If you're in the market for a production Porsche from this era, despite the galvanising, rust is still an issue. Look for it in the side sills, then from the rear of the sills into the back wheel arches, the bottoms of the doors, the floor of the front luggage space, below the battery, around the windows, the rear seat pans, the whole floor pan and, on cars with sunroofs, the screen pillars (the drains like to block with dirt). Of course, by now, with the current value of an air-cooled Porsche taken into consideration, it's possible someone will have already tried to rectify corrosion, but look closely at the quality of any welding or anti-corrosion measures taken. Don't panic too much about flaked paint, so long as the zinc coating underneath is intact — in areas heated up by the exhaust or engine, it's not unusual for paint to come off.

On that subject, unless you have the facility to hot-dip

your car's shell, think twice before diving into sand-blasting the whole body to get it back to bare metal. This process will remove the zinc coating. Instead, though it takes a lot longer, it's worth considering 'gently' stripping just the paint. Obviously, if there is clear and obvious rusting of the core metal, remedial action will be needed — whether you're cutting out rust or replacing whole panels, if there's welding involved, make sure zinc protection is considered. Weld-through primers are applied before welding to extend protection to surfaces which can't be painted afterwards, and inorganic zinc primers are recommended because, for a given thickness, they contain more zinc.

And make sure you're aware of the harmful gases that come from welding zinc-coated steel and, crucially, how to protect yourself from them. This all takes a lot of effort, but just like Porsche's original investment in bringing galvanising to market, it'll be worth it. After all, we're told some seventy percent of all Porsches manufactured are still on the road today. Without galvanising, that figure would be a considerably less. **CP**

Above Though not guaranteed to present a car free from corrosion, galvanising was a massive leap forward in the field of preserving automotive bodies for the long term



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RESTORATIONS

SAFETY IN NUMBERS

Assembled at the start of 912 production in 1965, the twenty-sixth example off the line is an appreciating survivor enjoying a new lease of life as a fast-appreciating air-cooled classic...

Words Alex Grant Photography Andy Tipping



Survival can be incredibly tough for classic cars, particularly when they've had a rollercoaster of acceptance with enthusiasts. Early popularity can quickly create an over-crowded market and flatten values as numbers swell, but changing fashions or a starring role in a film or TV series can just as quickly make even the most ordinary vehicles desirable overnight. Others, reaching rock bottom values, are often lost altogether. That's a fate that almost came the way of this Signal Red 912, now awaiting a new owner at four-cylinder Porsche specialist, Revival Cars, situated close to Heathrow Airport and profiled in the March issue of *Classic Porsche*

(order a copy by pointing your browser at bit.ly/issuesscp). For Max Levell, the company's founder, it would have been an irreplaceable loss. "This is the third or fourth-oldest known 912 in the world, and the second oldest driven example," he explains. "There aren't many of these '65 cars left. Imagine if this was the third-oldest 911 — it'd be worth a fortune!"

Enthusiasts haven't always appreciated the 912's appeal. Launched in April 1965 as a half-way house between the outgoing 356 and the cutting-edge (but much more expensive) 911, the new arrival was light, agile and initially very warmly received. A programme of timely and constant model updates mirroring those of the 911 made the 912 even more desirable. The five-dial instrument cluster from the

flagship Porsche became the 912's standard equipment in 1967, while Fuchs five-spokes became a cost option allowing your entry-level Stuttgart speed machine to look even more like a 911 than it already did. Heightened specification, however, attracted heightened cost — at £1,974, buying a 912 in the UK would save you only £462 over shelling out for a 911.

In 1968, in addition to softer interior furnishings, US-bound 912s (cars reflecting Stateside appetite for the four-cylinder model, which initially outsold the 911 by a significant margin) gained mandatory front and rear running lights in response to revised road safety laws. At the same time, partly due to the 911's highly publicised dominance of sports car racing events, the six-shooter's production





volume finally eclipsed that of the 912, but the writing was already on the wall for the four-cylinder car — increasingly restrictive emissions control regulations, not to mention the arrival of a new entry-level 911 in the form of the 100bhp T (the lowest-output 911 ever produced), encouraged Porsche to look to the future. The jointly developed Volkswagen-Porsche 914 project was waiting in the wings. Consequently, the 912 was ended in 1969.

Early examples, suddenly undesirable, often fell into disrepair or became cheap enough to encourage heavy modification. In many cases, they were stripped of the characteristics that

differentiated them from the 911. Max is right when he says that this car's life would have been quite different with a couple of extra cylinders on board. Purchased at Winter Porsche in Berlin on the 6th April 1965, the radiant red 912 rolled off the assembly line equipped with an optional wooden steering wheel and chrome steel rims. Fastidious owners means its first ten years (all of them spent in Germany) are well documented. In fact, all

THE 912 IS MUCH MORE THAN A FOUR-CYLINDER 911 — IT'S A PORSCHE SPORTS CAR WITH ITS OWN UNIQUE CHARACTER

supporting paperwork has survived. It was a package complete enough to attract the attention of a marque enthusiast during the 1970s, when the car was exported from Germany for a new life in sunny California.

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

uneconomical repair during the lowest-value years of the car's life on the road, but that's not to say it escaped the 1980s and 1990s untouched. By the time the car resurfaced in the hands of an New York

state-based enthusiast in 2009, it was a 911 in all but name — time on the West Coast had included a flat-six engine swap and a colour change to sun-friendly white. The original three-dial dash had gained two additional gauges, while Fuchs wheels and bumper overrides also served to hide this pretty Porsche's true identity. Weather had protected the car structurally, but it had lost all the hallmarks of being a 912. Attitudes were, however,

Above Just as beautiful as a same-age 911, but available at a fraction of the price





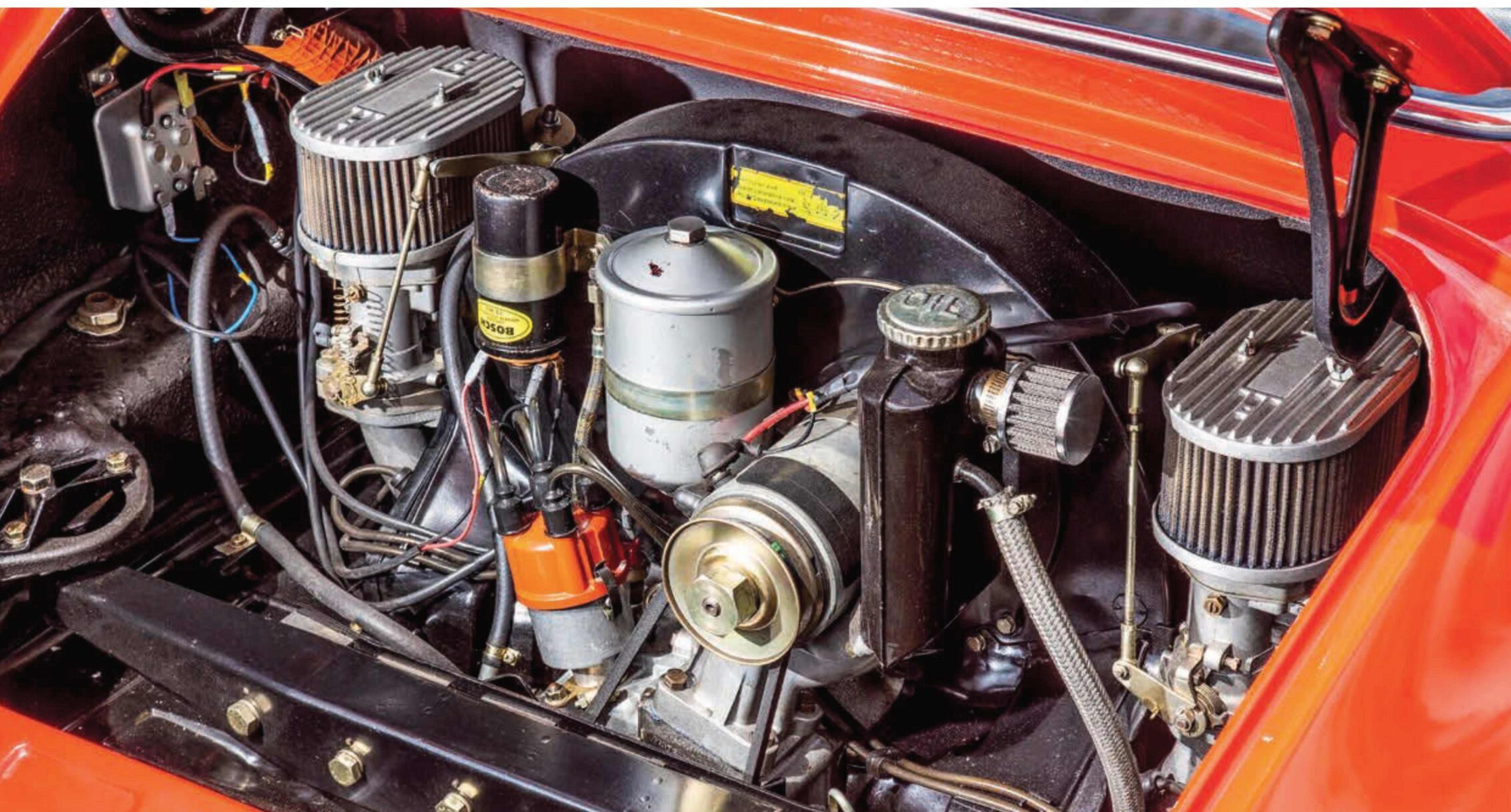
beginning to shift by the turn of the decade. Add-ons once considered to be upgrades were being recognised as a detraction from now-desirable originality. The new owner, reassured by paperwork showing chassis 450026 had been one of the first to come out of the Karmann factory in Osnabruck, had realised that there was historical and financial value in faithfully bringing his Porsche back to its original specification. A structurally solid body was, of course, a good start, but that didn't mean it made for straightforward restoration. The later, larger capacity powerplant had required the original engine mounts to be chopped out, while the extra dials had been cut into the exposed metalwork of the dashboard. Signal Red returned, while the car's early-spec colour-coded dashboard section is now home to only three dials, just as Porsche intended. A pressed steel wheel replaces a Fuchs five-leaf in each corner and, instead of opting for the subtle upgrade of a more powerful Volkswagen Type 4 boxer, the full mechanical

restoration included a rebuilt, early Euro-spec 90hp Porsche flat-four. This car isn't just a survivor — it's museum perfect.

BOUND FOR BLIGHTY

In regaining its heritage, this gorgeous 912 attracted plenty of interest from prospective purchasers, eventually leading to the car being shipped back across the Atlantic, where Max was pleased to get a chance to investigate further. "It was imported into the United Kingdom by a serial Porsche collector," he says. "This guy owned a huge collection of classic Porsches stored in a warehouse near Birmingham. We looked after routine servicing and other jobs, but the car mainly sat motionless — it didn't get driven a great deal. Then, a couple of years ago, the owner passed away and I bought the car from his estate. The current owner bought it from me, after I advertised it as available for purchase through Revival Cars."

Below With the right cam and a tune-up, the flat-four will give a 911 powered by a two-litre boxer a run for its money





Details changed regularly during the early years of 911 and 912 assembly, but the sympathetic restoration had been meticulously carried out and thoroughly documented. Even so, there was one remaining question mark: despite the tonne of paperwork accompanying the well-travelled Porsche, the raised section underneath the scuttle panel was missing its all-important chassis number. The car's significance had, therefore, been in question until, by chance, Max spotted a helpful post on social media. "The fourteenth 912 built had emerged from slumber in Germany," he tells us. "The owner posted pictures of the Porsche on Facebook, highlighting the condition of the car at the point it had been discovered. As you can probably imagine, it's a restoration project, very rusty. Anyway, a photograph indicating the chassis number showed the marking in a different location to where you'd expect it to be. It was below the raised part of the scuttle and off to the right. On the red car, the same location was covered in underseal. I dusted off my blowtorch, burnt away the underseal and there it was — chassis number twenty-six."

USED AS INTENDED

Naturally, there are advantages to owning a historically significant Porsche not as eye-wateringly expensive as an equivalent 911 — the current custodian continues to bring the four-cylinder stunner to Revival Cars for servicing and maintenance work, but he's also not afraid to put the car through its paces, with minor (now cured) oil leaks being his only gripe. Like Max, he's come to appreciate the 912 as much more than a four-cylinder 911 — it's a sports car with its own unique character. "I prefer the 912," admits Max. "To be honest, I think it's a far better car than the 911. Revival Cars is located quite close to central London and the 911 is totally unsuited to the city. It's like having a lorry engine in the back — you can't use it and you don't need it. Sometimes,

I have to deliver cars back to customers in London's West End. Out early on a Sunday morning, zipping around the streets of Mayfair, the 912 is absolutely in its element. The model is made for it! Admittedly, a 912 isn't as fast as a same-age 911 if you're comparing both cars in standard trim, but the 912 wears the same stoppers, weighs less and offers more usable power in town driving environments, meaning braking is more pronounced, handling is better, fuel economy is improved and the car feels quicker. All of this is wrapped up in a Porsche package with the very same looks as a classic 911, but available at a fraction of the price."

Don't speak too soon, Max — rightly recognised as an important part of Porsche's production history, and not just as an affordable base for a hot rod project, the 912's rollercoaster status has finally stabilised and values are rising. Sharply. History hasn't always been kind to the 911's smaller engined sibling, but the future survival of this seldom seen air-cooled classic is unlikely to be hard-fought. Grab one while you still can. **CP**

Below That all-important chassis stamp was hidden by a layer of black stoneguard



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RESTORATIONS

MATERIAL WORLD

The effectiveness of restoring an air-cooled Porsche, or just to prevent one from corroding, is largely dependent on the materials adopted...

Words **Shane O'Donoghue** Photography **Porsche**

There you are, lying under your classic, cursing a previous owner for bodging a repair, wondering why Porsche didn't just make the whole vehicle out of aluminium to start with. Surely, that would have made your life much easier? It would certainly have made the service life of your treasured four-wheeler much longer, right?! Sadly, when dealing with the resurrection of an old car, things are rarely this straightforward. Pity.

There's a massive branch of science and engineering dedicated to materials. A major sub-section is metallurgy, dealing exclusively with metals, including their composition and use. Automotive engineers spend an inordinate amount of their time on this subject because, even for high-end car manufacturers, there's always a balance between the requirements of the material in a given component and its cost.

Steel, despite its tendency to rust, is arguably the world's most important metal, and probably the most important engineering material full stop. It's an alloy of iron and carbon, with smaller amounts of other elements

added as required. Iron, for the record, is the second most abundant metal in the world, making up some five percent of the Earth's crust. Steel is easily recycled, though it also tends to be used in applications lasting a long time — like car bodies — meaning there's never enough recycled material to keep up with demand. Recyclability and abundance aren't the only reasons steel has come to pre-eminence in car manufacturing, though. Today, the steel industry claims steel delivers lower CO2 life cycle emissions than any other material used in the production of cars. Manufacturing practices are well established, workshops are familiar with the material and it's relatively affordable to repair.

The strength of steel is one of its major plus points. Not only does this characteristic make it suitable for structural components, but it also makes it resistant to damage on aesthetic parts. And for the same reason, steel is ideal for use in crash-resistant structures. Moreover, steel's composition can be altered to suit a given application. 'Deep drawable' steels, for example, which are low in carbon, are perfect for forming into complicated shapes. And, though less relevant to classic





Porsches, the steel industry has significantly moved forward in terms of high-strength-to-weight steels. This is because steel's greatest rival is aluminium, which is even more abundant. In fact, it's the most plentiful metal we have, making up over eight percent of the Earth's crust. However, it's only found combined with other elements, most commonly as bauxite ore. Nonetheless, like steel, aluminium is easily recycled.

REINVENTING THE STEEL

Aluminium offers three major advantages. The first is its malleability in sheet form, allowing it to be used to create shapes difficult to replicate in steel. The second is resistance to rust — pure aluminium reacts with air to form a thin layer of aluminium oxide, which resists further corrosion, though it can still occur in salt-rich environments. Alloys of aluminium and other elements can be created to further resist the onset of decay in such conditions. Regardless, steel undoubtedly requires more treatment to prevent deterioration.

The other considerable benefit of aluminium is its low density. In other words, for a given volume of material, aluminium weighs less — as much as 2.5 times less than steel. Now, because steel is stronger, you'll need more aluminium to fulfil a given role, but even so, there are significant weight savings to be had. Unfortunately, welding of aluminium is more difficult, and it was almost

unheard of until the 1940s, whereas steel welding is relatively simple and widespread.

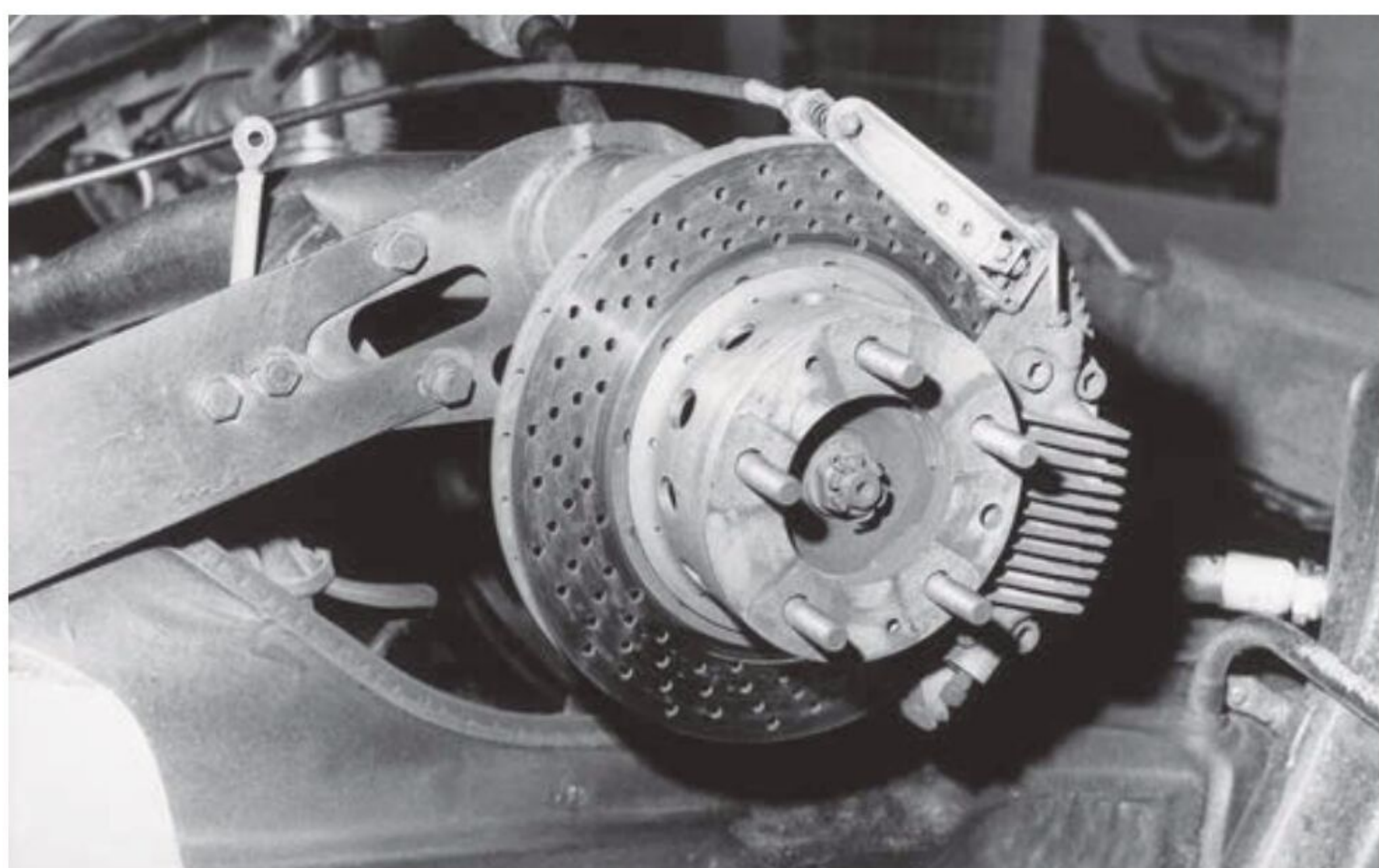
From the days of the very first Porsches to today, the manufacturer's overriding consideration when selecting materials is cost. Though prices constantly fluctuate, in general, aluminium is more expensive to work with than steel due to the price of the raw material. Even so, early examples of the 356, assembled at Gmünd in Austria, featured aluminium bodies. These were hand-formed over a wooden buck and took a considerable amount of time and expertise to build. Aluminium sheet was, nonetheless, relatively easy to form in this way by skilled craftspeople due to being so malleable. The bodies were fitted to steel chassis designed to be easy to manufacture, even in what was a relatively unsophisticated workshop.

In the late 1940s, when Porsche planned to bring production of the 356 back to Germany and ramp up the volume of vehicles produced, it realised that, for the purposes of cost, it would have to move to steel bodies. Some body parts are estimated to have cost only half as much to produce because of this decision. If only Porsche's bean counters knew about the heartache it would cause owners decades later! Terminal rust has affected the bodies and chassis of the 356 ever since, an affliction carried through to the 911, 912 and 914 until Porsche rolled out galvanising to a significant degree,

Above 1948 356/2 Gmünd Coupé — early Porsche sports cars were aluminium bodied

Below Ferdinand Porsche's engineering office was transferred to Gmünd in Austria from Zuffenhausen in 1944 due to the increasingly frequent bombing of Stuttgart

Bottom left Drilled and vented Carrera RS 3.0 brake rotors





Above Gmünd 356 coupe with chassis number 50

Top right The 1948 Porsche 356 No.1 was the first car to bear the Porsche name. Volkswagen parts were used and, with an engine output of 35hp, the car achieved a top speed of 135km/h. The mid-engine roadster had a tubular steel framework and an aerodynamic aluminium body; it weighed only 585kg

not that the process is without its faults when trying to prevent rust. See page 68 of this issue of Classic Porsche for the full story.

One of the few exceptions to this regrettable trait of classic cars is the roof panel in the 914. It was made from glass-fibre reinforced plastic (GFRP), which doesn't generally corrode. It's also low in weight, helping reduce the mid-engined roadster's centre of gravity. It's not a weight-bearing component or expected to help with the torsional rigidity of the vehicle, meaning the part's strength was considered largely unimportant. Indeed, it was filled with foam to keep weight as low as possible.

While it appears Porsche stood still, technically speaking, with its construction of bodies for road cars, it wasn't afraid to adopt exotic materials for its engines. Magnesium

comes to mind straightaway and, in fact, was used by Volkswagen in the Beetle before a single Porsche sports car existed. Magnesium is thirty-three percent less dense than aluminium and seventy-five percent less dense than steel, which might make you wonder why it isn't the only structural metal used. Frustratingly, pure magnesium is a non-runner — it's highly flammable and can be corroded easily by all kinds of materials, including iron, which is why all applications of magnesium in cars involves alloying with other elements and a casting process using dies. Nevertheless, magnesium alloys are still generally less stable, softer and easier to bend than their aluminium equivalents. Magnesium alloys are



also 'easier' on their dies, meaning the same tooling can be used for longer. Although the magnesium needs to be injected into the die quicker (it solidifies quickly in comparison to aluminium), it can be ejected in less time, too, making for faster mass production. It's likely this appealed to Volkswagen as much as the material's low weight.

Porsche was certainly focused on the latter when it fitted magnesium crankcases to all of its flat-six boxers from 1969. Engineers had proven the crankcase was durable in racing environments a few years beforehand,

but the process adopted to make the component in small volumes for motorsport wasn't suitable for mass production, even at the modest scales Porsche

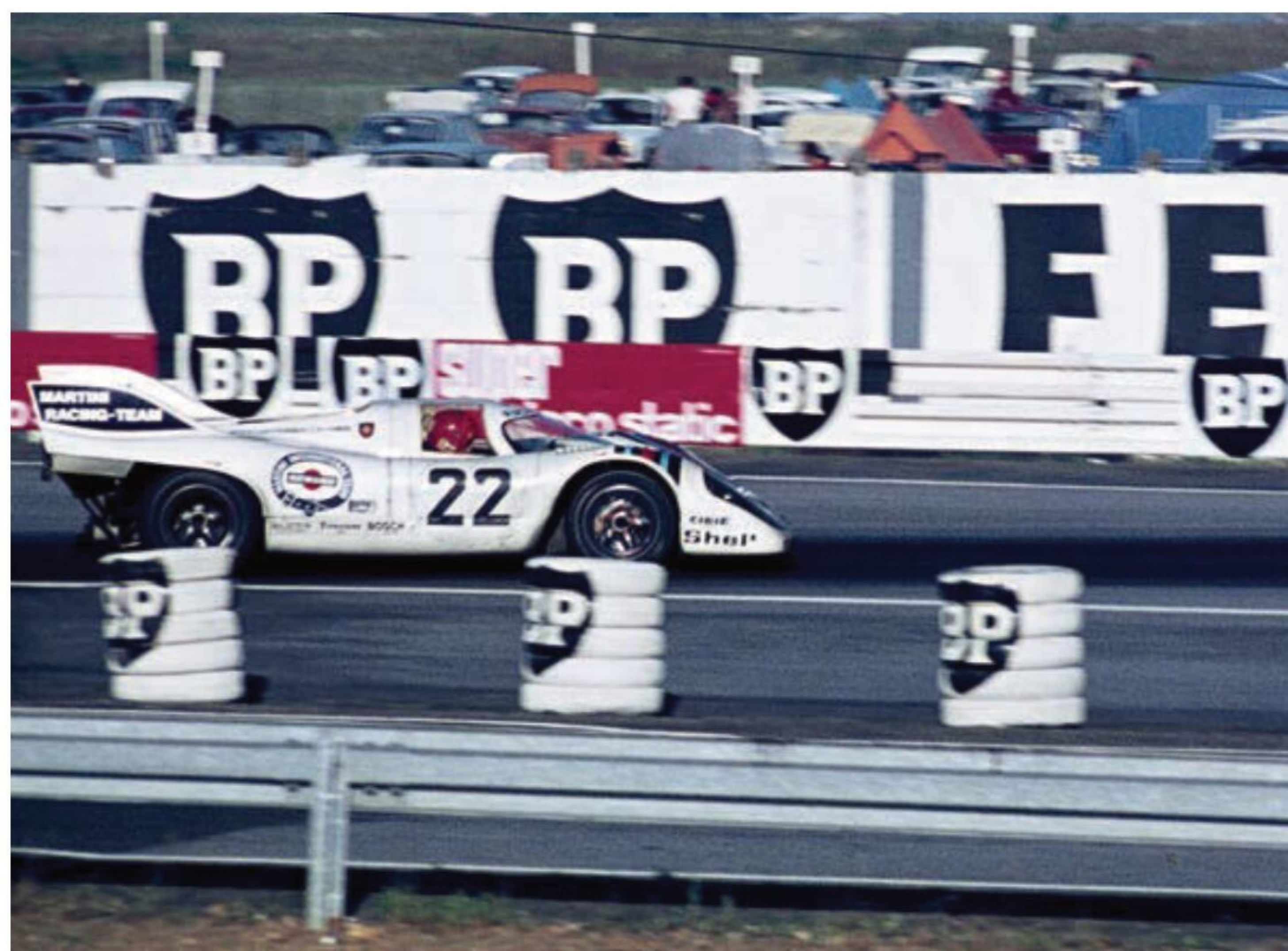
BUILT WITH A TUBULAR FRAME CONSTRUCTED FROM MAGNESIUM ALLOY, WHICH WAS HIDEOUSLY EXPENSIVE

envisioned. Consequently, the company had to invest in tooling for high-pressure die-casting, using a method Volkswagen had already established. Nonetheless, because magnesium is better for casting parts with tighter tolerances and thinner walls than aluminium, the extra costs were partially offset by the reduction in required post-casting machining operation, not to mention a significant ten kilograms of mass taken out of the engine. A year later, Porsche switched the transaxle casing to magnesium, too.

Alas, magnesium alloys are more expensive, which is why they've never been used by the automotive industry to the same extent as aluminium or steel.

Below Porsche workshop and auto body shop in Gmünd

Bottom right Helmut Marko and Gijs van Lennep in the 917 KH Coupé (No. 22), achieving first place overall classification and thus Porsche's second success at the 24 Hours of Le Mans





Above The successful 917-053 featured a tubular frame made from magnesium

Knowledge on the subject has expanded considerably since magnesium was first used in cars in the 1920s, though early magnesium alloys were still susceptible to high-temperature creep, where the component expands or contracts. This can cause failure of the part. A prime example of this is the tendency for magnesium wheels to develop cracks when exposed to regular heat cycles, making them unfit for use. Indeed, due to magnesium's volatility, later in the 911's life (for the 1976 model year and the introduction of the Carrera 3.0), Porsche swapped the magnesium crankcase and gearbox housing back to aluminium.

FLAMES OF FURY

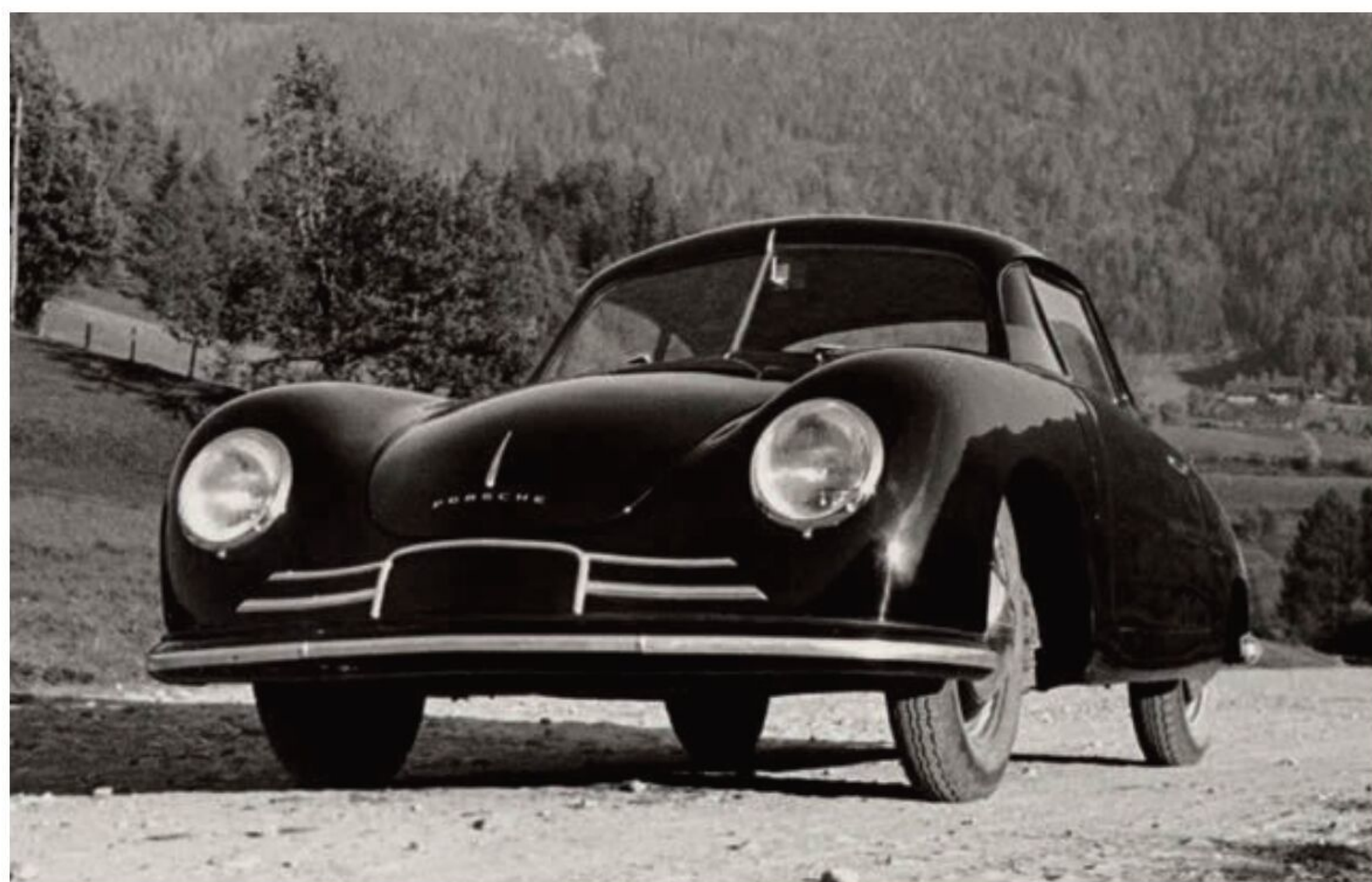
Today, magnesium's somewhat unstable behaviour when exposed to heat (magnesium burns fiercely at low temperature) sees the material outlawed in many forms of motorsport. That said, Porsche treated its magnesium parts to reduce volatility and to prevent corrosion, but these efforts shouldn't lead you to believe the protected items won't deteriorate — cars that live by the sea (or in an area known for salty roads during winter) will be particularly susceptible to corrosion of their magnesium castings. Thankfully, there are aftermarket products available for you to coat the parts, but before you consider cleaning down a gearbox housing or crankcase, it's worth making sure you know if they're made of magnesium alloy. Your findings will ensure you use an appropriate cleaner. Anything acid-based, for example, could break down the metal.

When considering all this, don't forget that any flat washers you see in contact with magnesium parts would have been cadmium plated to avoid 'contact corrosion'. Don't replace these with plain steel washers — you might encourage corrosion where it didn't exist before! Of course, Porsche wasn't quite so conservative with material selection when it came to the output of its motorsport department. Aluminium doors and glass fibre panels, for example, weren't unusual on racing versions of the air-cooled 911, while magnesium even made it to the housing of the Bosch fuel pump. The company went to town, however, on 917-053, the Martini-liveried winner of the 1971 24 Hours of Le Mans, built

with a tubular frame constructed from magnesium alloy, which was hideously expensive to produce and, perhaps unsurprisingly, remains the only example of its kind campaigned — the triumphant sports prototype was retired immediately after the race and currently lives in the belly of the Porsche Museum in Stuttgart.

There were even more exotic materials used within. For example, the flat-twelve's one-piece crankshaft was forged from chrome-nickel-molybdenum alloy steel for strength, but also to ensure the central gear was hardened sufficiently (drive was taken from the centre of the crank, not the end, for vibration reasons). The crankcase was made from magnesium and it was all held together by special bolts made of a steel alloy named Dilavar, designed to expand at a similar rate to magnesium. Titanium bolts were used instead of steel. Like aluminium, titanium forms an oxide on its surface capable of effectively resisting corrosion. Titanium is as strong as steel, but forty-five percent lighter. Unfortunately, it costs about ten times as much as steel and is far more scarce. Porsche didn't worry about such things when it came to the 917, though. If only the brand could have exhibited the same disregard for manufacturing costs when creating the road cars we now want to keep on the move! **CP**

Below Porsche 356/2 Gmünd Coupé pictured in 1949





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RESTORATIONS

SPLIT PERSONALITY

Michael Wood's personalised Porsche mixes RSR 2.8 looks with Carrera 3.2 running gear to create his dream drive...

Words Emma Woodcock Photography Adrian Brannan





Ultimate. The term's overused, but the 1973 RSR 2.8 deserves it. An overall race winner everywhere, from the 24 Hours of Daytona to the Sicilian roads of the Targa Florio, the all-conquering 911 took its Carrera RS 2.7 foundations to previously unimagined heights. A bored out flat-six displaces 1,808cc to produce 300 horsepower at a dizzying 8,000rpm (with the rev counter calibrated all the way to ten), while polycarbonate windows, a stripped interior and a lightweight flywheel drop kerb weight to just 840 kilos. Thin gauge body panels, 917-style brakes and extensive chassis strengthening all add to the intrigue.

For Michael Wood, it's the appearance of the RSR which really stands out. The basics are familiar to the Carrera RS 2.7, with an arresting front chin spoiler, a ducktail rear wing and the availability of striking *Carrera* side decals, but the 2.8 drops hints with a twin-exit exhaust and chunky external bonnet release straps. Even more explicit are the front and rear wheel arches, which stretch far out from all four corners to cover giant fifteen-inch front and rear (nine inches and eleven inches of width respectively) Fuchs alloys. Model code M491 created arguably the first widebody 911 and a visual icon Michael has emulated with his pristine backdate.

Six years ago, this particular Porsche was a tired narrow-bodied 1984 Carrera 3.2 looking for a new owner. A top-end rebuild at 90,000 miles

meant the engine was still in condition, but the body had been stripped back and the interior was entirely absent. First-time Porsche owner, Michael, wasn't deterred — a veteran modifier who's built everything from an exacting Ford Anglia van to a Toyota Starlet with Cosworth YB power, he was always going to get his hands dirty. "I prefer the cleaner lines of a pre-1974 911, but the 3.2-litre engine appealed," he explains. "I knew I'd have to build a backdate. To my mind, it's an approach combining the best of both worlds!"

He's gone all the way back to the shell to create an RSR-appropriate shape, using his welding skills to remove the original sunroof and install a set of 911 Turbo (930) wheel arches. Visually near identical to the RSR design, the metal extensions

pair the required width with a mildly squared-off shoulder. "An original RSR arch would be more rounded, but I think the sharper Turbo edge looks

MICHAEL LIMITED HIMSELF TO 1973 COLOUR CHOICES WHEN CHOOSING THE ICONIC PINSTripES

better," he adds. In pursuit of period accuracy, he's also stripped the anodised black finish from the window surrounds and polished the freshly exposed aluminium to a high sheen.

With the project foundations secure, the hunt could begin for an accurate set of RSR body panels. Internet research eventually led Michael to the Fenn Lane Motorsport workshop of late specialist, Chris Flavell. "He was a font of knowledge and enthusiasm," Michael remembers. "A fifteen-minute visit to collect parts would often turn into a three-hour chat. Chris's passing



is a huge loss to the air-cooled 911 community." Chris provided the RSR front and rear bumpers, bonnet and the engine lid, all finished in fibreglass to Fenn Lane's own specification. Michael trialled each panel's fitment, then sent his Porsche to the paint shop.

Replacing the original metallic maroon, the new colour creates another link to early RennSport 911s. Grand Prix White was introduced in 1973 and more than a quarter of Carrera RS 2.7

production was finished in the warm-tinted shade. Scott and Mike at Nottingham workshop, ST Auto Bodies — themselves RSR replica owners — carried out the transformation.

Eager to maintain accuracy, Michael also limited himself to 1973 colour choices when choosing the iconic pinstripes, side decals and rear band Carrera RS motif. "The RS 2.7 options were black, blue, green and red," he explains, "and of those, it's the red that really pops." Matching wheels work with the Fenn Lane sticker set to create an eye-catching finish, which Michael adores. "It's the look I really wanted, so I decided to follow my

personal preference over factory specification." Red wheel centres aren't technically correct for an RSR — the original 2.8s wore polished rims, matching centres and painted black detailing — but the option was offered on the Carrera RS 2.7 and later Carrera 3.2 Club Sport, meaning the combination has plenty of air-cooled Porsche provenance.

Colour aside, the Braid BZ alloys are inch-perfect

to the RSR 2.8 Fuchs originals, filling the arches with the correct widths, diameter and offsets. "I was adamant the dimensions had to be right. I've seen many replicas with sixteen-inch alloys, which

makes it easier to find tyres, but for me, the focus was authenticity." The Braids are clad with period-correct Michelin TB historic racing tyres spanning 215mm at the front and a remarkable 295mm at the rear. Torsion bar re-indexing and geometry revisions at Fenn Lane Motorsport instil the RSR stance, too.

Elsewhere, specification strays further from the project's Group 4 inspiration and borrows heavily from

Above Braid BZ wheels are wrapped in period-perfect Michelin TBs — no wonder Michael looks so pleased!

HE'S MORE THAN HAPPY WITH THE DEEP-CHESTED DELIVERY OF THE CAR'S ORIGINAL 3.2-LITRE FLAT-SIX





Above Original 3.2-litre lump lives at the car's rear end and delivers close to 240bhp

the Carrera 3.2 base car. New standard front calipers and refurbished rears clamp original Carrera discs at all four corners and the 915 five-speed gearbox remains untouched. Additionally, Michael has retained almost all original suspension components, ensuring his RSR evocation remains a usable road car, though he couldn't resist a pair of 930 solid-mounted tie rod ends to sharpen steering response.

WHEN WORLDS COLLIDE

An RSR might scream beyond 8,000 revs, but you won't find the same peaky shrill blaring from beneath this car's ducktail – despite the car's appearance, Michael doesn't intend to use his Porsche as a track toy and he's more than happy with the deep-chested delivery of the car's original 3.2-litre flat-six. "The 2.8 was powerful for its time, but it revs like a food mixer," he says. "I prefer the grunt of the 3.2. It brings the power in from nowhere and just keeps going." With a high-flow cone air filter and a

CARRERA 3.2 RESTOMOD



custom 2.75-inch dual-exit stainless steel rear silencer, his car matches an estimated 240bhp with a stirring soundtrack nonetheless.

In the cabin, evocation also takes the place of historical recreation, where lightweight touches and motorsport-inspired additions echo those of the RSR 2.8 without devoting Michael's car to absolute accuracy. Working from scratch – the car arrived with nothing more than the dashboard in situ – he has created an interior fitting his needs exactly. "It's an aesthetic replica without being exact to the real thing," he explains. "I didn't need to go to extremes, and I prefer to make a car my own." The original dash with its chrome-ringed dials is still in place (as are the electric windows and heater), albeit with a retrim in black leather.

Several larger components reinterpret the RennSport theme. A three-spoke MOMO Prototipo steering wheel plays substitute for the larger four-spoke item fitted to original racers, while a full Safety Devices bolt-in roll





cage offers a safety conscious nod to the 2.8's rear half cage. Bedecked with GT40-style ventilation holes and modern adjustable headrests, a pair of D'Eser Sedile ST seats echo the lowback Porsche items and four-point Sabelt safety harnesses hold the occupants in place. "Though they weren't fitted, the seats came with the car. I love them," Michael smiles. "As six-foot-four, I'm pretty tall, but these buckets fit my frame like a glove."

They're joined by substantial sections of new upholstery, all courtesy of Fenn Lane and mostly fitted by Michael himself — flat door cards with long horizontal pull straps replicate the RSR exactly, as does the headlining and the grey Perlon carpeting. "Fitting it was like tackling a jigsaw puzzle," he adds, "but armed with a can of spray glue, it only took a day." The rear bench delete and absent radio match the theme of Porsche's motorsport machines, while the rotated rev counter isn't strictly accurate, but perfectly encapsulates the same competition car spirit.

BEST OF BOTH

With the final pieces in place, Michael could finally get behind the wheel. Decades after he first lusted after a 911 and almost fifteen years since he passed up the opportunity to purchase a competitively priced 944 Turbo, he turned the key and fired up his very own personalised Porsche. "I'd never driven a 911," he admits.

"I'd never even been out in one as a passenger, but I knew they were iconic cars. Truth be told, the drive to the MOT station was my first ever 911 experience!" The trip out more than lived up to expectations and, today, he couldn't imagine being without his pristine Porsche. "The more I spend time in this car, the more I absolutely adore it," he smiles. "All classic cars have a soul, but there's something about a 911 and having the engine behind you. It completely changes your perception about what enjoyable driving is." From half-hour blasts to three-hour adventures in the Peak District, Michael won't miss any opportunity to keep the wheels turning.

"I've driven this 911 further during my first year behind the wheel than I drove my previous project cars in a decade," he continues. "I'm speechless about how it drives. Don't get me wrong, it's a car which likes to fight back, but it's a wonderful machine and feels totally wired into you as a driver." Despite an estimated 250kg weight saving over standard — the lightweight panels and bare bones cabin drip this RSR homage to below 1,000 kilos — Michael isn't compelled to recreate the Targa Florio. "It's quite a bit quicker than standard, but it doesn't beg you to hammer around. I get just as much enjoyment driving this car at low speed as I do from fast-paced motoring." Blending backroad thrills with long distance comfort, this white wonder offers more flexibility than a true-to-factory RSR replica could ever provide, and it's all the better for it. **CP**

Above Super-wide rear wheels and tyres give this Carrera 3.2 restomod a serious amount of road presence





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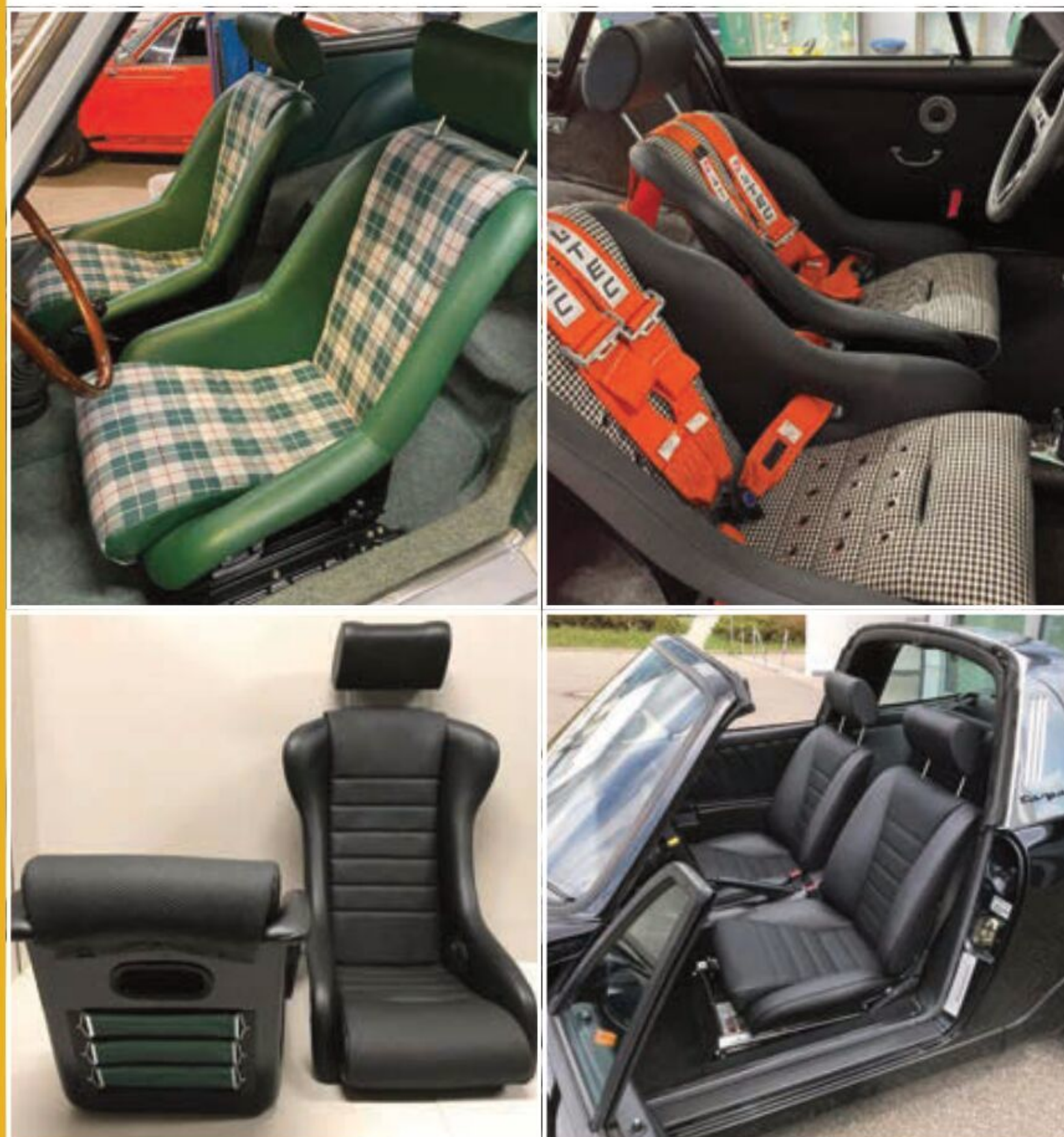
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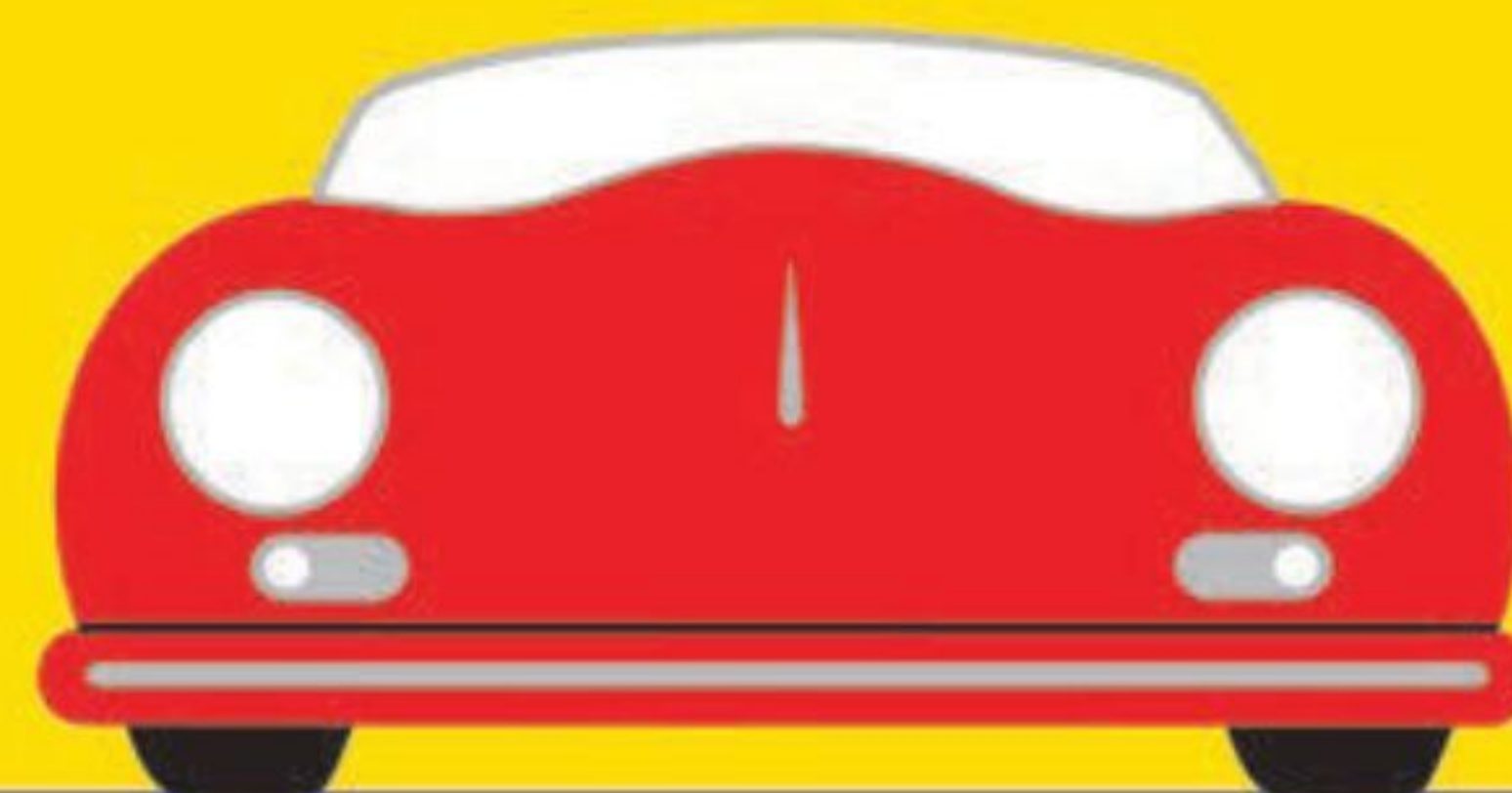
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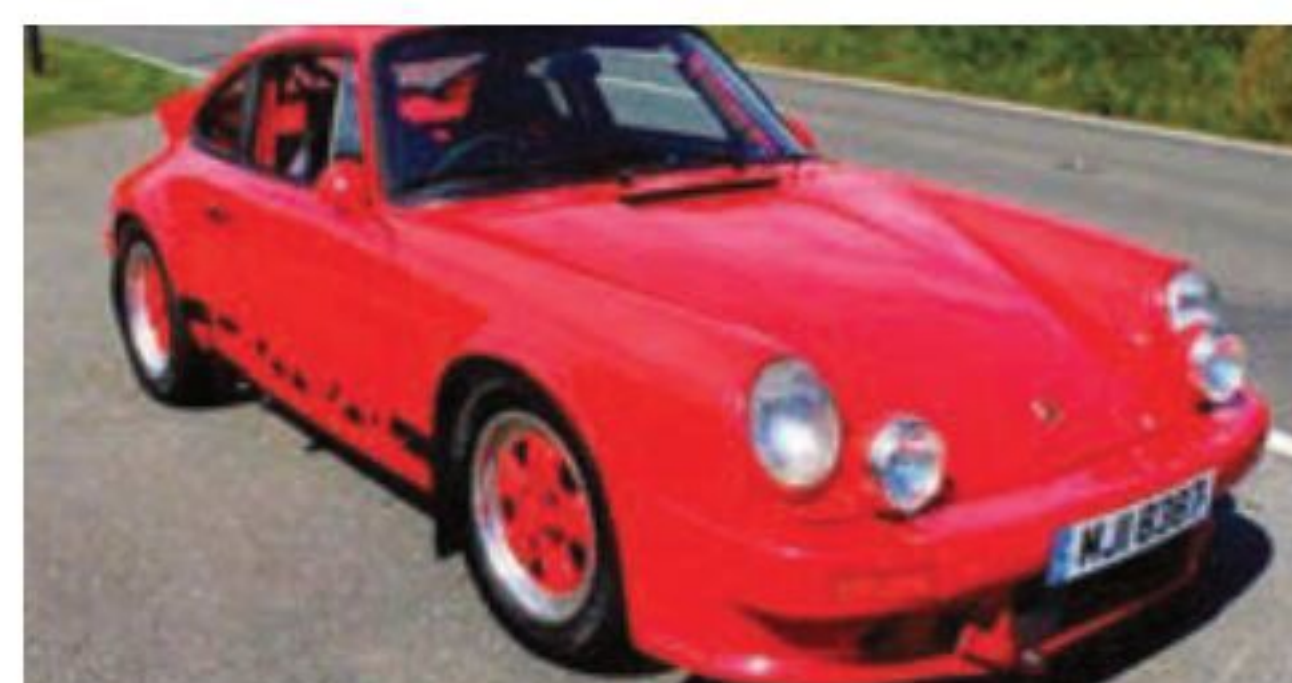
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103196

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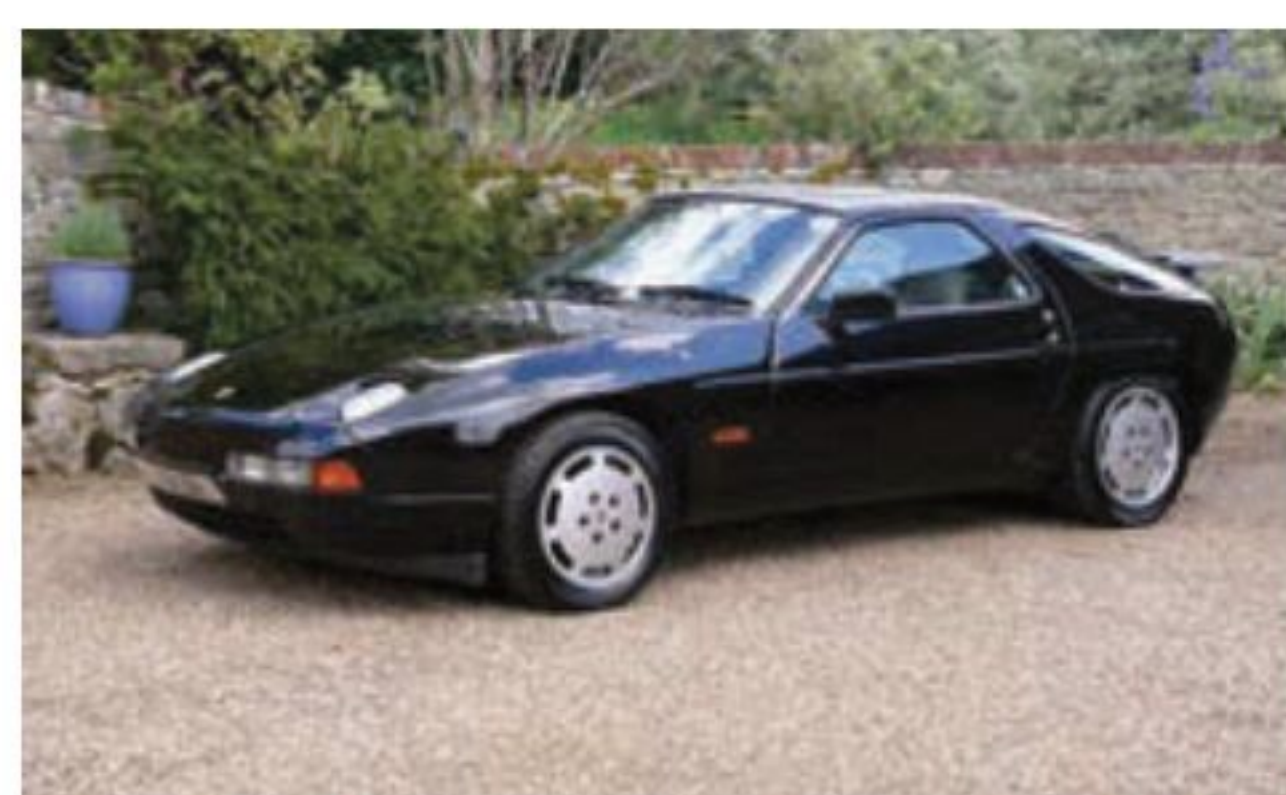
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951

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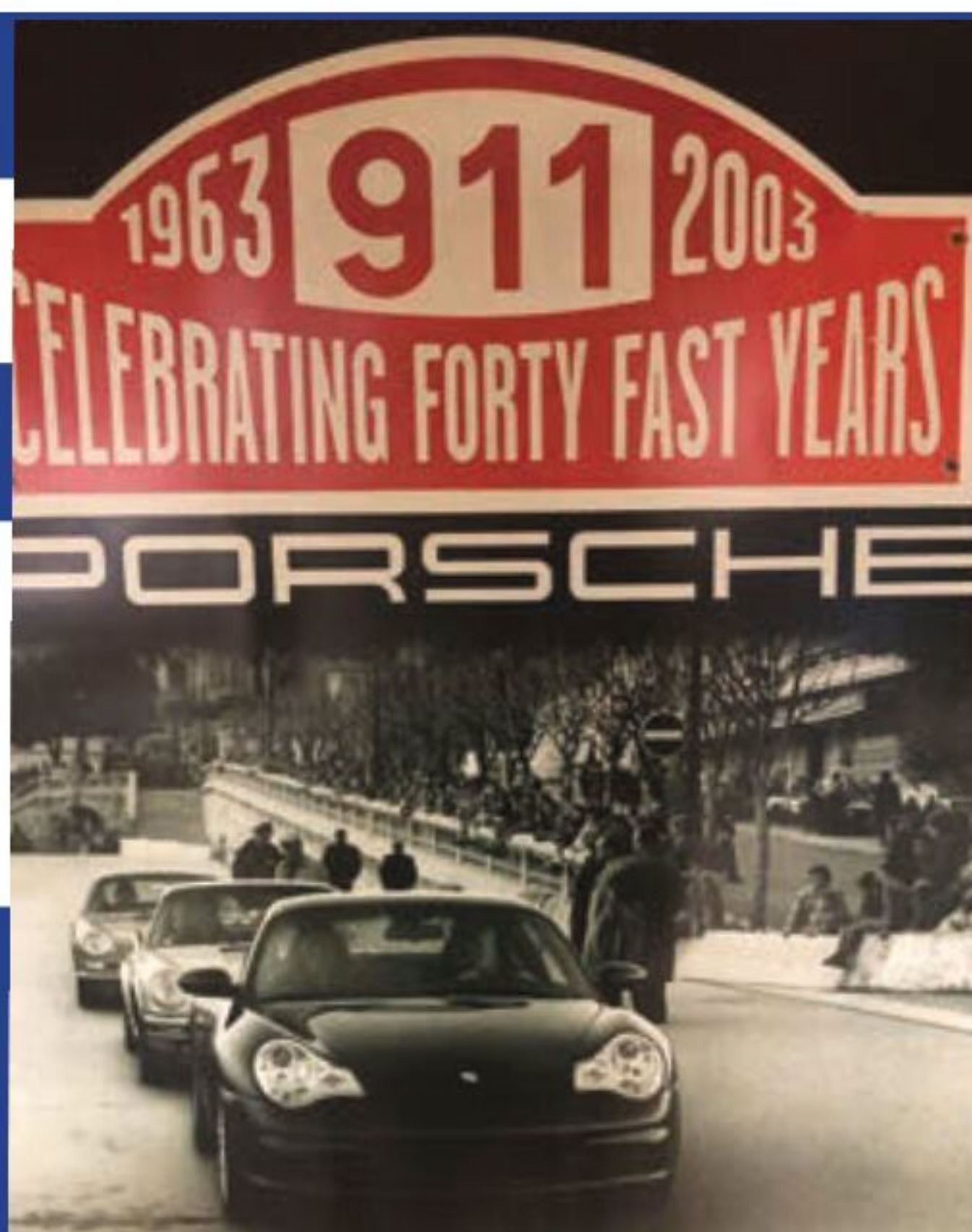
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THE FINAL SAY

Owners aren't specialists and the internet isn't the safest place for you to seek advice about the realities of restoring an air-cooled Porsche. Decide on the car you want to bring back to life and then contact trusted service providers who can work with you to formulate a sensible way forward...

David Lane is head of Northamptonshire classic car restoration specialist, Workshop Seventy7, and its sister brand, Oshe Design. His recent projects have featured in both *Classic Porsche* and *911 & Porsche World*. workshopseventy7.co.uk



Someone once said to me, "don't buy an air-cooled Porsche as a project unless you can afford to buy two". He was, of course, referring to the potential for spiralling costs during heavy restoration work, but, as outlined elsewhere in this magazine, unexpected spend can be avoided by ensuring you take appropriate advice from those in the know before getting stuck in.

We can all head online, post a question on a forum and wade through a steady stream of responses from armchair critics and would-be spanner wielders, but the internet can be a dangerous place to seek reliable guidance — you need to consult specialists who work with these cars and can tell you everything you need to know about best practice, parts availability, likely spend and whether you need to rethink your plan of attack.

This last point is of paramount importance — whether personally managing a project by shipping the car to different specialists, or if you intend to commission a single company to do all the work, a solid strategy is the most important factor in ensuring smooth progress and your car being finished on time and on budget.

Most restorers, including Workshop Seventy7, will be open and transparent about their work and the methods they adopt along the way. Pop in, see what they're up to, ask to see examples of current jobs.

You may well be paying by the hour, which is why it's of vital importance you and your service provider are comfortable with one another — you have the right to check on the status of your build any time you see fit. Encourage regular meetings between both parties to ensure the project is on track. You might find the relationship is tested when difficult decisions need to be made and extra expense is required, but overall, the restoration experience should be one you and your restorer relish. After all, you're doing something amazing — bringing a previously neglected Porsche back from the brink!

Don't think the lower purchase price commanded by a 912 means the four-cylinder model will be any less pricey to restore than a same-age 911. Granted, you might save a couple of quid on engine work by virtue of the fact you're working with a flat-four, but there's not a lot else to separate these desirable classic Porsches. Regardless of the model you choose to restore, try to start with the best condition and most complete example you can find — bodywork repairs are time consuming and can be expensive, and while owners of old 911s are well served when it comes to spares, some model-specific trim may be unavailable and could need fabricating. Similarly, while the main focus of a restoration is on metal, paint and mechanical reconditioning, don't lose sight of the fact your car's electrical systems will probably need to be restored. Brittle wiring looms, temperamental switchgear, vintage fuseboards

— to ensure modern levels of reliability, you'll want to consider replacing old for new. This isn't something that'll take away from the character of your chosen Porsche, but trying to save a few pennies by returning a tired wiring harness to an otherwise restored vehicle may well prove to be counterproductive. Besides, new

electrics enable you to introduce modern functionality, such as air-conditioning, upgraded audio equipment and a more efficient ignition system. When your car is stripped and ready for reassembly, this is the best time to make changes.

Those new to Porsche projects should bear in mind the last ten percent of a restoration can take fifty percent of the total time spent on the job. Unless you're

dealing with an air-cooled Porsche which could comfortably be classed as a biohazard, the initial strip (and subsequent inspection) is probably one of the quickest stages of the process. Along with paint, however, it's the change which delivers the biggest visual impact. Remember all this and you'll have a thoroughly enjoyable restoration experience and all the fun that comes with returning a classic Porsche to the road.



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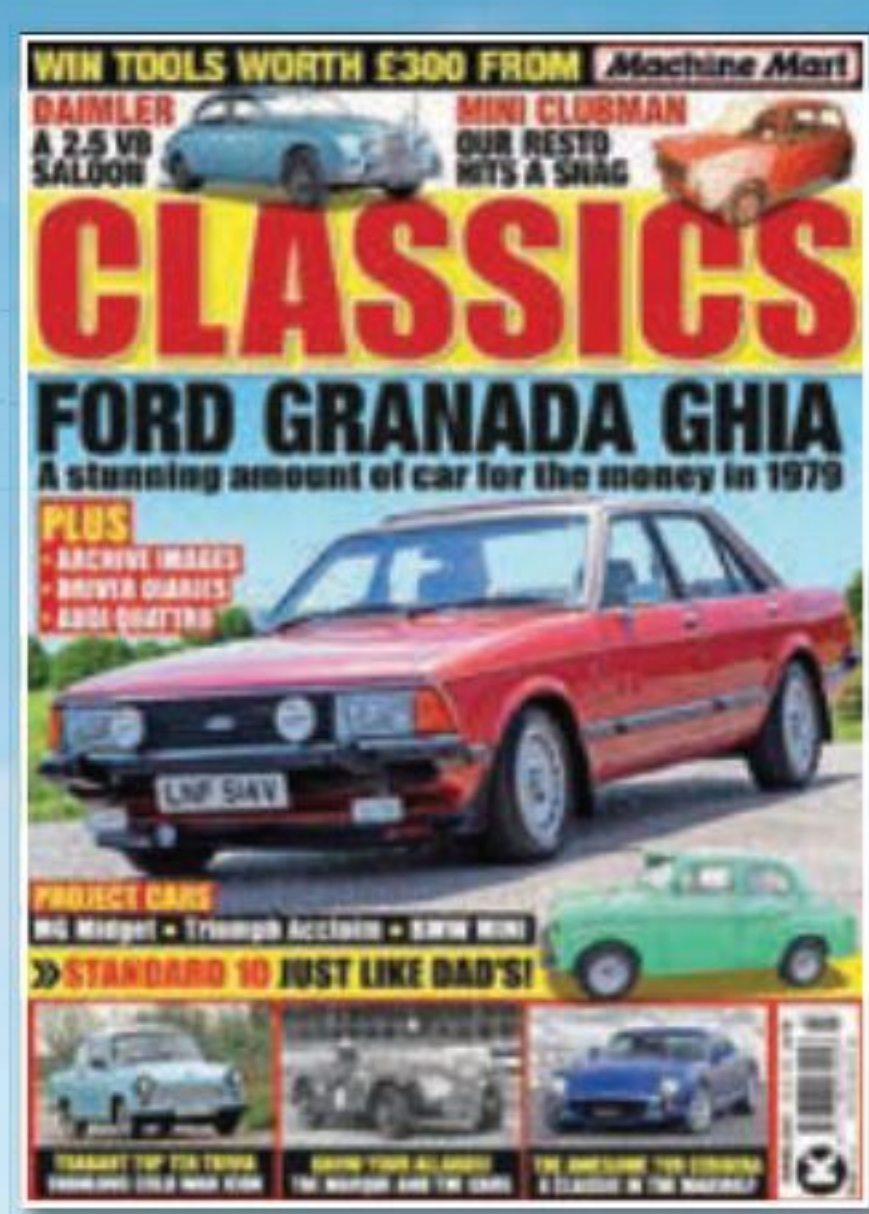
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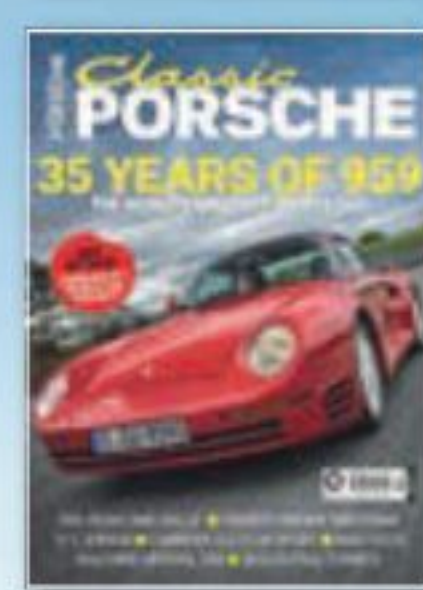
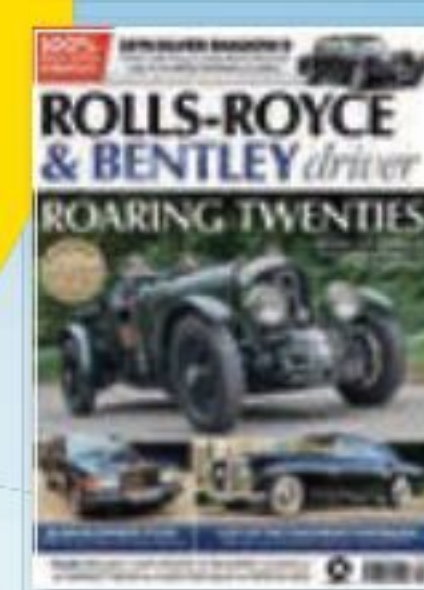
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