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Classic PORSCHE

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SUBSCRIPTIONS

Nine issues of Classic Porsche are published per annum

UK annual subscription price: £49.50

Europe annual subscription price: £59.00

Rest of World annual subscription price: £64.00

UK subscription and back issue orderline: 0845 241 5159

Overseas subscription order line: +44 (0)1959 543 747

Toll free USA subscription order line: 1-888-777-0275

UK customer service team: 01959 543 747

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Distribution in Northern Ireland and the Republic of Ireland

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PRINTING

Precision Colour Printing, Telford

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RISE TO THE CHALLENGE



Flick through recent classifieds, auction lot lists or sales specialist catalogues and one thing becomes immediately apparent: used cars have reached new record prices. It's thought major setbacks in the field of new vehicle production — supply chains stifled by the pandemic and unclear post-Brexit trade tariffs — have resulted in long waits for customer orders to bear fruit, but the effect of COVID-19 on the minds of many has driven their desire to realise the dream of owning a classic sports car. Demand appears to be somewhat outstripping supply (I've lost track of the number of specialist dealers I've spoken to who simply can't get hold of enough

good Porsche stock to satisfy requests from customers), allowing sellers to bump the asking price of the car they're in possession of. The knock-on effect is increased cost to get behind the wheel of a dream drive.

Fear not, dear reader, for while the Porsche market serves as something as a yardstick for the performance of used sports car and classic vehicle prices in general, there remains a choice selection of air-cooled models available within a reasonable budget. Across the following pages, we explore the various options at your disposal, and though we'll admit you're highly unlikely to find a Turbo or RS-badged air-cooled beast offering itself to you for the same money as a 912, 914 or the other models we've presented here, the cars we've selected are just as capable of encouraging a smile stretching from ear to ear.

We've also taken time out to chat to owners about their experiences of models which many outside the Porsche scene aren't aware of. We hope these tales of adventure fill you with excitement and further your encouragement to join the ranks of air-cooled ownership, even if the Porsche you buy isn't the one you set out to own.



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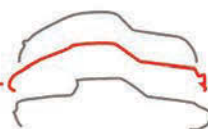
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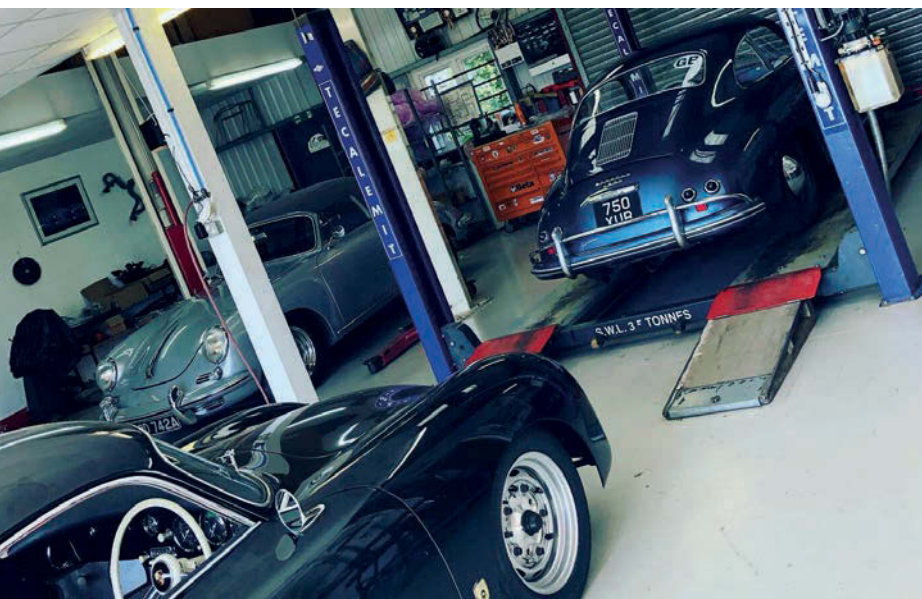
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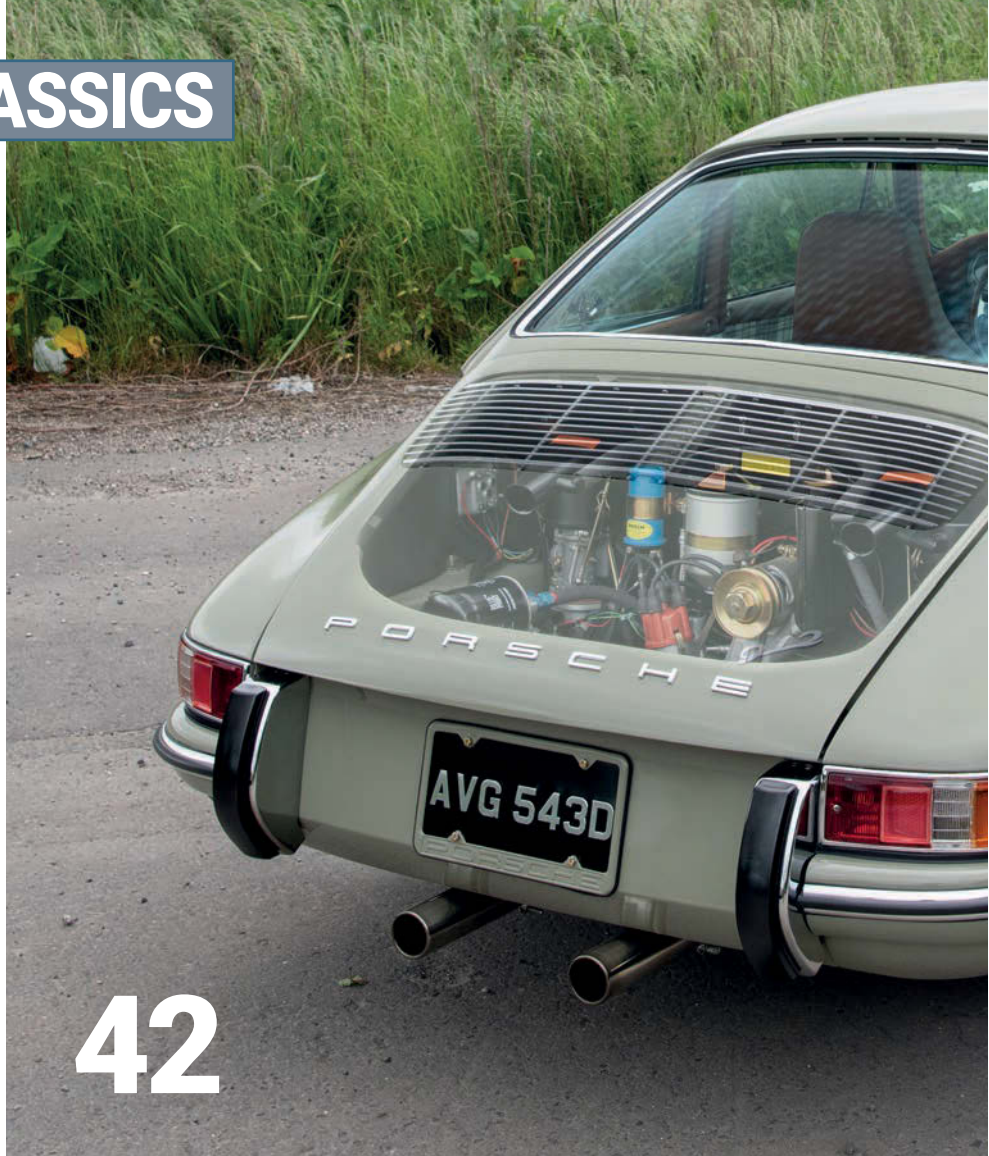
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ROAD TRIPPIN'

Inspired by Porsche's classic Le Mans liveries, Jon Gunderson had ambitious ideas for his latest RSR-aping classic 911 restomod and enlisted notable names to help him achieve his goals...

Words Alex Grant and Dan Furr Photography Andy Tipping







Although all generations of the 911 share a common silhouette, near sixty years of model history delivers few common ownership threads. This is, after all, a broad church, where one enthusiast's daily is another's track toy, where an individual's vision of concours perfection is the antithesis to another's love of well-matured patina. A legacy, perhaps, of his career in media and advertising, Jon Gunderson will tell you a classic 911 is, in fact, all of these things and more: the proverbial blank canvas

"Around fifteen years ago, I sold my business and started restoring Ferrari Dinos, primarily for fun," he tells us. "When you're working on vintage Ferraris, however, purity of design is everything. You have to match the exact colour the car was painted was in period, you have to observe the exact bolts used by Ferrari engineers at the car's original point of assembly. I'm a creative guy, meaning I felt restricted by the boundaries I was being presented with. In contrast, when I became aware of Outlaw-styled Porsches, I realised there was a way for me to apply pretty much any design and specification to a classic car. With an old 911, I could do what I wanted and nobody was going to complain."

Jon hadn't latched onto Porsches on a whim. Now approaching his seventieth birthday, he's owned 911s for almost as long as he's been able to drive — he bought his first more than fifty years ago — and his affinity for the brand is stronger than the aforementioned detour from Italian metal might imply. It's an affliction that's seen him go as far as buying a Carrera GT, but now mostly revolves around his passion for classic 911 long-hoods. A steady flow of them, in fact, each meticulously reinvented as they pass through his RSR Rebel workshop in Escondido, California. Moreover, many of these cars feature

hand-finished tributes to the vivid liveries punctuating Porsche's motorsport heritage.

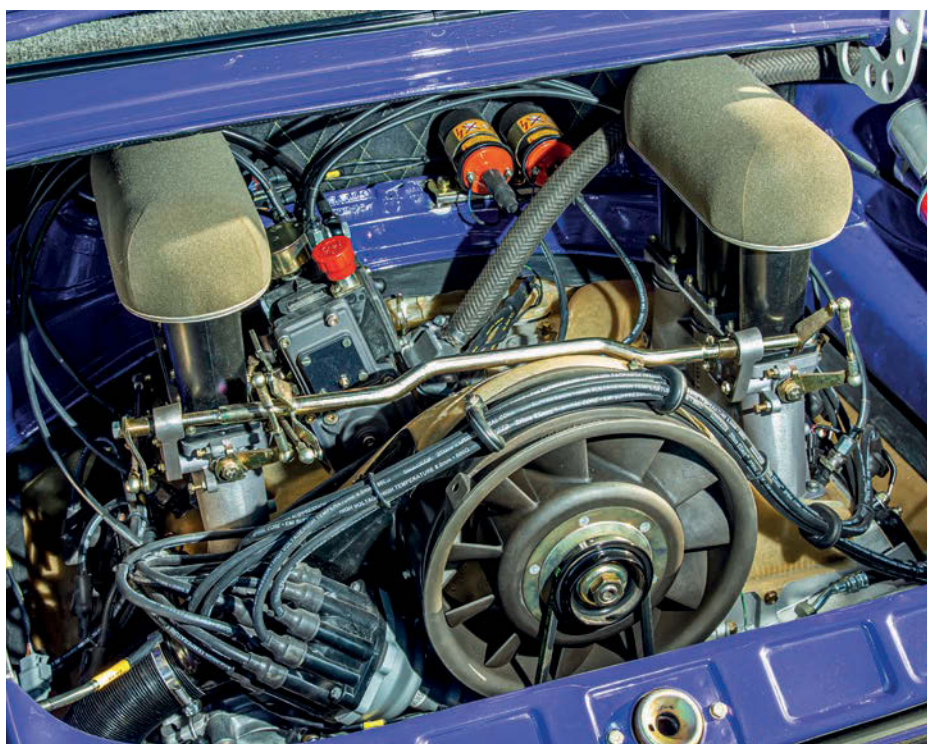
The distinctive green-on-purple 'hippie' livery holds a special place in that line-up, not least, Jon jokes, because he was a hippy when the car made a name for itself. Porsche had been jostling for an overall win at Le Mans for almost twenty years. Then, in 1970, battling with some of the worst weather and stiffest competition the race had ever seen, the brand not only achieved that previously elusive first-place finish, but edged every other manufacturer off the podium. It was, of course, the famous red-and-white Salzburg-liveried 917 short-tail driven by Richard Attwood and Hans Herrmann — as featured in last month's issue of *Classic Porsche* — which took top honours, but close behind was the Martini International Racing Team 917 driven by Gérard

Above The term 'work of art' is regularly banded around when it comes to sports cars, but in the case of Jon's 911, it's true in every sense





Above 3.5-litre flat-six is a Rothsport Racing unit and belts out over 350bhp with the help of a MoTeC ECU



Larousse and Willi Kauhsen. Completing just five fewer laps than the Salzburg Porsche come race end, the 4.5-litre, long-tailed, flat-twelve-powered prototype (chassis 917-021) wore one of the most iconic liveries of any racing Porsche to date. It's also one of the most difficult to get right when trying to replicate on a road car, as Jon can attest.

The car serving as the recipient of the Martini machine's battle dress started life as a humble 911 T (the entry-level 911 offering in period) and rolled into RSR Rebel as a barely running eBay buy, bought for its solid body, which Jon considered a good basis for restomod treatment. With plans to restore, replace or upgrade every one of the car's key components, the promptly stripped shell was blasted back to bare metal and rebuilt with serious attention to detail, quality workmanship and premium materials becoming the project's hallmarks. Tap any panel and you won't find fibreglass – the bumpers and RSR-style arch flares are hand-fabricated from steel, the 'frunk' and ducktail-adorned decklid are formed from aluminium, while the livery is a work of art in every sense. "I don't like stickers," Jon confirms, running his finger along one of the flared wheel arches. "Everything you see is hand-painted, including the sponsor logos. R-Gruppe co-founder and legendary automobile and industrial designer, Freeman Thomas, is a good friend of mine and worked for Porsche for many years. He was keen to be involved with my 911 project and took care of all preparation and templating for the paintwork."

in Pasadena, California, he worked as a senior designer for Porsche between 1983 and 1987, before joining Volkswagen of America, collaborating on design studies leading to the introduction of the next-generation Beetle, as well as the hugely popular Audi TT, A4 and A6.

Right 917 chassis 021, the historic Porsche motorsport machine Jon took inspiration from when applying a painstaking painted finish to his 911 restomod

LEARNED COLLEAGUE

Freeman's career is impressive. After graduating from Art Centre College of Design





Later, he became Vice President of DaimlerChrysler's Advanced Product Design Studio, overseeing the development of many Chrysler, Dodge and Jeep series production models, including the new Charger, and also took up the role of Strategic Design Director for Ford, where he was responsible for the concept vehicle serving as the template for the current Mustang design, as well as various products for the Lincoln and Mercury marques. His passion for Porsche has always run deep, though, which is why he established air-cooled 911 enthusiast group, R-Gruppe, with his friend, the late Crispin Huergas, in 1999.

"I told Freeman about my plan to replicate 917-021 body design on my custom 911 and he jumped at the chance to get involved," Jon recalls. "I expressed frustration at being able to accurately depict the brilliant historic livery, but Freeman assured me he could get it right. Subsequently, he spent five evenings in my workshop, drawing out the design across the metal of the 911, applying masking tape, removing it, re-applying it, repeating the process time and again until he stood back and announced he was satisfied with the result." The car was then transported to Speedzone Paint & Bodyworks in nearby Santee for colour and what ended up being seventeen layers of clearcoat, with sanding in between each application. "It was important not to be able to feel ridges between the different paint colours," Jon adds.

Meanwhile, a suitably lairy powerplant was being prepared to join the swollen bodywork. Drawing on his

recent experience producing a Gulf-liveried RSR replica, Jon commissioned Jeff Gamroth, head of air-cooled engine specialist, Rothsport Racing, to prepare a 3.5-litre flat-six for action. Based on a Carrera 3.2 case, but featuring a GT3 crankshaft, twin-plug ignition, Moroso leads, and a sonorous, ultra-responsive RSR 2.8 high-butterfly throttle system, the engine is managed by a MoTeC standalone ECU encouraging the release of 350bhp. Linked to the boisterous boxer is a 915 gearbox featuring Euro-spec ratios, a dedicated oil cooler (natch) and a Wevo short shifter topped by a 917-style wooden gear knob, further paying tribute to Porsche's historic racing machines. As this addition suggests, form and function live side by side. "The engine benefits from a minor wire tuck and, though it's running electronic fuel

injection, is dressed to look exactly like a flat-six running a mechanical setup, giving the illusion of originality," Jon grins. "It's very 'stealth', and I have great fun watching people try to work out what they're looking at

when they encounter the car at shows. From a practical perspective, however, aside from improving reliability, the advanced fuel system and MoTeC electronic brain vastly improve driveability."

The same can be said at the vast list of complementary upgrades tasked with supporting the car's newfound turn of speed — during the previously mentioned bare metal bodywork stage of the build, Jon's team added RSR-style reinforcements to the rear suspension mounting points, while Rennline dimple-tied tower brace supports and a Tarett Engineering anti-roll

Above Jaw-dropping looks coupled with premium performance make this one of our favourite 911 restomods of recent times

THE ROTHSPORT LUMP UPS THE ANTE CONSIDERABLY, AIDED BY KERB WEIGHT A SMIDGE UNDER 997KG



bar kit bring the front up to the same specification. The rear trailing arms and the entire braking system are based around items lovingly borrowed from the 911 Turbo (930) parts bin, and the track-ready stance is the result of Elephant Racing Von shocks configured with fast-road geometry and chassis tuning.

UNDER THE ARCHES

With plenty of bodywork to fill, Jon opted for Braid BZ lightweight staggered fifteen-inch wheels (eleven inches of width at the rear, nine at the front) finished in satin black and wrapped in massive Michelin TB 15 black circles for an authentic 1970s race vibe. Two engine oil coolers are also present, but you'll have a hard job finding them — one is located inside the right-hand wheel arch, while the other is tucked away behind the front

bumper. A small battery is housed in the 'smuggler's box'. As you can see, the finish is flawless, but this air-cooled 911 deals out a sensory assault reaching much deeper than the swirling paint job. "It's a blast to drive," Jon beams. "There's way more horsepower on offer than Porsche provided this car with at the point of production." That wouldn't be difficult, what with the base model T remaining the lowest output model variant in the 911's near six-decade lifespan. Even so, the Rothsport Racing lump ups the ante considerably, aided by kerb weight Jon has recorded as being a smidge under 997kg. "The revised power to weight is more in keeping with a modern RS," he laughs. "This car is super-fast, really light and a huge amount of fun to be in charge of."

As a homage to the RSR 2.8 as much as a tribute to the 1970 Martini 917 long-tail, there was plenty of

Below Well, you'd look this chuffed if you were the owner of such a stunning 911, right?!





headroom for Jon to reinterpret the Group 4 911's visual hallmarks, demonstrated by vapour blasting taking the hinges and brightwork back to a purposeful satin finish, matching the drilled door handles and custom-made caps for the 100-litre fuel cell (with Motometer sender) and oil filler. Behind yellow-tinted glass, European H4 headlights clean up the front end and take the guesswork out of night driving.

The cabin strikes a similar balance between road-going hot rod and classic racer — there's a rollover bar where the rear seats once were, and Jon tracked down a four-spoke RSR steering wheel to go with the pared-back door cards, though he's let his creative juices flow by relocating of the sliding heater controls ("out of sight to allow a cleaner, colour-coded dash pad topped with Alcantara to reduce glare"), by adding a Heuer-branded chronograph in the five-gauge dash and by appointing a body-matched ignition barrel.

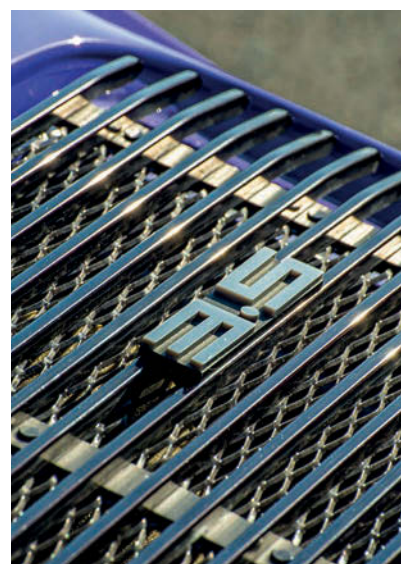
INSIDE STORY

"I'm delighted with the interior," he says, proud of a job well done. "It follows the classic lightweight RSR look. Even the seats are period correct, featuring the necessary adjustments to meet Group 4 regulations, as well as cool side-mounted adjuster mechanisms. They really look the part, but I couldn't resist giving the centres a makeover with purple fabric. I mean, why not?!" Rennline aluminium pedals and footrests, lightweight carpets and leather trimming around the roll bar add to the aesthetic. It's the perfect blend of road and race for an attack of the canyon roads on Jon's doorstep. "It took a full year to transform the car from what I bought to what you see here, but the finished 911 has settled into its new identity with hardly any additional tweaking or fine-tuning required," he reveals. "I've gone looking for teething problems. You can never be too sure what surprises an old car like this might throw up when

returning to the road with such drastic modification, but I've covered hundreds of raucous miles touring the local scenery and this air-cooled restomod has proved itself brilliantly reliable and addictive enough to sideline my GT3 RSI!" High praise indeed.

Jon had a clear idea regarding the 911 he wanted to end up with. He knew exactly how he wanted to configure the car and how he was going to achieve his goal. Back at the workshop, there's another blank canvas getting the RSR Rebel treatment — bound for a friend of Jon's living in New York, the latest exclusive build in the company's portfolio of Porsches will be propelled by a 3.8-litre flat-six built by Jae Lee at air-cooled tuning specialist, Mirage International, and pairs race-bred styling and performance with a calmer, Albert Blue paint job. Despite their common silhouette, these two Porsche projects prove there are many ways to get a 911 restomod just right. **CP**

Above Jon's attention to detail has resulted on one of the most eye-catching modified 911s out there, taking influence from both the 911 RSR and the 917



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The screenshot shows the Elephant Racing website's 'Package Builder' interface. At the top, there's a navigation bar with links for 'Car Builds', 'Tech', 'Instructions', 'Newsletter', and 'Shopping Cart'. A banner for 'ORDERS OVER \$250 SHIP FREE WORLDWIDE' is visible, along with 'Sales & Support +1.408.297.2789'. Below the navigation bar, a dropdown menu shows car models: 911, 964, 993, 996/997, 991, Boxster/Cayman, 914, 944, and 356. A search bar is also present. The main heading is 'Package Builder'. On the left, there are three steps: 1. Select Year & Model (Year: 2004, Model: 996/997/986/987), 2. Select Your Package (Street Performance 2), and 3. Customize Package (Add, update, or remove parts using the tables below). An 'Add To Cart' button is at the bottom left. The main content area is divided into 'Suspension' and 'Brakes' sections, each with a grid of product images. On the right, a 'PACKAGE CHARACTERISTICS' sidebar shows 'RIDE COMFORT' at 41 and 'PERFORMANCE' at 63. 'ONLINE TOOLS' include 'Brake Builder', 'Suspension Builder', and 'Suspension Navigator'.

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This sought after 1959 Porsche 356 Convertible D featured here with matching numbers (Kardex included) is available in its factory color code #5702 Ruby Red with a black interior. It comes equipped with a 4-speed manual transmission, 1600 engine, dual Zenith carburetors, soft top, boot, and solid wheels. Also included with this vehicle are service documents and receipts totaling over \$13,000. An excellent opportunity to jump into the ownership of this limited production one of 1,331 Convertible Ds that were built between August 1958 and September 1959. An extremely desirable vehicle which had the same owner since 1985 and is mechanically sound. **For \$189,500**



1964 Porsche 356C Cabriolet #11507

The 1964 Porsche 356C Cabriolet featured here with matching numbers (Kardex included) is available in a gorgeous color combination of Champagne Yellow with a green interior. It comes equipped with a 4-speed manual transmission, dual Weber carburetors, soft top, boot, and solid wheels. An extremely sought-after 356C Cabriolet which had the same owner for many years and is mechanically sound.

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1964 Porsche 356C Factory Sunroof Coupe #13555

Here is a rare 1964 Porsche 356C Factory Sunroof Coupe featured with matching numbers (Kardex copy included). Available in its factory color code #6407 Signal Red with a black interior. The vehicle comes equipped with a 4-speed manual transmission, 1600cc engine, dual carburetors, sunroof, matching numbers hood/decals, chrome wheels, and 4-wheel disc brakes. An excellent 356C Coupe that is ready to be driven and enjoyed. This extremely sought-after Porsche had the same owner since 2000 and is mechanically sound.

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1970 Porsche 914 #13470

The 1973 Porsche 914 featured here with matching numbers is available in its factory color code #L13K Chrome Yellow with a black interior. It comes equipped with a manual transmission, 1.7-liter engine, 4-wheel disc brakes, and solid wheels. A well-priced original California car that is mechanically sound.

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1973 Porsche 914 #10772

This 1973 Porsche 914 has been upgraded with a 1973 Porsche 911T 2.4-liter and is available in its original color code #L64K Forest Green with a black interior. It comes equipped with a 5-speed manual transmission, roll cage, 4-wheel disc brakes, MSD ignition, and Fuchs wheels. A very clean and desirable Porsche which had the same owner for many years and is mechanically sound.

For \$29,950



1975 Porsche 911S Targa #13639

Here is a 1975 Porsche 911S Targa that is available in Ice Green Metallic with a black interior. The vehicle comes equipped with a 5-speed manual transmission, air conditioning, 4-wheel disc brakes, and Fuchs wheels. A well-priced 911S Targa that is mechanically sound.

For \$39,950



1977 Porsche Carrera Cabriolet Conversion #12736

This 1977 Porsche Carrera 3.0 Cabriolet Conversion is available in black with a tan interior. It comes equipped with a 5-speed manual transmission, 3.0-liter engine, power windows, sunroof, 4-wheel disc brakes, and Fuchs wheels. The Porsche has just come out of long term ownership and is mechanically sound.

For \$34,750



1977 Porsche 911S Targa #13401

Here is a 1977 Porsche 911S Targa that is available in Guards Red with a black interior. It comes equipped with a 5-speed manual transmission, 4-wheel disc brakes, and Fuchs wheels. A well-priced Porsche that is mechanically sound.

For \$36,500



1978 Porsche 911SC Coupe #13888

Here is a 1978 Porsche 911SC Coupe featured with matching numbers is available in its factory color code #624 Anthracite Grey Metallic with a black interior. The vehicle comes equipped with a 5-speed manual transmission, power windows, sunroof, 4-wheel disc brakes, and Fuchs wheels. A highly desirable factory color combination 911SC Coupe that is mechanically sound.

For \$48,500



1986 Porsche Carrera Coupe Turbo Look M491 #13574

Here is a rare limited production 1986 Porsche Carrera Coupe Turbo Look M491 featured here matching numbers (Certificate of Authenticity included). Available in its factory color code #951 Meteor Grey Metallic with a sand beige interior. It comes with a clean Carfax and is equipped with a 5-speed manual transmission, automatic speed control, central locking system, sport seats, air conditioning, power windows, sunroof, 4-wheel disc brakes, Fuchs wheels, tool kit, and jack. Also included with this vehicle is the original owner's manual, warranty/maintenance booklet (service stamps included) as well as receipts totaling over \$8,000. An extremely collectible well-equipped Turbo Look Porsche that is mechanically sound.

For \$84,500



1988 Porsche 930 Turbo Coupe #13833

Here is a beautiful 1988 Porsche 930 Turbo Coupe featured with matching numbers and with 70,000 miles on the odometer. Available in its (special order) color code #890 Silver Metallic with a linen interior. The vehicle comes with a clean Carfax and is equipped with a 4-speed manual transmission, Flat 6 Cylinder 3.3-liter engine, air conditioning, power windows, sunroof, 4-wheel disc brakes, and jack. An extremely sought-after low mileage 930 Turbo that is mechanically sound.

For \$119,950



1990 Porsche 964 Carrera 2 Coupe #13663

Here is a 1990 Porsche 964 Carrera 2 Coupe featured with 83,657 miles on the odometer is available in its factory color code #80K Guards Red with a sand beige interior. The vehicle comes with a clean Carfax and is equipped with a 5-speed manual transmission, automatic speed control, power windows, sunroof, 4-wheel disc brakes, Porsche 250 wheels, jack, and tool kit. Also included with this vehicle is the original owner's manual as well as receipts totaling over \$6,000. A well-taken care of Porsche 964 that had the same owner since 1999 and is mechanically sound.

For \$79,950



1996 Porsche 993 Carrera Coupe #13514

Here is a 1996 Porsche 993 Carrera Coupe featured here with 31,286 miles on the odometer and is available in black with a black interior. It comes with a clean Carfax and is equipped with a 6-speed manual transmission, Flat 6 Cylinder 3.6-liter engine, air conditioning, OEM Porsche cassette stereo, automatic speed control, power windows, power steering, power seats, power mirrors, 4-wheel disc brakes, sunroof, and 5-spoke wheels. A well-equipped low mileage Porsche that is mechanically sound.

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1970 917K FEATURED IN STEVE MCQUEEN'S *LE MANS* MOVIE TO BE OFFERED IN RM SOTHEBY'S AUCTION

To any motorsport enthusiast, the 917 needs no introduction, though it's the prototype endurance racer's short-tail coupe form that truly ignites the passions of Porsche enthusiasts. Commonly regarded as the world's greatest sports car and boasting a near-perfect twelve-cylinder, air-cooled boxer engine capable of propelling the host Porsche to speeds in excess of 230mph, the 917 set extraordinary new standards for design, engineering and sheer performance, taking endurance race car development to stratospheric levels and proving dominant over three incredible seasons of World Championship racing.

Chassis 026 was constructed as one of the three 1970 24 Hours of Le Mans race entries for the JW Automotive Engineering team and was distinctive for having a different version of the now iconic Gulf Racing sponsor livery — the car's entire roof was sprayed orange, all the way down to the beltline, contrasting with the orange centreline stripe of the sister cars. Carrying race number 22, chassis 026's driver pairing was David Hobbs and World Champion motorcycle star, Mike Hailwood. In difficult, wet conditions, the car completed forty-nine laps, running as high as third overall at one point, but on the fiftieth lap, Hailwood regrettably aquaplaned and crashed, forcing retirement. After the event, 026's chassis was repaired by the factory and subsequently re-numbered 031, being re-bodied as a 917 Spyder with lightweight open bodywork intended to contest the 1972 European InterSerie Championship for Group 7 sports racing cars. In this form, the car contested the European race series by privateer, Ernst Kraus, making its debut on April 3rd that year in the 300km Goodyear PokalRennen at the Nürburgring in Germany. Kraus raced the car extensively throughout 1972, before it was acquired by Georg Loos and his Gelo Racing Team. During the 1973 InterSerie Championship, the



powerful Porsche continued to perform well against strong competition, achieving several notable results.

SECOND LIFE

Following its eventual retirement from racing in 1974, the open-top track attacker joined the prestigious Chandon Collection, where it remained until 1988. The car was then acquired by noted enthusiast and collector, Mike Amalfitano, with whom it remained until passing into the current owner's care a decade ago. Still in Spyder form, the car was promptly subjected to full restoration to original coupe specification, including a return of the famous John Wyer Automotive Le Mans Gulf livery. The restoration

was executed without regard to cost and the results are impressive in every sensory regard, from the stunning design and paintwork to the unmistakable symphony of the flat-twelve at full chat, a sound unlike any other. Now ready to go racing in historic championships, this historically significant Porsche is also recognisable for its appearances in the Steve McQueen motorsport movie, *Le Mans*, which celebrates its fiftieth anniversary this year. Read all about the cars, the stars and the making of the film by ordering the previous issue of *Classic Porsche*, which you can purchase online by visiting bit.ly/CP20210607.

It isn't often a Porsche with such exceptional provenance comes to market, especially one manufactured in such low-volume production as the 917, which is why the availability of this Gulf-dressed short-tail is set to cause a stir when presented for auction at RM Sotheby's 2021 Monterey Sale, scheduled to take place 13th-14th August. For further information, and to register for bidding, visit rmsothebys.com today.



HOLLYMAN HEADS TRACTIVE 911 CHALLENGE FIELD HOME AT SNETTERTON

Race report **Paul Jurd** Photography **Garry Hawkins**

Norfolk's Snetterton 300 hosted Porsche Club GB Motorsport's second Tractive 911 Challenge race of 2021, and it was Rob Hollyman who took the win in his 964, chased home by Miles Maserati's 911 Turbo. James Neal and Neil Harvey took the final podium place as the first of the two-driver 911s competing.

Hollyman set the pace in the morning's qualifying session, with Tim Bates achieving a second-place start in his 911 SC. The 964 Carrera 2 of Neal and Harvey had gained an impressive rear wing since racing in the series opener at Donington Park in April, as fourth-place qualifier, the solo Maserati, was only too aware, such was its prominence in his immediate line of view! "Snetterton felt good and quick today," said Hollyman after securing pole position. "My 964 wears new tyres for the first time in a while. This really helped push pace. I'm looking forward to the race." Sadly, a misfire late in the session saw Bates unable to participate.

Despite not having a experienced a standing race start in his blue 964 before, Hollyman got away cleanly, while a storming first lap from Maserati saw him whip into second and Neal pushed back to third. Hollyman was in the quickest car on the circuit, and promptly pulled clear of Maserati, who found his 930 stopping better after work to remedy brake complaints during qualifying. He soon opened a gap on Neal.

Running a strong fourth in the early stages of the race was Christian Ayres, making his debut in a 964 Carrera 2 known for being a previous Porsche Club Championship title winner. Close behind was Rainer Becker and his immaculate 911 RSR (look out for this spectacular motorsport machine in the next issue of *Classic Porsche*). He managed to move ahead on lap two, with Ayres running fourth ahead of Nathan Luckey's red 964 Carrera RS N/GT.

With Hollyman out front and setting a series of fastest race laps, it was Ayres who was the first to pit as soon as the window to stop opened after twenty minutes, at the end of his twelfth lap. From then on, the field worked its way in and out of the pitlane — Mike Champion stopped his 911 RSR the very same lap Neal chose to hand the third place 964 to Harvey. The only other two-pilot Porsche swapped drivers two laps later, when Luckey was replaced by David Harrison in the N/GT.

TIME TO REFLECT

Maserati was in the pits at the end of his fourteenth lap, which saw Becker move up to second place. He and racing rival, Hollyman, were the last to pit, coming in on sixteen laps, after which, the true order was clear: Hollyman led with a gap to Maserati, Harvey close behind and Becker in fourth place ahead of Harrison. They stayed in that order to the end of the race, Hollyman taking his well-sorted 964 to the win on his first Tractive 911 Challenge outing, while Maserati claimed another podium, this time in the very same 911 Turbo his father raced in the 1990s. Harvey brought his shared 964 home in third, with Becker settling for fourth in his RSR. Despite the hot temperatures, there was only one did-not-finish. Champion was the victim, regrettably retiring his Jagermeister-liveried RSR on what was his 911 Challenge debut. Still, with a surname like his, we're sure to be seeing much more of this Porsche racer in forthcoming rounds of the series.

"The start went really well!" said Hollyman, after the race. "I pushed hard early to get a little gap, but my car's brakes went away after ten minutes. The team checked brake fluid level at the pitstop, but it was fine, giving me the confidence to push on harder thereafter." Maserati was also concerned about his 911's stopping abilities. "There was a bit of sheen on the brake discs this morning, but they were much better this afternoon," he told us. "I went around the track faster than during any of



my previous visits to Snetterton. Obviously, this was very pleasing, but the race was very tiring. Fuel surge also threatened to put paid to my fun. Thankfully, the car held out. I really enjoyed the race."

TracTive 911 Challenge porscheclubgb.com/motorsport/911-challenge

ROUND 2 RESULTS: SNETTERTON 300, 5th JUNE 2021

- 1 Rob Hollyman (964) 27 Laps
- 2 Miles Maserati (911 Turbo) +55.796s
- 3 James Neal/Neil Harvey (964 Carrera 2)
- 4 Rainer Becker (911 RSR)
- 5 Nathan Luckey/David Harrison (964 Carrera RS N/GT)
- 6 Christian Ayres (964 Carrera 2)

Fastest Lap

Rob Hollyman 2m09.599s (82.47mph)

Next Race

Oulton Park, Cheshire, 3rd July 2021

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PORSCHE SUCCESS AT LE MANS REVISITED FOR NEW VIDEO SERIES

The starting point is 1951, the year in which Porsche first entered Le Mans, securing a class victory with the 356 SL Gmünd Coupe. A further 107 class and nineteen overall victories later, Porsche has launched Porsche Moments, a new online video series devoting six episodes to this important and famous chapter in Porsche's motorsport history.

"In the new Porsche Moments series, we will be highlighting special moments from our racing and production past," says Achim Stejskal, Head of Porsche Heritage and Museum. "We recollect these moments, which have informed our corporate history, as authentically as possible by way of interviews with contemporary witnesses. We enable our fans to experience these special Porsche Moments all over again by publishing the videos across our social media channels."

Winner of the Triple Crown in endurance racing, Timo Bernhard, who was also the first person to break Stefan Bellof's legendary Nürburgring Nordschleife lap record (set in 1983 with a 956 and smashed by Bernhard in a derestricted Porsche 919 Evo with a time of 5:19.546 in 2018), takes fans through each episode as host. In both Zuffenhausen and Weissach, he speaks to influential Porsche personalities who made the manufacturer's dreams of success at Sarthe a reality, including Norbert Singer, Walter Röhrl and Hans-Joachim 'Strietzel' Stuck.

GROUP EFFORT

For the first episode of Porsche Moments, Bernhard is joined by Fritz Enzinger, Porsche's Vice President of Motorsport. Enzinger led the brand to three overall victories at Le Mans. The pair's reunion takes place in front of the historical brick building of Werk 1. "Trust and friendship are important for success in racing," says Enzinger, as he climbs out of a 356 SL. Thanks to its aluminium body, the Super Light weighs only 680 kilograms — almost 120 kilograms less than the steel-bodied 356 Coupés produced by Reutter in Stuttgart from November 1949. "Wilhelm Hild from the Porsche works team gave the 356 SL the nickname *aluminium can*," Enzinger reveals with a smile, before confirming that in-house, the model is known by the rather more sober *Type 514 Porsche Sport for Le Mans 1951*.

"These days, it's inconceivable to drive competition cars by road to Le Mans," says Bernhard, referencing the risky eleven-hour trip on 16th June 1951. "Departure was at 7:15am, when Ferry Porsche waved the team off on their travels," adds Enzinger, as he shares historical photos and entries about this moment in the journal of Porsche's then Chief Designer, Karl Rabe. 356 driver, August Veuillet, and Le Mans race director, Charles Faroux, had managed to convince Ferry Porsche to participate at Le Mans when they met at the Paris Motor Show a year earlier, but the path to that seminal class victory on 24th June



1951 proved to be long — two out of three competition and test 356s were involved in catastrophic accidents by the time the race started. All hopes were pinned on the remaining lightweight and its increased displacement, four-cylinder boxer engine. "In the modern age, if a Porsche wins at Le Mans, the success reverberates throughout the whole company," remembers Enzinger. "The brand's first class victory in France must have been even more exciting. Le Mans is simply a magical place and Sarthe is hugely important to Porsche."

To honour the Porsche success story at Le Mans with marque enthusiasts around the world, the manufacturer will be holding a travelling exhibition from June 2021 to January 2022, complementing the Porsche Moments video series. The plan is to make fourteen stops in ten countries, including France, the Netherlands, the UK, the USA, China and the UAE, finishing in Germany. Porsche enthusiasts can look forward to static and dynamic appearances of more than twenty Le Mans-winning cars lifted out of the Porsche Museum in Stuttgart. For further information, and to be kept up to date with all Porsche Museum exhibitions and forthcoming video release dates, fire up Instagram and follow @porsche.museum.



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*The Mike Hailwood/David Hobbs JW Automotive Gulf Racing 1970 Le Mans entry.
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Leading detailing product manufacturer, Meguiar's, has been keeping planes, trains and automobiles in pristine cosmetic condition since 1901. It's a long and fruitful history set to continue far into the future, aided by a constantly developing portfolio offering premium products at a pleasing price point. The Meguiar's MT320 dual action polisher is an excellent example of the brand presenting a class-leading solution to an age-old problem: how a home detailer can polish a classic Porsche's paintwork without causing damage. With a wide speed range of 3,000-7,500 orbits per minute, the MT320's dual action rotation makes it impossible to inflict harm on your car, allowing you to exercise faster compounding and superior final polishing in total confidence. All paint types — from new to neglected — can be treated without user training, and the product's electronically adjusted digital torque management maintains operating speed at all times, regardless of applied pressure. A billet counterweight ensures precision and balance, while an adjustable speed dial and ergonomically advanced outer casing have been designed to deliver an unrivalled user experience. At the time of writing, the MT320 is being offered as part of a money-saving polishing kit, including the dual action polisher, a five-inch backing plate, three five-inch foam discs (cutting, polishing, finishing), three microfibre cloths, a canvas carry bag, 450ml Ultimate Compound, 473ml Ultimate Polish and 473ml Ultimate Wax — everything you need to get your Porsche's paintwork back to its best for the long term.

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PATRICK MOTORSPORTS AMBER AIR SHROUD AND ENGINE BAY TRIM KIT

It's not just what people see when looking at your classic Porsche's exterior that matters. The bits hidden from view are equally important, bettered when the parts or methods applied to enhance their appearance are an improvement over factory specification. This fibreglass air shroud and engine bay trim kit from air-cooled Porsche specialist, Patrick Motorsports, is a case in point, helping to move cold air in and hot air out of your 911's engine bay, whilst serving as a stylish alternative to OEM plastic parts. Exclusive to Patrick Motorsports, two different kits are available to choose from: a twelve-piece kit for flat-sixes with an engine-mounted oil cooler, or a ten-piece kit for engines with oil cooler delete. Suitable for all 911s from early short-wheelbase cars through to the end of G-series production, this lightweight trim kit will give your 911's engine bay a hint of historic Porsche competition aesthetic at low cost.

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964 CARRERA RS 3.8 BOOK

It's one of the rarest 911 RS models ever built: in 1993, just fifty-five 964 Carrera RS 3.8s were completed by hand in Weissach, with a further forty-nine of the racing version (the 964 Carrera RSR 3.8) built in Porsche's customer sports department. The Carrera RS 2.7's spiritual successor didn't have an easy start to its life, though — in the early 1990s, Porsche was in financial turmoil, presenting an immediate challenge to new model development. Production car sales were poor and the factory motorsport programme almost ground to a halt, but Jürgen Barth and project lead, Roland Kussmaul, conceptualised the 964 Carrera RSR 3.8, and with it came a new opportunity for an affordable customer sports programme at international level. This comprehensive 384-page cloth-bound hardback examines the history of the 964 Carrera RS 3.8 and RSR 3.8 in detail, with information about the development, racing history and configuration of all 107 examples built, as well as photographs of each car, period press releases and homologation sheets. A must-have addition to the bookshelf or coffee table of any discerning 964 fan, this slipcase-protected, deep-embossed 240x280mm book is limited to 964 hand-numbered copies and is available as a special Weissach Edition, hand-signed by Barth and Kussmaul, carrying a wooden-framed photograph and contained in a commemorative presentation case.

Price: €264 (€380 for Weissach Edition)

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ELEPHANT RACING 930-ERX BRAKE CALIPERS FOR 911/912

Any serious driver will tell you that being able to slow your Porsche quickly is just as important as rapid acceleration or high speed. Over the years, Porsche has gradually improved its braking systems to accommodate the ever-greater pace its cars have been able to achieve, with special attention paid to turbocharged 911s. Consequently, 930 brakes have been an awesome upgrade for non-turbo 911s, improving thermal capacity, pedal feel and giving incredible stopping power by way of four-piston calipers and huge 320mm (front) and 280mm (rear) discs. Fitting them, however, has often proved difficult, not least because of wheel clearance issues, limited availability from breakers and the requirement for custom machining as a consequence of differences between 930 and 911 bolt spacing. Elephant Racing's new 930-ERX calipers eliminate these problems — no machining is required for trailing arm fitment, the bolts have the correct three-inch spacing (and radial position) to mount directly onto all 911 and 912E trailing arms (1969-1989 models only, though a kit is available to ensure fitment to earlier 911s and 912s) and cooling fins are fashioned in a low profile to avoid fouling Fuchs spokes without the need for wheel spacers. Unlike the Porsche originals, Elephant Racing's calipers feature a modern staggered piston design ensuring even pad wear. Compatible with a standard 930 master cylinder (1977-1989 cars) or Elephant Racing's own master cylinder kit (pre-1977 911s), this brilliant braking solution is available to order direct from the company's online store.

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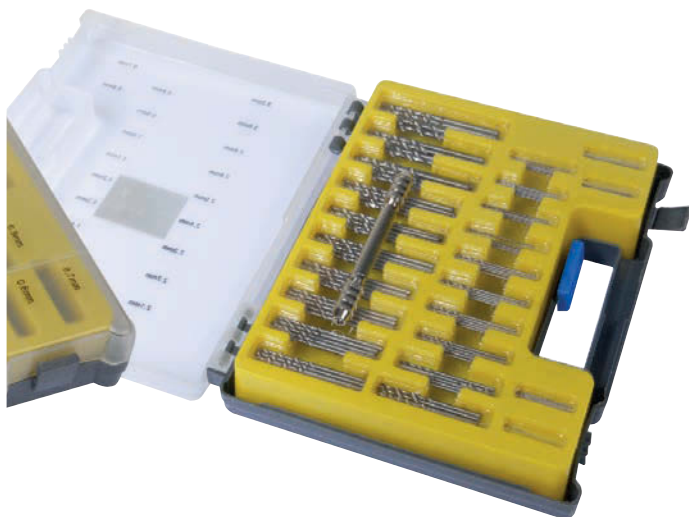
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GAZ GT ADJUSTABLE DAMPERS FOR 356

British performance suspension component manufacturer, GAZ Shocks, often makes dampers to order for individual owners of classic cars (whether old, rare or obscure). When the product has been manufactured and tested successfully at GAZ's Basildon base, the application is added to the company's catalogue, thereby enabling other owners of the same treasured model to take advantage of a modern-day suspension solution for a car otherwise underserved by the aftermarket. One such example of this process in action is GAZ's GT adjustable damper set for the 356 (all models except Pre A). Suitable for fast-road, track and historic racing, each damper features a zinc-plated body and durable plastic sleeve for protection against corrosion and to ensure a service life long into the future. Bump and rebound is adjusted by way of a rotary dial on the base of each damper, meaning you can alter the characteristics of your 356 without having to raise it on a ramp or remove parts. All units are individually tested before leaving GAZ's factory and are covered by a two-year warranty. A printout of each damper's test results is provided with every purchase.

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911 Carrera RS (993)

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911 GT3 (996)

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911 Turbo (997 GEN II)

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23,253 miles • 2010 (10)

£69,995



911 Carrera 2 GTS (997)

GT Silver • Black Half-Leather Sports Seats • PDK Gearbox with Paddles 19" Centre Lock Wheels • Sport Chrono Previously Sold & Serviced by Paragon

12,371 miles • 2011 (11)

£69,995



911 Turbo (997 GEN II)

Meteor Grey • Black Leather Adaptive Sports Seats • 19" Turbo II Wheels PDK Gearbox with Paddles • Sport Chrono • Previously Sold & Serviced by Paragon • 45,097 miles • 2010 (10)

£67,995



911 Carrera 2 S (991)

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Cayman GTS (981)

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tailpipes for both four and six-cylinder 914s. It's just one of many new parts Dansk has recently introduced to its massive range of Porsche products (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. Perfect for those entering air-cooled ownership with an example of the popular mid-engined marvel in need of recommissioning.

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ALEX MANOS

The sight and sound of an air-cooled Porsche is like that of no other sports car. And whether you're visiting a well-attended high-profile gathering of classic Porsches, or are simply catching up with fellow owners and enthusiasts in a local car park, the excitement and energy generated by these cars is second to none...

Alex Manos is owner of Beverly Hills Car Club, sourcing and selling some of the world's most beautiful and unique vintage automobiles, including a wide range of air-cooled Porsches. View the firm's inventory at beverlyhillscarclub.com



There is often an interesting back-story to why people sell cars. All human life is there! For example, I recently bought a 964 in tremendous mechanical condition. But if that was the case, why was the paintwork so scruffy? Because it was the product of a divorce, that's why. The wife had enjoyed the car as her daily driver, but she knew that come the final divorce settlement, she wouldn't be able to hang on to her prize Porsche. Her response to this situation was to leave the car unwashed in direct sunlight every day, a decision involving a large amount of 'raising the middle finger'. In every other regard, the car was in fantastic shape.

The 964 in question was an America Roadster, a US-only drop-top variant of the Carrera 2. It's thought only 250 of this model was produced between 1992 and 1993. The America Roadster had the same mechanicals as the

event organisers, Patrick Long and Howie Idelson, have staged several Luftgekühlt meetings. At first, their intention was to bring together a few fans of vintage Porsches, but the idea quickly grew — by the third event, more than 450 classic Porsches were on display, amounting to the biggest air-cooled Porsche show in the United States. A true Porsche happening, a blend of art and life, Luftgekühlt is a conceptual car culture event centred around a curated list of historically significant or interesting vehicles, both road and race. Think Burning Man and you'll be somewhere near the target.

All air-cooled Porsches are tremendous cars. Every time you get behind the wheel, you can feel solidity of construction and a certainty about chassis dynamics. The first air-cooled 911 was essentially an evolution of the 356, but instead of four cylinders, it made use of six. Air-cooled engines have advantages over water-cooled units. For a start, an air-cooled engine



Carrera 2, but its fender flares, brakes, suspension and wheels were Turbo-spec, delivering a distinctly wider body than most other naturally aspirated 964s. The stance of the car commanded attention.

I like to think I'm good at what I do at Beverly Hills Car Club — no time for false modesty in these circumstances, I believe. I have to attribute this as the reason why, in recent weeks, I have had five America Roadsters in my showroom. In a world where modern classics have become extremely collectible, these vehicles represent a fantastic opportunity for acquisition. Of course, they're also fine examples of the air-cooled 911. As we know, there is an almost cult-like adoration of these cars, crystallised by Luftgekühlt, an annual celebration of Porsche's air-cooled history. The name literally translates as 'air-cooled'. To date,

is lighter and simpler in design. With no radiator or water pump, there are fewer parts prone to failure. Such raw simplicity, combined with impressive build quality, is part of the appeal, especially as far as very early Porsche

cars are concerned. These are very basic automobiles — it's just the driver, engine, transmission, steering wheel and brakes. Not a lot else, and all packaged into a vehicle which is very small by today's

YOU CAN FEEL SOLIDITY OF CONSTRUCTION AND A CERTAINTY ABOUT CHASSIS DYNAMICS

standards. Of course, there are those who will always define a true Porsche as being air-cooled. And it's true to say no engine has quite as much character, distinctive sound or history as varied as a Porsche flat-six. Any time a pair of Porsches come together, even in a supermarket car park, there's bound to be an interesting exchange of sound and energies. It's like a mini-Luftgekühlt, except you have to remember to pay for your shopping!

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ANDY PRILL

If you're entering classic Porsche ownership for the first time, it's important not to look at air-cooled cars through rose-tinted spectacles. There are excellent cars to enjoy, but all that glitters is not gold, and you don't want to find yourself the victim of false economy by paying the minimum now, only to face unvoidable expense later...

Andy Prill is a qualified mechanical engineer with a love of Porsche stretching back to the restoration of a 912 in the early 1990s. Today, he heads up respected marque specialist, Prill Porsche Classics. Find the company online at prillporscheclassics.com



This issue of *Classic Porsche* highlights some of the air-cooled Porsches available to those working with a modest budget. It's good to know there are still Stuttgart-crested classics out there within a reasonable price bracket, but before you part with your hard-earned cash in exchange for a 914, 912 or even a 911 SC or Carrera 3.2, it's of paramount importance you consider how these models were viewed in years gone by. The four-cylinder cars in particular were often maintained in a fashion commensurate with their former values. In other words, in the here and now, it's not unusual to encounter a classic Porsche which looks great and fits within a buyer's available spend, but shortly after taking ownership, they discover the purchase price equates to little more than a down payment for a full rebuild. You must always keep in mind it's

a few hundred spent on evaluation of your prospective purchase could save you tens of thousands in expensive repair bills. It is, quite literally, a small price to pay for peace of mind, allowing you to make an informed and considered car purchase. Besides, buying and living with a classic Porsche is to be celebrated, not something to regret. Realise your dream, but do it with eyes wide open and you will be rewarded accordingly.

And what reward! Air-cooled Porsches are engaging cars. Even a 1.7-litre 914 is capable of bringing more joy to an enthusiast than, say, a 996 Turbo. After all, small cars going fast can be more thrilling than a heavy car not realising its full potential. If you're heading further up the air-cooled food chain, a 911 SC or a Carrera 3.2 is an excellent choice. Forget what you may have heard people say about the SC being undesirable — Porsche hasn't made a bad sports car, and an SC will give you a huge amount of fun



almost impossible to get a lot for a little when it comes to classic Porsches, especially if there is a dealer involved. You're better off stretching to the maximum your budget will allow and, if possible, borrowing money for extra spend in the interests of securing a really good example of whichever car you're considering. Drawing on my extensive experience in these matters, I can tell you shelling out more at the point of purchase is likely to save you a larger amount of money in the long run.

Nostalgia is a powerful thing, but buy with your head, not with your heart. You may have dreamed about owning an air-cooled Porsche for many years and are now in the position to see one on your driveway, but it's important to ensure you commission an inspection with a recommended marque specialist to know exactly what you're letting yourself in for. Put it this way,

almost immediately. Additionally, these 911s aren't particularly expensive to maintain or service, providing you exercise caution during the buying process and don't find yourself in charge of the proverbial money pit.

ALWAYS KEEP IN MIND IT'S ALMOST IMPOSSIBLE TO GET A LOT FOR A LITTLE WHEN IT COMES TO CLASSIC PORSCHE

Talking of which, take care if importing an air-cooled Porsche unseen from overseas. We've all heard stories about sun-kissed cars enjoying the warmer climes of California, but not every

Porsche in North America has spent its life in The Golden State. Believe it or not, it *does* rain in the USA, regardless of what sales spiel tells you! At Prill Porsche Classics, we've recently been working on a lovely-looking imported 911 brought to us by a customer. When replacing spring plate bushes, we discovered the car's 'kidney bowls' have been repaired with copies of the *New York Times* under presentable underseal. I'm not kidding. Go carefully.



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SIX OF THE BEST

If you thought the values of air-cooled Porsches had rocketed beyond reach, you'll be surprised to learn there remains a fine selection of Stuttgart-crested classics available at a reasonable price point...

Words **Dan Furr and Richard Gooding**
Photography **Dan Sherwood and Matt Woods**

Accessible. Affordable. These are words many might consider outside the vernacular of those hoping to get a foot on the ladder of air-cooled Porsche ownership, but *Classic Porsche* is here to advise you not to fret if you think you've been priced out of the market. Granted, the days of being able to pick up a leggy 964 coupe for eight grand are long gone, but that's not to say enthusiasts coming to the marque afresh — or those who have had to wait until now to join the party — have to spend big to get hold of their dream drive.

With so many different body styles, trim options and mechanical configurations across many decades of air-cooled Porsche production, there really is a decent selection of reasonably priced classics to choose from. The trouble, especially for those who are diving into the world of classic Porsche ownership for the first time, is knowing what these options are. "We're seeing a wave of new owners coming into the classic car scene," says Emma Airey, Head of RH Specialist Insurance. "It's been interesting to see how this particular demographic has been buying shrewdly, seeking out lesser appreciated models in the interests of keeping a lid on spend." She cites RH customers who didn't experience the loss of work and income they predicted when the pandemic hit as being prime Porsche purchasers. "A high number of these enthusiasts took out mortgage payment holidays or other benefits to ease their financial worries, but consequently found themselves in charge of unexpected disposable income. As a summer of freedom beckons, and with the romance of classic car ownership taking hold, they're buying vehicles at the lower end of the price spectrum in anticipation of a season of fun on four wheels. These owners aren't necessarily club members or those who have spent time researching the pros and cons of the vehicles they're buying — they're enthusiasts who simply want to enjoy classic car ownership as a means of having fun, something we can all appreciate, no matter how long ago we were bitten by the bug!"

Early Boxsters and 968s are proving hugely popular, but wind Porsche's product timeline back a few years and there are air-cooled gems currently available at relatively low cost. Yes, really! Across the following pages, we present six of the best — the sextet of Stuttgart-crested classics we reckon are sound buys for anyone wanting a piece of the action without breaking



the bank. Our suggestions cover various flavours of classic Porsche to suit different tastes and budgets from £5k to £50k, but rest assured there's a single theme threading them all together. Yep, it's those two words again: accessibility and affordability.

EXPERT ADVICE

If, by the end of this magazine, you're unsure which model is best suited to your driving style or the roads you're likely to be travelling along, don't hesitate to speak to marque specialists, especially those advertising cars which may have piqued your interest. In our experience, most will be happy to discuss the thrills and spills of Porsche life with fellow enthusiasts, regardless of whether a sale is on the cards. Ultimately, it could be a conversation which generates trade for them as a service provider when you do find your name on the logbook of a Porsche, so don't hesitate to bend their ear. We all have to start somewhere, and nobody should be embarrassed about asking the basics.

Be sure to discuss your intended use for the car — comfort and ease of maintenance may be a consideration just as important as how the Porsche looks and what its performance credentials are, especially if you're planning to enjoy plenty of seat time on long journeys or road trips. Cost of maintenance can vary between models, so make sure you chat about this, too. And don't be afraid of jumping into a left-hand drive model in a right-hand drive territory. There really are very few disadvantages, but ill-informed perception keeps the cost of these cars much lower than those configured for their native territory. Whatever car you decide to buy, good luck, happy hunting and even happier motoring. **CP**

Above One of our six accessible air-cooled classics, the 964 Targa can be bought as a low mileage example for as little as £35k

1



914

£15k+

Almost 119,000 914s were manufactured during a seven-year production run starting in 1969, but hardly anyone outside Porsche circles know the model exists. Their loss, your gain. Here's what you need to know when searching the classifieds...

The 914 was designed as a replacement for the Volkswagen Karmann Ghia sports coupé. At the same time, the model was heralded as the successor to Porsche's entry-level 912. Semi-successful on both fronts (but not without its fair share of troubles), the mid-engined marvel is a supremely well-balanced sports car, especially with the 911 T's two-litre, six-cylinder powerplant burbling away behind occupants' ears, though almost all 914s were equipped with VW four-cylinder engines. What became known as the *baby Porsche* was Germany's best-selling sports car in 1972, and its concept left an indelible impression at Zuffenhausen, so much so that Porsche revisited the 914 format in 1996 for the launch of the 986 Boxster. While the mixed-parentage 914 is often viewed as Porsche's ugly duckling, however, few today would argue the distinctively-styled two-seater is anything other than a *proper* Porsche — with period-perfect looks and a bright colour palette to boot, the little roadster is fast gaining in popularity. Its twin luggage compartments make it perfectly practical, too.

"If you fancy owning an air-cooled Porsche, but your budget doesn't stretch to a 911, then the 914 is the car

for you," says Richard Gooding, a 914 fan who literally wrote the book (*Porsche 914: An Enthusiast's Guide*, available now through Amazon). "Rust is the biggest enemy of these cars. The most important area to inspect is the engine compartment's battery tray. If corroded, the battery can fall and rupture fuel lines. Left unattended, a rusty battery tray also can cause corrosion to spread throughout the rear of a 914," he warns. "Leaky taillamp seals are known to let in water which can corrode the luggage compartment. While you're rummaging around, pay special attention to suspension turrets. If they're badly corroded, a 914 can collapse on its wheels! Also examine torsion bar mountings and jacking points. Additionally, a bad fit of the glass-fibre roof panel might indicate sagging sills. Remove the outer covers for peace of mind."

THE DREADED ROT

Corrosion can appear at the front of any 914, so check behind the front bumper. Additionally, both bumpers should be checked for accuracy as well as damage — late cars may have been retro-fitted with the non-impact bumpers of earlier models. "Bonnetts tend to corrode at their rear corners thanks to factory-supplied bracing

Above At first glance, the 914 is quite unlike any other Porsche before or since, but the Targa-topped, two-seater, mid-engined, rear-drive model provided the blueprint for the hugely successful Boxster



foam becoming porous. The plastic beading between the scuttle panel and front wings can also trap water, while the spare wheel well in the front luggage compartment should be subjected to scrutiny. Similarly, cast your eye over the headlamp box just below the front lights," Richard tells us. "As is the case with many classic Porsches, wing tops and door bottoms attract rust. Have a good look in these areas. Uneven door gaps can point to accident damage or replacement parts, while the door handles themselves are fragile." Additionally, take time to check the condition of the rollover bar. If this part has seen better days, then welded-on rear wings will have to be removed in order to rectify the problem.

Throughout the 914's short production run, only four engines were available to choose from: 1.7, 1.8 and two-litre flat-fours and the two-litre six-cylinder powerplant fitted to the 914/6. All units are air-cooled and most come with fuel injection. Only 1.8-litre European-spec 1974/1975 cars and the 914/6 were fed by twin-choke carburettors. These engines enjoy a reputation for being tough. Even so, dropped valves (causing holed pistons) are just about the only cause for concern when it comes to identifying potential problems with the 914's four-cylinder engines. "It's worth noting VW Type 411s and 412s share the 1.7-litre and 1.8-litre lumps, so parts availability is high. Interestingly, the two-litre four-pot unit was unique to the 914 until it was introduced to the VW Transporter range," Richard continues. "The condition of the 914's six-cylinder engine chain tensioner should

be checked. Also, poor valve guides are known to cause problems, and the model's rubber fuel lines can leak, spraying fuel at high pressure throughout the engine bay." Fuel injection systems can be costly to repair, but we wouldn't recommend converting an injected 914 to carbs. For those looking to import a 914 to Europe from the USA, it's also worth being aware of the fact late US-spec cars were saddled with emissions-restricting kit zapping power. Original exhausts are not known for their resistance to rust, but replacements can be easily sourced, just like many of the 914's 1,700 currently available components – reassuring news for anyone thinking about hopping into a 914 for the first time.

STICK WITH IT

All versions of the four-cylinder and six-cylinder 914 were offered with a manual gearbox. This five-speed unit is renowned for having a loose or 'baggy' shift action, which can be reluctant to slot into first. This complaint is more commonly associated with pre-1973 cars featuring a 'tail-shift' linkage and a dog-leg first ratio. Porsche's Sportomatic transmission was an unpopular dealer option – only sixteen 914/6s were are thought to have been built with this semi-automatic four-speed gearbox. The 914's transaxle is located behind its engine. Listen for a 'crunch' when selecting reverse or first gear. New shift bushes can remedy the situation, but if the problem persists, worn gears or a new clutch may be required. Post-1973 914s have 'side-shift' linkages which improve

Above It's got pop-up lights and, as everyone knows, all the best cars have pop-up lights... or something

shift behaviour. Be mindful of the fact driveshafts can fail where they meet the gearbox. Loose bolts are often to blame.

"914s were fitted with disc brakes in each corner.

VW provided the solid discs for four-cylinder cars, while six-cylinder models feature 911 calipers and matching vented discs at the front," Richard confirms. "Rear brake parts are unique to the higher-powered model, as is a 19mm master cylinder, 2mm larger than that of four-cylinder 914s. Later two-litre flat-four 914s have different offset brake discs to those of earlier models. In other words, they're not interchangeable." In contrast, 914/4 and 914/6 models share the same MacPherson strut-type front suspension borrowed from the 911, and both variations of the 914 feature then new semi-trailing arms and coil spring independent rear suspension. It may be worth noting that when the two-litre four-cylinder model was introduced for the 1973 model year, the ball-joint mounting system for the front suspension was changed from a pinch bolt to a wedge pin. At the same time, the front struts were also redesigned, and the brake disc offset was altered to include wheel self-centralising. The 914 has a reputation for being hard on rear springs, and while front and rear anti-roll bars can be retro-fitted on a car which doesn't have them, special mounting brackets will have to be welded into place. If adding an anti-roll bar to the front of the car, the fuel tank will have to be dropped. You have been warned!

The 914 features hard-wearing vinyl cabin trim.

Higher-specification cars boast pile-type carpets. It's worth lifting these to check for rust where chassis box

sections meet the floorpan — water ingress is a killer of these cars! Look for corrosion around the floor, pedals and central tunnel. A seized brake pedal is just one sign of a potential problem, while brake fluid leaks from the master cylinder should also be cause for concern. While you're at it, consider seat mounts worthy of inspection, along with the rear firewall. Quarter-light window and Targa roof seals can promote leaks, while roof clips are known to break easily. A non-working blower fan may simply be in need of a clean, but fallen leaves and other external deposits can find their way into the system before causing motors to jam and burn out. Elsewhere, ineffective factory glue can make door panels and roof headliners sag, while padded dashboard tops are prone to cracks if exposed to prolonged heat and sunlight.

"The Beetle window winder mechanisms found on early cars can fail, while the accompanying glass is known to become free of its runners and sink into doors. Speedometers and rev counters sporadically stop working on all 914s irrespective of whether they're carrying VW or Porsche instrumentation. Ah, the joys of classic car ownership!" Richard laughs. On the plus side, a fully operational 914 in good overall condition can currently be yours for less than fifteen grand, and with a wealth of parts available from the contemporary 911 range, including a six-cylinder engine swap for 914s powered by a flat-four, not to mention an increasingly wide selection of bespoke 914 tuning and styling components from companies such as Patrick Motorsports in the USA and FSH in Europe, now is an excellent time to get hold of a 914 to call your own. **CP**

Below A classic Porsche with a style all of its own, as well as a hugely enthusiastic and dedicated owners club offering support and advice to its members



2



912

£25k+

The successor to the 356 and our pick of the six Porsches presented for your consideration, the 912 was far more than just a four-cylinder version of the 911...

Despite being a rear-engined sports coupé like the 356 before it, the 912 was always going to be a considerably more expensive proposition thanks to the introduction of a six-cylinder powerplant. Concerned an increased asking price would reduce overall sales for the brand, Porsche pulled together a plan of action intended to produce a more affordable, four-cylinder version of its new car, thereby maintaining brand appeal among less affluent buyers. To keep development costs low, many of the same components, including the body shell, were used across both new models.

Initially given the factory designation 902 (to tie in with the 911's original 901 identifier, which was changed to 911 after a challenge from Peugeot claiming ownership of three-digit model names with a zero in the middle), the car that would go on to become the 912 first appeared in 1965. It fulfilled its maker's brief to the letter, combining the curvaceous looks of the then new 911 with a simpler, less powerful four-cylinder lump. Options explored, but ultimately discounted, included an engine based on the flat-six, as well a unit derived from the 1.6-litre Type 616/16 used to propel the 356 SC. In response to concerns about the little amount of cash Porsche had to play with, however, a detuned version of the 356's regular engine soon became the preferred choice.

The resulting 616/36 featured cast-iron cylinder liners and a finned alloy jacket in addition to a light alloy crankcase and matching cylinder heads. A pair of twin-choke Solex carburettors and a low compression

ratio of 9.3:1 meant the new 1,582cc unit developed 90bhp at 5,800rpm. That's down 5bhp when compared to the 356, but the engine delivered its 90lb-ft torque 700rpm lower than that of its predecessor. A Type 901 four-speed gearbox provided the drive, while 60mph was reached from a standing start in 11.6 seconds. Yes, the 912 was off the pace of the 130bhp 911, but it still put in a respectable performance, especially at a time when drivers in the car's target market of the United States were experiencing enforced tightening of speed limits — at 115mph, the 912's top speed was 16mph lower than that of its six-cylinder sibling, yet the smaller-engined Porsche was faster and quicker than the 356 due to a far more aerodynamic body and advanced-for-the-time independent suspension.

Looking at the 912 and 911 side-by-side, it may have seemed as if buyers were being short-changed, but Porsche was keen to highlight how the four-cylinder car offered considerable benefits over the brawny six-shooter. For a start, superior 44/56 front/rear weight distribution trumped the 911's 41/59, while the 912's more neutral handling meant it was less likely to bite at the limit. Helped by its lighter engine and lower 970kg weight, the 912 was more economical too, returning close to 35mpg. With a silver rear badge designed to let admirers know they weren't staring at the model's more powerful stablemate — 911s wore gold-coloured badges — the 912 officially entered production on the 5th April 1965. At DM16,250 (£2,466), the model cost DM6,000 (£972) less than a 911. It was an instant hit.

"The 912 doesn't sound like a 911, but uprated

Above It might lack the grunt of its six-cylinder sibling, but the 912 offers all the style of the same-age 911, but at a fraction of the cost

barrels and pistons to the model's flat-four and it'll give you similar power," suggests Dave Dennett, Managing Director of classic Porsche restoration outfit, DSD Motorwerks. "We look after quite a few 912s at our workshop in Billericay. Through the steering and chassis, these cars give the same feedback as an early 911, but carry an asking price three times lower. I can assure you, a short-wheelbase 911 isn't three times better than a 912. You just have to make sure you buy sensibly — a rotten 912 can soon rack up bills just as quickly as a 911 in need of attention."

By the close of 1965, 6,401 912s had shifted out of dealer showrooms. This figure is almost double the 911's 3,390 sales volume for the same period. Interestingly, until production of the 356 ended in September of the same year, Porsche limited availability of the 912 to continental Europe, but from then on, the car was available to buy in the USA. With a price tag of \$4,700 against the top-line 911's \$6,500, sales success was assured, and though it was built to attract buyers who couldn't stretch to the pricier 911, the 912 was virtually indistinguishable from the more expensive Porsche. As mentioned earlier, the cars shared the same body, but also the same fifteen-inch wheels and the same 165HR tyres. Moreover, the 912 used the same size brake discs and the same suspension as the 911. That said, the cars could be told apart if you knew where to look. For example, the 912 made use of plastic interior trim (where wood adorned the 911), and where there was a complement of five dash dials in the faster car, buyers of four-cylinder machine had to settle for three. Also, the 912 lacked the black plastic finish atop the 911's painted dash, a feature inherited from the 356.

Signalling what was to follow with the 914 from 1969, production of the 912 was shared between Porsche's factory in Zuffenhausen and Karmann's plant in Osnabrück. A year after its introduction, and in keeping

with what was happening with the 911, the model underwent its first round of revisions. An increased track meant better roadholding, while a five-speed gearbox was offered as a special cost option. The extra ratio was standard equipment on 912s sold in the UK, but race-style shift patterns had proved difficult for many US buyers to gel with, hence the fifth cog not being forced upon them. Matte black dashboards with a brushed aluminium panel also became *de rigueur*. In Germany, the 912's price rose to DM17,600, although this was significantly cheaper than the 911 S, which was being offered at a far loftier DM24,480. Meanwhile, the most desirable garnish added to the 911's recipe was a Targa roof. Predictably, the semi-open style went on to become a popular fixture of the 912 range. Featuring a removable roof panel, zip-out rear windows and what's now an instantly recognisable brushed aluminium rollover hoop, the 912 Targa launched in December 1966 and was followed by an updated model with a fixed glass rear window two years later.

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, USDM 912s gained mandatory front and rear running lights in response to Stateside road safety laws. At the same time, 911 production 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

Below Though the buying price is significantly lower, and despite a four-cylinder engine where the 911 carries a flat-six, general maintenance costs are the same for both models





entry-level 911 in the form of the 100bhp T, encouraged Porsche to look to the future. The jointly developed Volkswagen-Porsche 914 project was waiting in the wings. Consequently, the 912 was discontinued in 1969.

By the time of its demise, the 912 had adopted a wheelbase increase of 57mm and had the Porsche factory designation, 912 B. One could argue the four-cylinder stunner was killed off in its prime – its 2,268mm wheelbase not only offered improved handling when compared to earlier incarnations of the model, but it also delivered more optimised weight distribution. Elsewhere, the car's freshly flared wings were capable of covering six-inch wide wheels. But wait! That's not the end of the story – just like a character in a long-running soap opera, the 912 was brought back from the dead. Sold exclusively in the USA, the 1976 912 E (the E meaning *Einspritzung*, the German word for fuel injection) looked largely the same as the 912 of old, although it now wore the 911's updated G-series bodywork, including accordion-esque impact bumpers. Unfortunately, with 86bhp and a compression ratio of 7.6:1, power and performance were much lower than expected – the zero to sixty dash took 13.5 seconds, while the car topped out at 109mph. A five-speed gearbox was standard equipment.

SECOND COMING

At \$10,845, the new 912 found itself positioned between the 914 and the 911 S. Production started in May 1975. Luxury options included air-conditioning, an electric sunroof and a limited-slip differential. 2,099 examples of Porsche's second-gen budget build were assembled, adding to the 30,895 912s made between 1965 and 1969. These numbers are important – it's worth remembering that before the introduction of the 914 and the later 924, the 912 brought Porsche ownership into the realm of many more car buyers than the 911 was able to manage on its own. It can be argued that this very same affordability became the model's undoing: whereas the four-cylinder 914 and 924 look completely different from the 911, the 912 looks exactly the same, thereby implying matched levels of performance. The resulting over-expectation often delivered disappointment, tarnishing the reputation of what is a fantastic car.

Of course, that was then, this is now. More than four decades after the last 912 E rolled off its assembly line, and more than fifty years since the end of original 912 production, the model is regarded as a fully-fledged

modern classic in its own right. *Top Gear USA* host, Tanner Foust, has one, as does former Porsche works driver and Luftgekühlt event founder, Patrick Long. The same goes for F1 smiler, Daniel Ricciardo. If the 912 is good enough for them, then it's definitely a car those on the hunt for an air-cooled classic, but working to a limited budget, should be considering.

The 912's role in keeping Porsche's coffers topped-up long enough to enable continued production of the 911 shouldn't be underestimated, even if today's rapidly rising purchase prices mean a 912 is now anything but the low-cost Porsche it was originally designed to be. At the forefront of 912 servicing and sales for more than two decades, Revival Cars has witnessed first-hand the change in fortunes for the 911's little brother, which has gone from underdog to cult classic, with a fanbase (and rising values) to match. In fact, not long after we visited the company for a *Classic Porsche* specialist profile feature, increased demand for the Revival Cars team's services saw the firm move into a workshop fifty percent bigger than the premises head honcho, Max Levell, has been operating out of for many years. "More customer cars means we need more ramps, which means we need more space!" he smiles. "We focus primarily on mechanical work, with the servicing and recommissioning of 912 engines and gearboxes being our chief concern. We also source cars for customers," he adds, prompting us to wonder how many 912s are in the UK. "More than most people think. There's a growing number of surviving examples in Britain, as demonstrated by the Revival Cars customer base, accommodating owners all the way up in Scotland to those down in southern England. It's an eclectic mix reflecting the 912's status as an appreciating classic."

Does a surge in interest for the 912 translate as cars kept in better condition? "Absolutely," he cries. "The 912 world has changed massively on all fronts. We used to accept cars in a rough state and were asked to get them up to a desirable standard, whereas today's customers arrive with 912s that are, generally, in pretty good order. As you can imagine, though our client base has changed as a result of 912s ramping up in value, we see many of the same cars we worked on many moons ago. The main difference is that the increased value of these old Porsches means today's owners are prepared to spend more on the upkeep of their cars than many have in the past. This should inspire confidence in anyone thinking about buying a 912 to enter classic Porsche ownership." CP

Above You might be able to get a 912 E or an original 912 in need of work for a bargain price, but ensure you have an inspection carried out to avoid restoration expenses later

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ACCESSIBLE CLASSICS



GO YOUR OWN WAY

Our pick of accessible air-cooled Porsches, the 912 is a lesser known classic four-cylinder model offering all the style and glamour of an early 911, but without the price tag — it's the perfect classic Porsche for personalisation...

Words Dan Furr Photography Adrian Brannan

Though *Classic Porsche* tries to showcase a wide variety of models wearing the Stuttgart crest, the 911 taking centre stage is something of an inevitability. After all, few cars have permeated the collective consciousness of the masses in quite such dramatic fashion. Indeed, thanks to Porsche maintaining a silhouette close to Ferdinand 'Butzi' Porsche's original 901 design throughout near sixty years of uninterrupted production, everyone can bring to mind an image of a 911, even if they can't tell their 964s from their Carrera 3.2s. As this issue of *Classic Porsche* attempts to demonstrate, however, look beyond the obvious, beyond the default position of must-have-a-911, and you'll find hidden gems in the Porsche back catalogue offering just as much style and class as Porsche's flagship offering, but without the price tag.

The car you're looking at on these pages is an excellent example of what we're talking about. Owned by vintage vehicle enthusiast, Chris Walker, it's a 1966 912 and is the latest in a string of classic cars he's restored to a high-quality finish. "It's my first Porsche," he tells us. "Previously, I restored a classic Fiat 500, but I always wanted to get my mitts on an air-cooled Porsche." The snag was a limited budget and his desire to own the earliest example of whatever model he could get hold of. Even as a doer-upper, an early 911 was prohibitively expensive, but a 912? A fraction of the price, but oozing

DON'T BE FOOLED INTO THINKING A CHEAPER PURCHASE PRICE EQUATES TO LOWER RUNNING COSTS THAN THOSE OF A 911

the same style and class. "I was motivated by the visuals," Chris admits. "I wasn't too fussed about the performance of the car. Of course, I didn't want a slouch, but the difference in poke between a well-sorted 912 and an early 911 isn't earth shattering." An affordable entry point into early air-cooled Porsche ownership, plus the same devastatingly good looks as a 1960s 911? It was a no-brainer.

Before we go any further, we should probably exercise a note of caution — we don't want to mislead you into thinking you can get behind the wheel of your very own restored 912 for peanuts. Chris engaged in a lengthy and wallet-emptying process of restoration to get his Stone Grey Porsche to the stunning mechanical and cosmetic finish it wears today, even though the purchase price of the car was lower than even a derelict early 911 might command. That said, in recent months, we've encountered a fair number of 912s in need of restoration being offered around the £15k mark. If you're hands-on enough to be able to tackle some of the work yourself and can project manage third-party suppliers, this is a seriously tempting proposition, but other than the



356-derived flat-four at the rear, the 912 makes use of mostly the same componentry as the contemporary 911, very much like the parts sharing between the 986-generation Boxster and the 996. In other words, don't be fooled into thinking a cheaper purchase price equates to lower restoration or running costs than those of a 911. For those less inclined to get busy with a set of spanners, a fully operational, on-the-road 912 already subjected to restoration, can, at the time of writing, be bought for less than fifty grand. Somewhere between these two price points lie 912s previously recommissioned, but in need of work to bring back to their best. These cars are often the shrewdest buys.

PASS THE DUTCHIE

It was this 'middle ground' Chris's 1966 example occupied when he first learned of its availability through ER Classics, one of Europe's biggest classic car dealers, occupying a huge facility housing more than four-hundred classic sports cars in the Netherlands. Imported

to Europe from Arizona, the Porsche was in need of a serious amount of work. "The engine was seized and rust had attacked the sills, parcel shelf and floor panels," he recalls. Yes, dear reader, you read that correctly: the words Arizona and rust in quick succession. You see, contrary to what we're all led to believe by unscrupulous sales specialists, not every air-cooled Porsche originally delivered Stateside spends its entire life in the dry climes of desert regions or California. "I didn't mind the damage," Chris assures us. "I bought a Porsche in need of restoration in order for me to be able to put my own stamp on the car. There was clearly a lot of welding to do, but I wasn't fazed by the challenges ahead of me, especially with trusted suppliers on hand to help."

After his 912's arrival in Blighty, Chris spent a month stripping the car to a bare body. Thereafter, his first order of business was to restore the shell. He planned to tackle the work himself, but he soon discovered a classic Porsche to be rather more complex than an old Fiat and sensibly handed the car to Saltash-based

Above The 912 offers the charm of an early 911, but at a fraction of the purchase price... but for how long?!

marque specialist, Williams Crawford, for evaluation and all remedial metalwork, including new panels where required. Six weeks later, after all grinding, welding, fabrication and other "messy stuff" was sorted, the car was ready for the lick of Stone Grey it currently wears. A popular 356 colour in the late 1950s, it replaces Sand Beige, as well as the red and Irish Green discovered during the stripdown process. The team at Paint Technology took care of the spray job. "I wanted an as-new 912," Chris shrugs. "To this end, a new floor, sills and parcel shelf were fitted to replace the corroded parts. During inspection, the rear quarters revealed evidence of knocks and bad repairs at some point in the distant past, which is why they were fixed to a superior standard at the same time. Williams Crawford really understood what I wanted and delivered on the brief."

Whilst the body was being prepared for its new lease of life, the seized 1.6-litre four-banger was handed to Prill Porsche Classics for a full rebuild. The resulting powerplant is a 1,720cc unit making use of a carefully considered combination of piston and camshaft, allowing the release of 130bhp. "I'm surprised by how fast the car is," says Chris, a mechanical engineer by trade. "The engine's output isn't massive, but it's propelling a 912 weighing only 900kg. The pace is more than enough for my needs." The Weber carburettors inherited with his purchase were ditched in favour of original Solex parts equipped with standard

air filters. While preparing the engine for action, the Prill team also refurbished the car's 915 gearbox, which is now kitted-out with a short shifter.

TARTAN ARMY

With the body and engine sorted, Chris could turn his attention to arguably his car's most commanding feature: the interior. The car arrived at Chez Walker with mismatched front seats ("one trimmed in tan vinyl, the other in leather"), but now makes use of early 944 manually operated 'tombstones'. Along with the dashboard, door cards, rear side panels, parcel shelf and rear seats, they've been retrimmed in genuine

Porsche leather and Walker tartan, sewn together by Nightingale Coachtrimming in Wiltshire. Square weave carpets, colour-coded safety belts, a Les Leston replica wood-rimmed steering wheel (supplied by Karmann Konnection), a 356 horn

push and Singer-style body-matched dials complete the look. For 1966, the standard 912 dash layout was a three-gauge affair, making this car's quintet of clocks something of a rarity, as is the factory-fit air-conditioning system, hugely expensive at the time of manufacture.

A Retrosound DAB head unit sits in the dash centre strip, with four hidden speakers (two under the dash, two under the seats) pumping out tunes when required, though Chris confirms he's "more of a window-down kind of guy," referencing the sublime soundtrack his car's twin-tailpipe-equipped, centre-exit exhaust

NOT BEING LULLED INTO A FALSE SENSE OF ECONOMIC SECURITY WHEN IT COMES TO A RESTORATION

Below Light and airy combo of Walker tartan and genuine Porsche leather makes for a pleasingly original cabin





produces under load. His personalised Porsche rolls on painted 944 spare wheels, which are the same pattern as the 912's original rims and are wrapped in Dunlop black circles. "I sent the original wheels and their date-stamped hubcaps to Stockton Wheels in the USA for chrome plating. The 912 didn't generally come with this particular wheel as standard specification, further highlighting how well-optioned the car was by its original buyer," he continues. "Then, a week after despatch, the pandemic hit. Closure of businesses and lockdown both at home and overseas made me question whether I'd see the wheels again."

Thankfully, just before this issue of *Classic Porsche* went to print, he received word the work was complete and the finished parts would soon be reunited with their host 912.

As you'd expect of a build this comprehensive, all chassis equipment has been restored or replaced. Polyurethane bushes, new Koni dampers, a 911 rear anti-roll bar and all new brakes lead the way. Initially, Chris hoped to fit the six-piston Boxster anchors he'd acquired, but they're simply too big to fit under the 912's small wheels, which is why he's refurbished the original stoppers. "The biggest challenge I had with the project," he reveals, "was finding all the little fixings and trim I needed as I worked my way through the car. I replated original brightwork, but though there's huge support for air-cooled models from Porsche Classic and

many aftermarket suppliers, including Rose Passion, Design 911, Sierra Madre and others, there are still many incidental items difficult to source. With this in mind, I'd recommend anyone thinking about buying an early 912 or 911 to secure the most complete example of either model." From his experience resurrecting old Fiats and completing his first Porsche project, he also suggests not being lulled into a false sense of economic security when it comes to planning a restoration. "Getting a car ninety-five percent finished is fairly straightforward.

The final push is usually the most expensive and time-consuming part of the journey. Also bear in mind that when compared to the output of other manufacturers, there's more detail in almost every aspect of a 911 or 912. It's important to set realistic expectations and manage suppliers accordingly, especially if you're working to a specific deadline."

Considering he had no prior experience of working on old Porsches, Chris's finished Sixties smasher is a triumph, and one likely to inspire confidence in home restorers or those wishing to manage third-party suppliers contributing to the return of an early air-cooled Porsche to the road. Do your research, speak to specialists, acknowledge the likely cost and time involved to achieve your goals and you'll be able to buy a Porsche project in confidence, beginning what's likely to be an enjoyable start to your time as the owner of an air-cooled classic. **CP**

THE 912 DIDN'T GENERALLY COME WITH THIS PARTICULAR WHEEL AS STANDARD SPECIFICATION

Below 944 spare wheels are temporary while Chris waits for the arrival of his 912's restored original rims



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ACCESSIBLE CLASSICS



3

911 SC

£35k+

Tasked with making the 911 a true world player, the SC remains the easiest and most affordable entry point to air-cooled 911 ownership...

Despite its instantly recognisable silhouette and legendary status, the 911 has been close to falling foul of the Grim Reaper numerous times. Like a cat with nine lives, however, what many consider to be the ultimate

Porsche has been resuscitated from a near-death experience time and again. Even during the early years of transaxle era, the 911 was granted a stay of execution — introduced for 1978, the 911 SC (Super Carrera) saw sales surge once again, paving the way for the launch of the respected Carrera 3.2 in 1984. Let's not rush ahead of ourselves, though.

Upon release, the SC's main job was to broaden the 911's appeal. It usurped both 2.7-litre and 3.0-litre Carrera versions of the Stuttgart sports machine to become the only naturally aspirated 911 you could buy. At the heart of the new car lay a detuned three-litre flat-six. It may have been 20bhp down on the 200bhp Carrera

3.0, but with new camshafts, a stronger crank and larger main bearings, torque was more accessible lower down the rev range. Additionally, thanks to the introduction of an eleven-blade fan, the new 911 was quieter, too.

A pollution-reducing air pump made the 1,160kg SC cleaner than its predecessor. Changes less pronounced concerned the car's bodywork — at first glance, unchanged 'impact bumper' looks made the new arrival virtually indistinguishable from the outgoing Carrera. The motoring press wasn't impressed, but encouraged by the presence of the peachy, free-revving engine, the low-down torque and a zero-to-sixty time of just 6.5 seconds, buyers turned initially slow sales into busy dealer showroom activity.

BADGE ENGINEERING

Fifteen-inch ATS 'Cookie Cutter' alloys, electrically operated wing mirrors and chrome exterior trim (door handles, window surrounds, headlamp bezels) joined

Above The SC has long been hailed as the entry-level 911, but decent ones at a low price are becoming increasingly difficult to come by

the wider inherited from the dearly departed Carrera 3.0. In contrast, the SC designation was new to a fresh generation of Porsche fans. Not used since 1964's 356 SC, the badge was fixed to the rear end of coupe and Targa variants of the new arrival. Bosch K-Jetronic CIS fuel injection and a more reliable aluminium crankcase proved to be popular technical highlights. It's also interesting to note the SC was the first 911 with a brake servo. Cog-shifting enthusiasts delighted in five-speed manual 915 gearboxes, while lazier drivers could try their hand at mastering Porsche's then ridiculed but now

was anodised black. The Targa's Nirosta steel rollover hoop also gained a black coating, while a small hike in horsepower delivered a claimed 188bhp. A response to the second global oil crisis in less than a decade, the updated SC featured optimised ignition timing to cure what some considered to be a drinking problem. Sadly, as was the case with many Porsche products, SCs destined for North America missed out on the

A MACHINE PUT THROUGH ITS PACES BY TWO-TIME WORLD RALLY CHAMPIONSHIP VICTOR, WALTER RÖHRL

respected Sportomatic transmission. Tardy types could only enjoy being lethargic for a year, though — the semi self-shifting system was a special order only for 1979.

SC bodies were galvanised, promoting the idea of a Porsche being dependable *and* a car capable of lasting a long time. Around 11,000 examples were sold in 1979, at which point the model took on more of the Carrera's visual cues, most notably when headlamp surrounds were painted body colour and the remaining brightwork



Below and right Guards Red paint and brown Pasha trim is a winning combination





slight bump in bhp. In fact, the US Domestic Market SC was dropped for 1980, leaving the \$32,050 Weissach Edition to fill the gap left by the big-winged wonder. Fortunately, the influential *Autoweek* magazine was impressed. "The Weissach Edition coupe is a hot car. It goes like hell, stops just as quickly and can turn on you as unpredictably as a rattlesnake!"

Porsche head honcho, Ernst Fuhrmann, envisaged the death of the 911 ahead of the 944's launch in 1981, but his plans were ditched — as was Fuhrmann himself — with the arrival of new Porsche President and CEO, Peter W Schutz, who was more than happy to continue production of the air-cooled classic.

What better celebration of the reprieve than another boost in bhp?! SCs for 1981 saw their outputs increased to a Carrera-eclipsing 204bhp with 197lb-ft torque developed at 4,300rpm. Top speed rose to 146mph, but thanks to a change in compression ratio to 9.8:1 and a necessary switch to 98 octane fuel, the SC needed a

stiffer drink. While official factory performance figures remained conservative, UK motoring magazines reported the 0-60mph dash in 5.7 seconds.

TRIAL BY MOTORSPORT

Side repeaters on the front wings provided a visual clue to the new, more powerful SC, a machine put through its paces by two-time World Rally Championship victor, Walter Röhrl, and his co-driver, Christian Geistdörfer,

during the 1981 San Remo Rally. With factory bosses keen to further develop the 911 concept as a newly badged beast, the SC received few changes in readiness for the 1982 model year, although the alterations

THE FIRST TRUE '911 FOR THE WORLD' MAY HAVE HAD A LIMITED SHELF LIFE, BUT IT FORGED A STRONG REPUTATION

were clear to see: black-centred Fuchs with polished rims were made standard, Turbo-look body styling gave the SC the air of its forced-fed sibling, while two-hundred special editions (seventy of them Targas) named after Ferry Porsche arrived to celebrate the fiftieth anniversary of his founding of the Porsche Design Company. Demure

Above SC went through a series of specification changes throughout its period on the Porsche production line, but all variants are generously trimmed

on the outside, the Meteor Grey exterior revealed a more startling burgundy leather interior with Ferry's signature stitched into the head rests. The famous Flachbau (slant nose) debuted in SC form around the same time, as did another unusual 911 named *Studie*. Packing four-wheel drive and a Cabriolet body style, this sensational SC stunned show-goers at the 1981 Frankfurt Motor Show, and just a few months later, the 911 SC Cabriolet — the first Cabriolet since the drop-top 356 — was revealed at the Geneva Motor Show. It didn't possess the all-pawed drivetrain of the design exercise shown in Germany, but once again, *Autoweek* was impressed with Porsche's efforts. "There is no better way to get to know the Porsche family," wrote one of the title's scribes. There's no denying how rare the 911 SC Cabriolet is today, but the scarcest of SCs is a factory steel-bodied Flachbau. Rarer than the Martini-striped Grand Prix White SC or the Fuchs-rimmed, Bilstein-shocked, spoiler-equipped UK-only SC Sport, slant-nosed cars were supremely expensive and hand-built by technicians stationed in Porsche's *Sonderwunsch* (*Special Wishes*) department.

By the end of production in 1983, just under 58,000 911 SCs had rolled out of Zuffenhausen, meaning there are plenty to choose from today. This relatively high-volume production and a perceived lack of exclusivity has kept purchase prices down, making an SC the

perfect entry-level air-cooled 911 for enthusiasts to get hold of, especially in Targa guise, as pictured here and commanding a far lower premium than its coupe stablemate. The first true '911 for the world' may have had a limited shelf life, but it forged a strong reputation continuing to the present day. It also laid the foundations for what was to come, arguably the most iconic incarnation of Porsche's curvy coupe — the Carrera 3.2. **CP**



Right Porsche resurrected this classic 911 badging for the very latest generation of its flagship sports car





ACCESSIBLE CLASSICS

KEEPING IT PERSONAL

Powered by a 993's Varioram-equipped 3.6-litre flat-six and borrowing parts from 911s of all ages, this SC restomod proves what a brilliant platform for personalisation Porsche produced with what's become one of the best-value and readily available air-cooled classics out there...

Words Alex Grant and Dan Furr Photography Andy Tipping





Though it sounds like a contradiction in terms, the one thing linking every generation of 911 is individuality. Adaptability to each Porsche customer's lifestyle is woven in from the factory, but gets ratcheted up to a new level when enthusiasts decide to further personalise their four-wheeled friend. Often, as the owner of this black SC can attest, the right blend of modern usability and classic styling begins with a dig through Porsche's engineering toybox. "My car makes use of a wide variety of parts

lifted from the Porsche back catalogue," says Adam Croft, before explaining the thought process behind his semi-backdated 911. "I wasn't worried about purist perfection or originality. The specification of my SC is, I realise, historically incorrect, but these Porsches are the perfect starting point for anyone wanting to own a classic 911 suited their individual tastes, driving style and the environment the car is likely to be used in. After all, as it stands, a tatty old SC is never going to be a blue-chip classic, there are loads of them around and they can be obtained at reasonable cost. With this in mind, I

Above Adam isn't afraid to use his modified SC in anger, with the Green Hell playing host to his heavy right foot



used an SC as the platform for a build I could drive hard without feeling guilty about potential depreciation.”

TRAVELLING MAN

Thinking time is something Adam isn't short of. He's based in North Lincolnshire, but his 911 was funded by regular periods of weeks spent abroad working on large-scale engineering projects. In fact, we caught up with him between his recent work trips to Egypt and New York. His finished Porsche is also the result of a childhood interest in all things automotive — influenced

as much by the “uncatalyzed four-star exhaust fumes, imperial spanners and oil puddles” which accompanied his father's love of classic Minis as he was by the Guards Red 911 Turbo (930) depicted in the poster on his bedroom wall, his eventual foray into Porsche ownership was always going to be a hands-on affair.

“I promised myself I'd buy a 911 before my thirtieth birthday,” he continues. “I remained true to that dream by buying my first SC three years ahead of schedule. It was a 1982 Targa and confirmed everything I believed and love about these cars. Since then, I've owned a 993



Carrera, a 996 Carrera 4S, a 968 Clubsport and a first-generation Cayenne Turbo, which I ran alongside my SC." Getting to this point took patience, though — Adam was lucky to get on board with 911 ownership ahead of Porsche prices rocketing skyward, paying a low four-figure sum for a 1982 SC tin-top suffering the ills of corrosion. British weather had been unkind to the car, but the foundations were good — it was drivable and came with a valid MOT, meaning only basic maintenance was required to keep the Porsche ticking over until Adam's plan of action was ready to materialise.

Initially, the restomod work was straightforward: focused on enhancing the 911 driving experience, Adam stripped the coupe back to a rolling shell and began gathering parts for the development of a lightweight, fast-road car with a hint of 1970s racer mixed in. The original bumpers made way for EB Motorsport 911 SC RS composite parts (designed in-house using an original SC RS item to create the required tooling), while the interior was taken back to basics by being kitted-out with Cobra bucket seats and lightweight RS carpets. Beneath an electrically operated 964 decklid spoiler, Cotswold-based marque specialist, Rennsport, rebuilt the entire drivetrain, with the addition of PMO throttle bodies to help the newly short-stroked flat-six — now packing 3.2-litres of displacement — breathe a little easier. Adam's best-laid plans weren't without unforeseen challenges, though. "Despite multiple sessions on a rolling road, I couldn't get fuelling right on the throttle bodies, and the paint, which was

very presentable after a respray, suddenly developed bad vapour pop. I soon discovered the body shop I'd appointed had been three months behind schedule. The company's sprayers rushed the paintwork on my car because they were sick of me hounding them. After a little heartache, and after I accepted the supplier in question was refusing to right their wrongs, I decided to have the car resprayed all over again. I also took the opportunity to revisit the car's overall specification, with immediate focus on the engine."

RESURRECTION REPEATED

As you'd expect, Adam took no chances with his SC's second-time revival. The car was shipped to a body shop with a solid reputation and was taken back to

bare metal, a process uncovering the remaining scabs of climate damage ready for replacement with new steel. In turn, this gave an opportunity to re-think the way the 911 looked, and to cherry-pick another round of classic Porsche

influence for the project. To this end, the front wings are from a 1971 car, with front and rear bumpers from a 1973 Carrera RS matched to a custom ducktail and chrome grille, both of which were integrated into the 964 electrically assisted decklid. It's a mix, for sure. "I didn't set out to recreate any particular car or present my 911 as something it isn't. There are many restomods with big bubble arches. I don't know if they're supposed to emulate a Singer or an S/T, but they nearly always look awkward. I think Porsche really nailed the SC's standard wheel arch proportions, which is why I've kept them."

Above A mix of mechanical, interior and body parts from across the classic 911 range have been used to great effect on this unique SC

ADAM DITCHED THROTTLE BODY TUNING FOR THE SIMPLICITY OF A 993'S 3.6-LITRE VARIORAM ENGINE



It's a sign of a long-term interest that the mix of parts isn't obvious at first glance. The cabin is plusher than it had been, now ready for touring thanks to the appointment of deep-bolstered 964 'tombstones' trimmed in tan-coloured leather, biscuit centre panels and matched to the door cards, elements of the dashboard and even the 917-style wooden gear knob. This is a car configured for all-season use and, with the invitation of dark country roads to make the most of the power and poise on offer, the projector headlights are as much of a performance necessity as anything beneath the skin. And there's plenty going on where you can't see it, too. Starting from scratch, Adam ditched the frustrations of throttle body tuning for the simplicity of a 3.6-litre Varioram engine from a donor 993, boosted by a remap at Chipwizards. Cabin heating comes from SSI

heat exchangers which, in turn, meant having a custom exhaust built for the car. The quad chrome pipes are unmistakably Eisenmann hardware, only compatible with the mix of parts behind following a session of extensive persuasion. Adam reckons it was worth the hassle. "It's a nightmare trying to find an exhaust that fits the 993 manifolds and also goes in behind the car's reprofiled rear end," he explains. "I was worried the Eisenmann system would be too restrictive or sound rubbish, but the engine pushes out 303bhp and sounds lovely, with a nice bass burble." A 915 transmission is in place, which amounts to lower ratios than the stock-spec G50, meaning the pace up to three-figure speeds is incredible. Chassis mods were also dialled in to suit fast-road use. The torsion bars and anti-roll bars are as they left the factory, but are now paired with Bilstein dampers

Below interior is sporty enough to satisfy at the track, but comfortable enough to keep Adam happy when he's travelling there and back





and selective use of polyurethane bushes wherever Adam felt additional stiffness might help. Behind the staggered and part-polished Fuchs wheels — wrapped in modern Continental ContiSport Contact performance tyres — the factory brake setup runs race fluid and Mintex M1166 pads, all helping to rein in this superb SC's additional power.

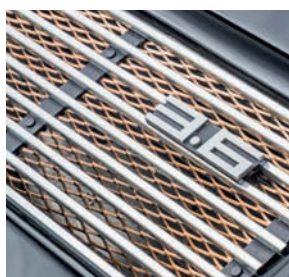
SEVENTH HEAVEN

Having waited seven years to get here, Adam didn't go lightly with the 911's shakedown test. Fresh out of the workshop in May, the Porsche's mechanical parts were run-in with a road trip to the Nürburgring and a trouble-free weekend lapping the Nordschleife. Plans are forming for an even longer haul next year, one that'll take the Porsche back to Stuttgart, into Northern Italy (via Switzerland's awesome mountain passes) and on to the French Riviera, returning via Bordeaux. "My modified

SC is built as a street car, but it's participated in a few track days," he says, before expressing slight regret. "I chose not to cut vents into the new front bumper, but I'm wishing I had. The car ran fine around the Green Hell, as long as the ambient was twenty degrees centigrade or below, no matter how hard I pushed. Sadly, when outside temperature rose any higher, the car struggled to shake off the heat. I've since added extra coolers and fans, but the more elegant solution would have been to have cut vents in the front."

For many, an SC remains the go-to 911 for customisation. High in number and not yet valuable enough for an owner to be concerned with preservation of factory specification, the three-litre model provides all the plus points an enthusiast is looking for when starting out on a journey of Porsche personalisation. With prices of all used cars rising rapidly this year, make sure you grab an SC of your own before it's too late. **CP**

Above Modern LEDs alter the appearance of a classic 911, but provide far safer night driving, replacing the factory 'candles for headlights'



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CARRERA 3.2

The G-series was the poster car for a generation of Porsche fans. More specifically, images of the Carrera 3.2 decorated many office and bedroom walls when the model was new. It continues to do so today...

The classic 911 is Porsche's ultimate — some would say untouchable — icon. We all know this to be true, but there was a time in the late 1970s when our favourite manufacturer was preparing to discontinue the rear-engined legend.

With square-edged, front-engined, water-cooled models from the brand's transaxle family of cars ably proving there was life outside the curvy coupé, many saw the 911 as being, well, long in the tooth. Despite these concerns, however, the three-litre 911 SC had been a huge success. Even though it was down on power when compared to the Carrera 3.0 it replaced, strong sales forced a rethink in Stuttgart. It seemed there was still life in the 911 concept after all.

Arriving for the 1984 model year, the Carrera 3.2 was arguably the purest incarnation of Porsche's sports car icon. A big step forward from the SC it superseded, the new and improved 911 was still very much an *analogue*

sports car, bereft of driver aids and powered by the traditional air-cooled flat-six. It was, of course, based on the 'impact bumper' G-series body introduced a decade earlier, but the Carrera 3.2's familiar shape and galvanised body panels clothed a substantial evolution in the 911 story.

The Carrera 3.2 was immediately available in coupé, Targa and Cabriolet variants. It marked the first time the Carrera script had appeared on a 911 since 1977, but the biggest change was hinted at in the new car's designation: a 3,164cc flat-six which Porsche claimed was eighty percent new. The higher displacement was arrived at by using the 95mm bore from the three-litre SC in conjunction with the 3.3-litre 911 Turbo (930) 74.4mm crankshaft stroke, along with a compression ratio of 10.3:1. Bosch L-Jetronic fuel injection and Motronic 2 Digital Motor Electronics (DME) encouraged smooth engine running and mechanical reliability, while new inlet and exhaust pipework was also fitted. As a result,

Above A Guards Red Carrera 3.2 is the quintessential 1980s poster Porsche

power was up to 231bhp, with 209lb-ft torque delivered at 4,800rpm. This was the most powerful naturally aspirated 911 to date, managing the 0-60mph dash in 6.1 seconds, racking up a top speed of 152mph. The first production 911 to feature an ECU controlling ignition and fuel systems, the Carrera 3.2 achieved a sprint to 100mph from rest in just 13.6 seconds. At a stroke, with performance nipping at the heels of the original 930, the 'regular' 911 had gone from sports car to junior supercar. Carrera 3.2s destined for North America were more *super* car than supercar, though. A reduced 9.5:1 compression ratio and a catalytic converter reduced power by 24bhp, resulting in 207bhp (still at 5,900rpm), while the dash to 60mph took 0.2 seconds longer. The sometimes recalcitrant 915 five-speed manual transmission, however, was fitted to all Carrera

3.2s after working well in the SC, while brakes were enlarged, with 286mm front and 294mm rear discs bringing the new 911 to a swift halt. Elsewhere, the well-documented cam chain tensioner bugbear was remedied with a new oil-feed system, and a fit-for-purpose finned oil cooler replaced the serpentine lines in the passenger footwell. There was a thermostatically controlled cooling fan for Carrera 3.2s built from 1987, but all this extra kit

came at the expense of the car's weight: the Carrera 3.2's bulk was up 50kg on the 911 SC.

SAME BUT DIFFERENT

It's not easy for the layman to tell the difference between the Carrera 3.2 and its SC-badged predecessor, but look closely and the clues are there. The new car wore 'teledial' wheels (Fuchs were offered as an optional extra), while an air dam with integrated fog lamps tidied up the front end. Until 1986, a red reflector panel featuring Porsche script filled the gap between the rear lights. Elsewhere, though, it was business as usual. In

other words, the classic coupé's curves were left intact. That is, of course, unless you ticked the 'Turbo Look' box when specifying options for your new Carrera 3.2. Officially known as the M491 option

ONE OF THE MOST VISUALLY ARRESTING 911s EVER MADE, THE CARRERA 3.2 SPEEDSTER WAS FIRST FLOATED IN 1983

and available for an extra DM25,590 through Porsche's *Sonderwunsch* (*Special Wishes*) department, the Carrera 3.2 Supersport gained Turbo-aping wide wheel arches, a 'whale tail' rear end and a wraparound front spoiler. The 930's stiffer suspension, superior braking system and wider wheels also migrated to the Supersport. Largely thanks to the non-availability of the 930 from 1984-1986 due to strict emissions regulations, the wide-hipped, big-

Below Considered by many to be the last 911 remaining true to Butzi Porsche's original concept, the Carrera 3.2 is a hugely rewarding sports car





tailed Supersport was particularly popular in the USA, becoming an unmistakable 1980s automotive icon. A separate Sport pack (comprising a reduced equipment list) was offered in the UK.

IMPROVING TRIM

On launch, the Carrera 3.2 coupé was priced at DM68,560, rising to DM71,660 for the Targa. Ironically, as become the norm, less car meant a bigger price tag, with Porsche asking DM75,980 for the fabric-roofed Cabriolet. And as was always the case with Porsche's creations, evolution and a programme of subtle lifecycle improvements began without delay. Indeed, only a year after the first Carrera 3.2 appeared, the model gained a shorter gear shift, a radio aerial embedded in the windscreen and slimmer front seats with the option of electrically controlled adjustment. For the 1986 model year, all Carrera 3.2s received a redesigned dashboard with larger air-conditioning vents, while the front seats were lowered by 20mm and boasted increased fore and travel. Central locking became standard equipment, and all cars were fitted with the 'Turbo Look' kit (known as 'Carrera with Sport Equipment' in the UK). Engine management and fuel map changes for North America brought power up to the 217bhp mark, and body shells were guaranteed against rust perforation for ten years. These changes wowed the car buying

public, with 1986 becoming the Carrera 3.2's most popular sales year, resulting in the assembly of no fewer than 14,584 units.

A substantial change came in 1987 with the introduction of the Getrag G50 five-speed gearbox, BorgWarner synchronisers and a hydraulic clutch. Much more helpful in letting the driver get on with the job of driving, the revised transmission was one of the Carrera 3.2's most celebrated refinements. In a spot of tidying, Porsche also made changes to the car's rear lights, moving fog and reverse lamps into the red reflective fill strip. Electric power roof operation became standard

functionality for Cabriolets, while 911s with catalysts were introduced in Europe. Fifteen-inch Fuchs alloys replaced the standard Teledials (sixteen-inch wheels were still an option) in 1988. More

MANY SAW THE NEWER 911 AS A REASSURING MOVE AWAY FROM THE REPUTATION OF 'WIDOW MAKERS'

impressively, Porsche added a passenger door mirror free of charge! A year later, door locks were fitted with flashing red diodes designed to repel opportunist car thieves, while sixteen-inch wheels became a standard fit. The famous Flachbau 'slant nose' body style was also available to order, although only sixty-three UK-bound cars ever received the treatment.

1989 marked the end of the G-series 911 and the arrival of the 964, but Porsche continued to develop the Carrera 3.2 until the bitter end. The Speedster variant (option M503) borrows its inspiration, name and style

Above The last 911 before the arrival of the 964 in 1989, the Carrera 3.2 is regarded by many as the sweet spot of in the classic 911 line-up

from identically named 356 of the 1950s. Essentially a low-roof version of the Cabriolet, the DM110,000 two-seater featured a cut-down windscreen and a pair of body-coloured polyurethane 'humps' behind the front seats covering an unlined, manually-operated hood. Buyers could choose narrow-body or 'Turbo Look' versions, each benefiting from a model-specific front valance. Between January and July 1989, 2,104 Speedsters were built. Only 161 were narrow-bodied, and only 139 were right-hand drive. One of the most visually arresting 911s ever made, the Carrera 3.2 Speedster idea was first floated in 1983. Yes, it took an astonishing six years to reach production and, though very much a 'fair-weather' 911, Porsche made buyers sign a weather damage waiver before they allowed each car to be sold.

COSMETIC MAKEOVER

The limited-edition Anniversary 911 also came in 1989, a low volume model celebrating twenty-five years of the air-cooled classic. As was the case with the Commemorative 911 produced in 1988 (to celebrate the 250,000th 911), changes were only skin deep: Anniversary 911s were Silver Metallic or Satin Black Metallic and featured body-coloured Fuchs wheels, front and rear spoilers and a plush leather interior accompanied by a commemorative plaque. A total of fifty Anniversary 911s are believed to have been sold in the UK, totalling thirty coupés, the remainder being a split of Targa and Cabriolet models. Exclusivity had been available from the very beginning, though. Made to celebrate the tenth anniversary of the original Carrera RS, the 1984 model year Carrera ST (Senza Turbo) was limited to just ten cars. Solely produced for the Italian market, power was hiked to 255bhp, while Grand Prix White paint was offered with blue or red body graphics

and colour-matched Fuchs. An engraved dashboard plaque and a 'ducktail' rear spoiler were other special features of this very rare car.

A favourite of the red-braced, champagne-quaffing and Filofax-toting Yuppie, the Carrera 3.2 was one of the most popular 911s when it came to main dealer sales: 74,026 examples were built (35,571 coupés, 18,468 Targas and 19,987 Cabriolets), each representing the ultimate development of Porsche's torsion bar suspension concept. With Porsche experiencing a barrage of competition from the Far East, however, the 911 needed another shot in the arm. Consequently, a rebirth of the model came with the end of the G-series line and the birth of the 964 in 1989. More usable and more refined, the 964 featured vastly updated body styling and new braking and suspension technology delivering superior performance and handling. Not one to shy away from percentage-based marketing snippets, the manufacturer claimed the 964 to be eighty-seven percent new. Many saw the newer 911 as a reassuring move away from the reputation of high-powered 911s as 'widow makers', but this accusation is a somewhat unfair when it comes to the Carrera 3.2 — only under serious provocation will the model's rear 'pendulum effect' come into play, with surefootedness encouraged by an impressive 42/58 percent front/rear balance. What is deserved is the Carrera 3.2's standing as a 911 which cemented the Porsche's reputation for quality of build and reliability. Today, the model offers lucky owners performance and panache with few drawbacks, but prices are starting to rise accordingly. If you want the best in naturally aspirated 911 from the 1980s, then you'd better act fast, else you might just find yourself staring at the poster on your bedroom wall for far longer than you imagined. **CP**

Below Another example of a 911 produced in high numbers, the Carrera 3.2 is easy to come by, but you'll need to be careful when buying — ensure the example catching your eye is solid





5

964 TARGA

£35k+

With its semi-open-top models, Porsche forged a path to creativity and innovation. Today, the last of the air-cooled Targas represents one of the scene's best buys...

Think of T-badged 911s, and the Turbo powerhouse automatically springs to mind, yet there's another T just as much of a Porsche pin-up: the Targa. More than just semi-open versions of the manufacturer's golden child, Targa-topped 911s have enjoyed a reputation for being style icons the world over for almost six decades. After all, following the success of the 356, the 911 had a lot to live up to. Unveiled with as the 901 at the Frankfurt Motor Show in September 1963, the new car was in the sports coupé mould of its predecessor, but unlike the older two-door, there was an immediate lack of cabriolet or roadster to get excited about. Granted, there was chatter in the corridors of Stuttgart regarding the development of an open-top 911, but no satisfactory way of configuring the model materialised. Additionally, Ferdinand 'Butzi' Porsche (son of Ferry Porsche and designer of the 911) was sceptical of fastback soft-tops. The location of the 911's engine didn't help matters — any convertible hood would need to be ungainly stowed on top of it.

Despite Butzi's reservations, sales of the 356 Cabriolet in America had been so important to Porsche's bottom line it was deemed necessary to have *something* suitable to replace it with. Around the same time, motoring hacks were circulating rumours regarding the US National Highway Traffic Safety Administration's apparent desire to outlaw sales of traditional drop-tops. This gave rise to the idea of a different route to a fresh-air 911, and so, the Targa — named after the Targa Florio road race, at which Porsche secured eleven victories — was born.

TREND SETTER

The star of the Porsche stand at the 1965 Frankfurt Motor Show, the Targa was a 911 equipped with a lift-out roof panel, a fixed rollover bar and a removable plastic rear window. We featured the very first 911 Targa on the cover of the March issue of *Classic Porsche* (order a copy at bit.ly/issuecp). While it wasn't a full open-top, it was the most exposed the 911 would be until the introduction of a full cabriolet variant of the model some seventeen years later. By then, however, Targa styling was a firm fixture of the 911 range and had become a

Above The 911 Targa has always been something of an acquired taste, keeping purchase prices far lower than the coupe equivalent model

staple of the automotive world, adopted by Porsche's rival sports car manufacturers, including Ferrari. And, as time went by, Targas mirrored the trim level of hard-top 911s, leading to the arrival of the 964 Targa.

LAST OF ITS KIND

In 1989, the first 964s were all-wheel drive Carrera 4s, but the rear-driven Carrera 2 arrived in dealer showrooms a year later. Both models were available with Targa styling, but this was the last generation of air-cooled 911 to be manufactured with the traditional Targa rollover hoop and foldaway roof — the 993 may be the last generation of 911 to truly be able to trace its roots back to the 901 prototype, but this last hurrah for air-cooled Porsches brought with it a radical new way of looking at the Targa concept. Making its debut in Frankfurt thirty years after the original semi-open 911 was presented to the world, the 993 Targa

was equipped with an electrically operated, retracting glass roof panel which slid inside the host vehicle's rear window at the push of a button. End user convenience was the

order of the day, but at what expense? There was no longer the need for a standalone roll bar, so in profile view, the new Targa was virtually indistinguishable from the 993 coupe, the only notable difference being the way the rear side window sloped to a point where it met its neighbouring bodywork. There was no removable roof panel, no brushed metal 'hoop'. Admittedly, the new panoramic view afforded to drivers when the glass panel was in place was a great idea, but to all intents and purposes, the 993 Targa was a hatchback coupé with a fancy sunroof. This makes the 964 Targa the newest and

most refined of all air-cooled semi-open tops. Best of all, you can bag one for less than forty grand.

That's right, the 964 Targa has, until now, been something of a 'Marmite' model. We're not entirely sure why, but the result is low mileage examples of this stunning Porsche presently available for half the cost of the equivalent hard-top. Does half the cost equate to half the fun? Absolutely not! Classic *erdbeerkörbchen* (*strawberry basket*) styling and fantastic performance, not to mention on-the-road rarity (only 1,329 964 Targas were assembled), contribute to a feelgood factor which Porsche didn't address for many years — the 993's revised Targa concept continued with the 996 Targa of 2002 and the four-wheel drive 997 Targa of 2007. Thankfully, Porsche acknowledged the historical significance of the original Targa when a brushed metal roll bar was fitted to the 991 Targa 4 and 4S. Operation

of the roof remained electric, but the 'glass dome' rear window returned, and in 2015, the 424bhp GTS became the most powerful 911 Targa ever built up until that point in 911 history.

Big bhp and electrical

trickery are all well and good, but if we're being honest, they're not wholly true to the original Targa concept. Modern versions may be fast, practical and convenient, but in terms of style and desirability, they can't hold a candle to the classics. Porsche was clever enough to make its first open-air 911 distinctive and classy through a well-executed design. More than five decades on, we're pleased to see that demand is once again high for this sexy, middle-aged model. Oh, and that predicted ban on soft-tops in the USA? It never happened. Perhaps rumours aren't so bad after all?! **CP**

MODERN TARGAS MAY BE FAST, PRACTICAL AND CONVENIENT, BUT THEY CAN'T HOLD A CANDLE TO THE CLASSICS

Below The first truly modern 911, the 964's integrated polyurethane bumpers allowed Porsche to pull together a 'family' of cars (911, 959, 928, 968) sharing common design cues



6



PORSCHE-DIESEL TRACTORS

£5k+

Air-cooled Porsches don't come more affordable than the Porsche-Diesel brand's oft-overlooked range of tractors...

When most people are asked to bring to mind a Porsche, they'll think of a sleek, premium quality German sports car. Fair enough, but Dr Ferdinand and his son, Ferry, are responsible for a wide array of ground-breaking performance machinery, including the Elefant heavy tank destroyer, the Volkswagen Type 82 *Kübelwagen* light military vehicle and, of course, its cousin, the Beetle.

While Dr Porsche was sketching the *people's car*, he was also developing the *people's plough*. Often referred to as the Volks-Tractor, this impressive workhorse – given the designator, Type 110 – was futuristic in terms of its technology and appearance when compared to the agricultural vehicles of the day. Of course, this was the 1930s, and the German war effort was about to come

into full effect, meaning that despite three prototypes being developed, the tractor project was put on hold in favour of military armament assignments.

Mass tractor production was a big deal in Germany towards the end of the second World War, yet not a single machine was produced of the Porsche designs. In fact, only firms who had been making tractors prior and during the war were permitted to continue production. Since Porsche wasn't one of these companies, it entered into a licensing agreement with Allgaier GmbH and Hofherr Schrantz, German and Austrian manufacturers making use of Porsche's designs, resulting in Allgaier-System Porsche and Schrantz-System Porsche tractors respectively.

Aided by Germany's post-war economic boom, sales exceeded expectation. In part, the success of the Porsche designs was down to each tractor featuring a

Above Porsche's production of tractors isn't particularly well known, and the same can be said of Lamborghini, which started making tractors in 1948 and continues to do so to the present day

beautifully sculpted front end, but a choice of air-cooled diesel engines (ranging from single-cylinder 12hp units to four-cylinder variants delivering 44hp) and an extensive selection of accessories also played their part in contributing to a production volume of more than 40,000 tractors by 1955.

FARMING LIFE

In 1956, five years after Porsche Sr's death, a new chapter in Porsche tractor development came into play through the formation of Porsche-Diesel GmbH, a joint venture with Mannesmann AG, a German industrial conglomerate keen to get into the tractor business. The old Zeppelin factory at Lake Konstanz was redeveloped into a massive state-of-the-art manufacturing facility with the very best tooling available. Between 1956 and 1963, some 125,000 units left the Porsche-Diesel factory. Whereas Allgaier-System Porsches were known for their bright green and orange paintwork, Porsche-Diesel tractors were painted in an attractive twin-tone red and cream finish. New designations of Junior (single-cylinder), Standard (two-cylinder), Super (three-cylinder) and Master (four-cylinder) were listed, with close to sixty-five variations being sold across the range. The most successful year of production was 1961, with 16,337 tractors being produced, a number that contributed to Porsche-Diesel's status as the second most popular tractor brand in the German market.

After eight years of strong sales, Porsche-Diesel ended

production on 15th July 1963. These well-respected machines live on, however, with lovingly restored examples constantly making appearances at car shows, historic tractor rallies and at Porsche's own museum in Stuttgart. Furthermore, due to the extraordinarily high-quality build of each brilliantly designed Porsche tractor, many are still working hard on farms, smallholdings and plantations today, while others wait patiently in barns for restoration following a worldwide surge of interest in what is an often overlooked part of Porsche's history.

A host of aftermarket suppliers are keen to promote the availability of freshly made parts and accessories designed to keep Porsche tractors in full working order. This is music to the ears of loyal agricultural vehicle enthusiasts lucky enough to own a chunk of Porsche-penned engineering sitting outside the sports car sphere. And just like the high-powered, fast-road Porsche products we all know and love, the unique sound and

style of Porsche tractors makes them every bit as exciting to buyers seeking a fun, low-cost Porsche project. As little as five grand will get you a Porsche-Diesel doer-upper, while fully restored Supers can

IF YOU HOPE TO OWN A CLASSIC PORSCHE SERVING AS A TALKING POINT, IT DOESN'T GET MUCH BETTER THAN THIS

reach five times that figure. It's not the appreciating classic you might have been expecting us to shout about, but if you're working to a tight budget, want an air-cooled classic you can work on at home, and if you hope to own a Porsche serving as a talking point, it doesn't get much better than this. There are plenty of surviving Porsche-Diesel tractors to choose from, too, especially in Europe. Hit the classifieds and let us know how you get on. **CP**

Below So nice, it almost seems a shame to put them to work in a muddy field!



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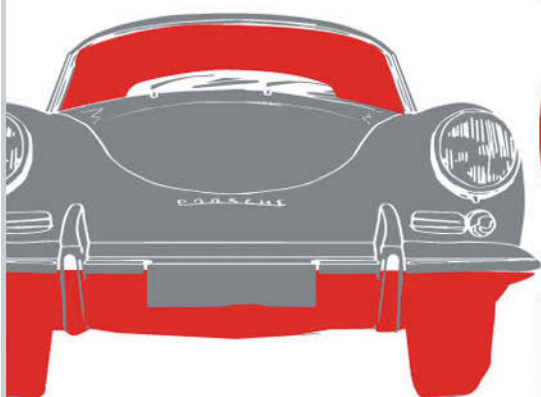
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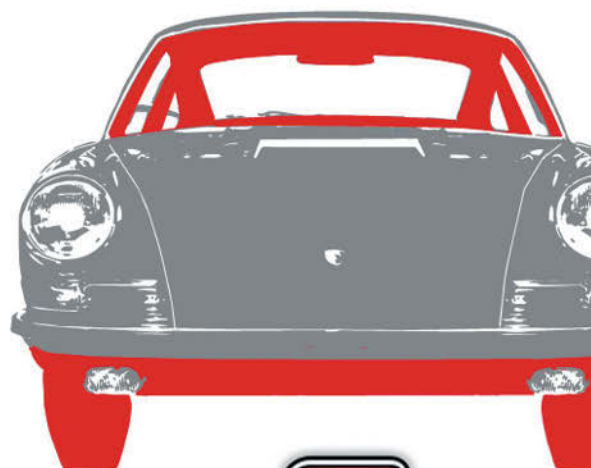
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Enter our latest competition to be in with a chance of seeing your Porsche rolling on this all-new alloy wheel fashioned in the style of those fitted to Porsche's classic fast-road and competition cars...

Driven by a desire to re-imagine some of the world's finest motorsport-inspired wheels, but with exacting modern specification, Group 4 Wheels has supplied its products to enthusiasts in charge of some of today's finest road and race cars. The British company's desire to succeed in providing high-quality products enhancing both the look and performance of the host vehicle sees the firm constantly striving to develop wheels for cars dating as far back as the 1960s and as recent as today — from an early short-wheelbase 911 to a modern Boxster.

Established in 2009, Group 4 Wheels develops superb wheels manufactured using AISI7 primary alloy before being heat-treated, a process improving each wheel's mechanical properties, as is the norm in motorsport. Furthermore, the alloy undergoes a degassing pretreatment limiting the presence of oxygen, which, in turn, minimises cavities in each casting. As you'd expect, all Group 4 Wheels products are subject to strict quality controls, including X-ray inspection and pressure testing to verify the quality of each casting.

Whether a faithful reproduction or a variation on an original design (different widths, diameters, PCDs or offsets to suit modern vehicles), Group 4 Wheels offerings are reimagined classics — it's about understanding what works and then remastering the design to suit classic and contemporary vehicles in the present. Ferrari, DeTomaso and Fiat styles form a large part of the company's portfolio, but it's a modern take on classic Porsche wheels which has forged Group 4 Wheels a reputation for providing a safe and stylish solution to equipping treasured sports cars with wheels evoking memories of the

golden era of motorsport. It's no surprise many of the air-cooled classics we encounter at shows are rolling on Group 4 Wheels products.

New to market is LMZ, an aluminium version of Porsche's classic steel wheel, with all the looks, but a fraction of the weight. Offered in satin silver, satin black, bare aluminium or a combination of satin silver with a cut dish, LMZ can be ordered in sizes ranging from 5x15-inch to 7x15-inch, with offsets of ET36 through ET23. PCD is Porsche's popular 5x130, with each wheel weighing as little as 6.5kg (5J). A sixteen-inch LMZ is currently in development.

In partnership with our sister title, *911 & Porsche World*, we're giving away a full set of four LMZ wheels in a size, finish and fitment of your choosing. All you need to do is answer the following simple question:

Which city is named on the Porsche crest?

- a) Stuttgart
- b) Canberra
- c) London

Head to www.bit.ly/group4wheels and register your answer. The competition closes Friday 3rd September and is open to readers worldwide. Good luck!

CONTACT

For further information about Group 4 Wheels products for Porsches, including all available designs, sizes and finishes, visit the company's website at group4wheels.com, where wheels can be ordered for worldwide shipping.

TERMS AND CONDITIONS

Entries close at 23:59 on Friday 3rd September 2021 and the winner will be drawn Monday 6th September 2021. The winner will be notified within twenty-eight days of the close of entries. The editor's decision is final and no correspondence will be entered into. Entry is free. Employees of Kelsey Media and their family members are not eligible to win. Asterisk denotes approximate value of prize. Only one entry permitted per person. Bulk entries will not be accepted. There is no cash alternative and the prize is not transferable. If any prize or product is lost or damaged during the course of delivery to the recipient, Group 4 Wheels will provide reasonable assistance in seeking to resolve the problem. It will not always be possible to obtain a replacement for lost or damaged goods and, in this event, no financial compensation will be paid by Kelsey Media or its affiliates. We reserve the right to cancel the competition if circumstances change beyond our control. Classic Porsche and 911 & Porsche World are Kelsey Media brands. Kelsey Media takes no responsibility beyond promoting this competition. Kelsey Media will only ever use your information in accordance with its strict multi-layer privacy notice. For full details, visit kelsey.co.uk/privacy-policy. If you have queries regarding Kelsey's data policy, you can email our Data Protection Officer at dpo@kelsey.co.uk. Submitting data indicates your consent to the rules outlined here.

ACCESSIBLE CLASSICS

HELPING HAND

Offering a fresh, no-nonsense approach to real-world auctions, Manor Park Classics is fast establishing itself as one of the UK's leading classic car sales and enthusiast hubs, with special focus on air-cooled Porsches and first-time buyers...

Words Emma Woodcock and Dan Furr
Photography Chris Wallbank and Phil Burge



Whether you're interested in the beautiful blue 1967 911 soft-window Targa in our photos, a big ol' Bentley or a humble Fiat 500, the Manor Park Classics team wants to share enthusiasm and

answer your every question. The newly launched auction house in Runcorn held its first sale in April, offering up a beautiful 1973 2.4-litre E Targa in the process, and by the time you read this article, Manor Park Classics will have completed its second highly anticipated auction. Star lots include a 1971 911 E 2.2 coupe and an older 911 E recently subject to a Carrera RS 2.7 makeover. Exciting stuff, with more classic Porsches to follow in the third Manor Park Classics auction, scheduled to take place in November. It won't be any ordinary day at the market – the company is putting transparency, public access and its love for classics centre stage. In short, if you're looking to join the ranks of air-cooled Porsche ownership, you can sleep easy knowing this is a real-world auction service curated by time-served enthusiasts with the needs and concerns of new-to-market classic car fans in mind.

It's an idea driven by a deep appreciation for the customer experience when trading historically significant vehicles. Sales Director, Sam Grange-Bailey, grew up at her 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. The pair started dialogue with classic car collector, Stephen Ashworth, about their collective auction experiences. "We saw gaps in the market where processes could be significantly improved," says Sam. "Stephen suggested creating a one-stop shop that could become a classic car destination in its own right." In 2020, the trio's planning blossomed into Manor Park Classics.

FRESH FLAVOUR

The company premises is a cornerstone of their new approach. 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," Sam reasons. "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, it must be noted, generally can't see the cars outside business hours."

Manor Park Classics counters with an unhurried approach putting flexibility first. The company offers five consecutive viewing days (including weekends) before its auctions and plans 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. "We want to make Manor Park Classics and the cars we're offering completely accessible, thereby removing the anxiety often associated with classic car auctions, brought about as a consequence of hurried, limited viewing time,"





says Sam. "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.

Sam and Roger 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, the team plans to offer accompanied test drives on the open road. "We want to be completely open about our cars. The idea is for there to be far less risk than buying privately," says Sam. "For example, there's absolutely nothing wrong with selling a car in need of attention. After all, they're often the most interesting vehicles with fascinating stories to tell, but we're completely transparent about the condition of every car passing through Manor Park Classics, so much so that a four-post lift has been installed on-site, allowing enthusiasts to thoroughly inspect their potential purchase."

Drawing on their own industry experiences, Sam and Roger have devised a system that works as smoothly for sellers as it does for buyers. "As a second-generation car dealer, I really want to support the trade," Sam explains. "Manor Park Classics' fixed premises means cars can arrive whenever the seller needs them to, plus in addition

to free storage, we're offering free national collection for our first sale." Entry fees and seller's commission have also been waived for the firm's inaugural auction. A competitive five percent seller's fee and reduced trade commission will be introduced for following events.

ALL THE DETAILS

Images, video and social media content also ensure every lot can tell its full story — explore the Manor Park Classics website and you'll see each car is photographed in exacting detail, including a 360° view of the cabin, complete with interactive details. The team film the cars running and make sure to catch their history files too, all in a concerted effort to bring each machine to life on the small screen — extremely useful for bidders unable to visit Runcorn in person. *Car SOS* presenter,

Fuzz Townshend, is also producing enthusiast-oriented videos and reviews of the star lots. "Fuzz is a hugely experienced engineer and an all-round nice guy," says Roger. "He's an inclusive car fan with a penchant

for all kinds of makes and models. He came onboard with Manor Park Classics as soon as he heard about what we're trying to do."

Stephen has always wanted to build a unique hub for classics enthusiasts in the northwest of England, which is why Manor Park Classics plans to expand into in-person meets and events later this year. Monthly 'cars and coffee' get-togethers are planned, though the team welcomes opportunities for owners' clubs to use the Runcorn site (located six miles from the centre of the UK, within 100 miles of Wales, the Midlands and most northern counties) for their own gatherings. Meanwhile,

Above Sam and Roger are presenting a new, relaxed approach to the classic car auction scene, putting enthusiasts front and centre

A PURPOSE-PREPARED FACILITY IS DEVOTED TO KEEPING CARS IN THE SAFEST CONDITIONS



away from base, Sam and Roger are aiming to organise social drive-outs through the surrounding Cheshire countryside. In a thoughtful touch, they'll be bringing a flatbed and mechanics along for the ride to make sure owners feel well supported.

"We're not just about buying and selling," Sam continues. "Of course, when trading classic cars, it's easy for dealers and auction houses to focus on just this aspect of the business, but Manor Park Classics is keen to showcase the oft-ignored bit in the middle, creating a warm and welcoming automotive environment, not to mention activities for people who own and use their cars." Vast personal experience helps the three founders advise curious car fans — Stephen's collection ranges from a Morris Traveller to an Aston Martin DB6, Sam grew up around American muscle cars and Roger has been carried by pre-war Rolls-Royce since childhood. "Stop by for a cuppa and we'll help you wherever we can. The three of us have experienced all the pitfalls of classic car ownership. We're here to answer any queries enthusiasts might have."

The team is especially keen to point first-time and

would-be classic car owners in the right direction when navigating the sales market. "We know it can be a confusing arena, especially when you're new to our community," says Sam. "For example, it might seem obvious to those of us in the know, but you'd be surprised at how many people would think nothing of taking either of these 911s to a generic car maintenance workshop lacking the skills to adequately care for the cars. People can contact Manor Park Classics and we can genuinely and honestly recommend businesses we've used ourselves, or those we're confident offer first-class services fit for each enthusiast's chosen chariot."

SAFE KEEPING

Car storage is another fundamental part of the business. To this end, a purpose-prepared facility is devoted to keeping cars under wraps in the safest possible conditions. Priced and pitched for every model, from classic Minis to multi-million-pound Ferraris, this storage section is dry, gated and fitted with round-the-clock closed circuit security cameras for peace of mind. Using their industry links, the team can organise

Above and below Blue soft-window Targa is one of a handful of exceptional 911s to pass through the Manor Park Classics auction hall





specialist services, such as vehicle preparation or recommissioning for dormant classics, too. Don't go thinking the service is for private owners or pre-auction convenience only: Vauxhall (Britain's oldest car manufacturer) recently entrusted part of its famous Heritage Collection to Manor Park Classics.

"The brand's representatives came to visit and saw we could look after their valuable exhibits, as well as keep them running," Roger explains. "They wanted to leave these cars in the custody of specialists who really understood classics." A rotating cast of eight vintage Griffins now takes pride of place at Manor Park Classics, where they're displayed alongside a range of ex-factory artefacts. Current highlights include a 1904 6HP and the factory retained Lotus Carlton (Type 104 chassis no.820, in case you were wondering!).

SINGER WHEN YOU'RE WINNING

You could see the same wide focus in the catalogue for the April auction, where a pre-war Singer Nine rubbed elbows with a Chevrolet Corvette C1 and a super-rare Citroen BX GTi 4x4. "As long as it's a genuine classic car, we're happy to entertain it in our sales," Sam smiles. "As far as breadth of offering is concerned, Manor Park Classics is about quality more than quantity, which is why we're purposely setting out to offer a wide range of vehicles." This comes as no surprise when you look at the founders' personal car collections: Sam has held on to a low-mileage Chevrolet Corvette C4 Indy Pace Car once owned by her father, while Roger is the custodian of a 1930s Rolls-Royce, a Series 1 Land Rover and a split-screen Morris Minor. Most important of all, however, both recognise the value of a good Porsche. "The 911 is such a complete machine and I've yet to find anything to better it in terms of optimised performance balanced with everyday usability," Roger muses. He has fond memories

of his previous 964 Carrera 2 and 911 SC Sport. Sam sets her sights further back and admires the classic 356 Speedster. "How can you not love that shape?! I currently drive a factory-built Chesil Speedster. It's a beautiful car to look at and to drive, plus I can leave it in a supermarket parking lot without the responsibility or worry associated with being a custodian of the real thing!"

At its first sale, Manor Park Classics successfully sold the soft-window 911 Targa pictured here. Roger is quick to point out what makes the car so special and why it didn't take long for bids to come flying in from all four corners of the world. "It's one of only 718 such Porsches made for 1967," he reveals. "As a 'matching numbers' example, it's in near purist form and has been in the same ownership since 1999, with a comprehensive body restoration carried out between 2016 and 2018, work totalling £21,540. We offered the car complete with its original order form and delivery note, a complete service history from new, all original handbooks and a Porsche Certificate of Authenticity." The sale price was a cool £94,500, but while both Roger and Sam recognise the need to cater for Porsche collectors, they know only too well they need to cater for enthusiasts playing with modest budgets. As if to prove the point, with an upper estimate of £6,000, a recently recommissioned 1959 Porsche-Diesel Standard tractor will have gone under the hammer at Manor Park Classics by the time this magazine lands on newsstands.

In partnership with Stephen, the dynamic duo of Roger and Sam are working hard to grow the business through 2021. "We want to make this the North West's auction house of choice. Enthusiasts are always welcome to come and see us when they're passing." Whether you want a new way to buy or just want to chat old-school cool, the Manor Park Classics doors are always open. We'll see you at the next auction. **CP**

Above Something tells us Roger would quite liked to have kept hold of this Targa!

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ACCESSIBLE CLASSICS

GERMAN EFFICIENCY

You've decided which car you want to buy, but what about all the spares and consumables you're going to need? Drawing on thirty-five years of hard-earned experience, Heritage Parts Centre is a leading light in the supply of components for classic Porsche and Volkswagen vehicles...

Words Emma Woodcock
Photography Rich Pearce



A passion for Porsche and Volkswagen meets supermarket convenience at Heritage Parts Centre. Spread over 40,000ft² of warehouse space, the Shoreham-by-Sea parts supplier stocks components for historic models ranging from the 356 to the 997-generation 911. Supported by a team eighty-five strong, Managing Director, Barney Dines, is proud to be leading a business selling five-thousand Porsche-specific products.

Moreover, he's dedicated to finding and developing even more. It's a statement of intent.

The enthusiast-led firm celebrates its thirty-fifth anniversary in 2021, but has only been on the Porsche scene since 2016. "Porsche is a natural progression from our Volkswagen roots," Barney reasons. "The two manufacturers share a high number of OEM suppliers, reflected in the cross-brand aftermarket. Through our Volkswagen oriented business, we already know many of the key players, including Bosch, Meyle and

Above Heritage Parts Centre is based a stone's throw from Brighton seafront



Dansk, which is why we were able to build on those relationships and establish our Porsche range very quickly.” Mirroring the evolution of the company, it’s not uncommon to hear owners of air-cooled Porsches talk about motoring history in charge of old Volkswagens, stories ensuring Heritage Parts Centre had a ready market for its multi-marque specialism — today, five years after the company launched its first retail items for the classic 911, Porsche parts account for one in every ten of Heritage Parts Centre’s sales.

This isn’t the first time the firm has gone in a new direction. After starting out as a Volkswagen Type 2 van restorer, company co-founder, David Ward, took feedback from wealthy buyers and started selling Karmann Ghia coupés in 1984. The spare parts business — initially named Karmann Classics — began in 1986, catering for just the Ghia until an expansion into Beetle Karmann Cabriolet components beckoned. Beetle saloons and T3 vans followed. The water-cooled first and second-generation Golf joined the range in 2007,

Above A warm welcome awaits anyone visiting the company’s Shoreham HQ



leading to Heritage Parts Centre covering Volkswagens as recent as the Mk4 Golf in the present.

Make no mistake, Barney and his team want to become market leaders in the supply of Porsche components. To this end, their offering has already expanded dramatically since 2016. Indeed, after an initial focus on air-cooled 911s, the company's portfolio of products rapidly grew to cover Boxsters, Caymans and other water-cooled models, including those from the Stuttgart brand's transaxle family of cars.

BACK TO THE BEGINNING

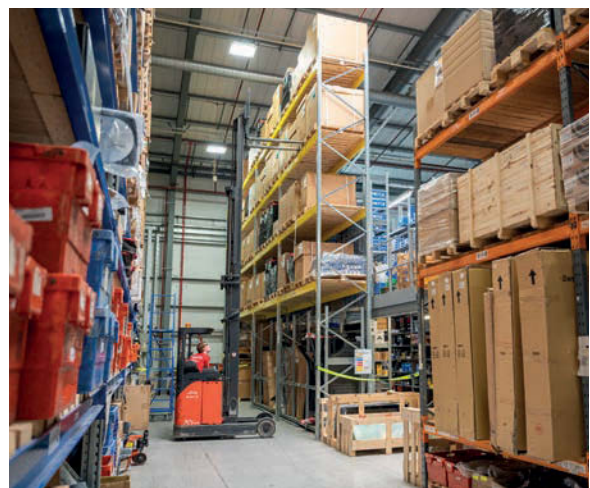
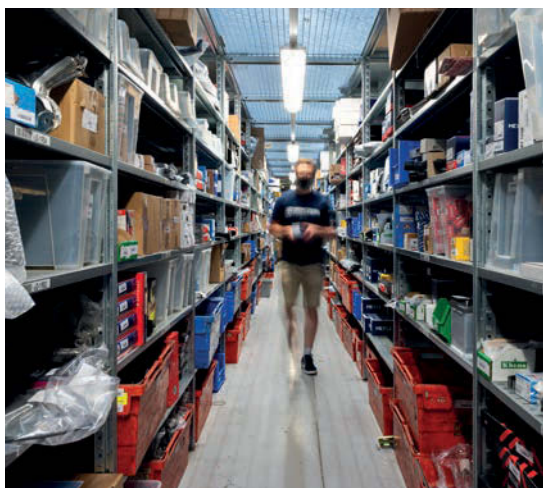
At the opposite end of the Porsche product spectrum, the Heritage Parts Centre warehouse started to stock items for every generation of 356. The company's catalogue continues to develop, not least thanks to the customer-focused work of Chris Thwaites. A marque specialist with a seven-year history in Porsche sales, he joined Heritage Parts Centre as Porsche Business

Development Manager in 2019. "I love asking people which parts they are unable to source and which existing components they think need to be improved," he says. "After all, those of us working at Heritage Parts Centre know what it means to spend money on a cherished car and, importantly, we want to make sure we're offering the right parts at the right prices."

As a direct result of customer feedback and demand, Heritage Parts Centre now stocks a 930-derived tie rod upgrade kit suitable for early 911s, as well as a sunroof delete panel for *all* air-cooled 911s. "Customers requested both parts on several occasions. We listened to what they wanted," Chris confirms. As far as the sunroof delete is concerned, with no suitable solution available elsewhere, Heritage Parts Centre designs and fabricates the entire roof section in-house. In fact, it's the first dedicated Porsche product the company has developed. It won't be the last. "There isn't a single person working here who doesn't have a passion for

Above Left or right?! With tens of thousands of Porsche and VW parts to choose from, deciding which desirable parts to walk away with can prove challenging!





at least one Porsche or Volkswagen model," Barney grins. "Chris is a former Porsche sales manager who understands the slightest variations between different models, and Julian Carter, a member of our Porsche product team, knows how to read air-cooled engine and chassis numbers perfectly. Expertise matters to us." Several staff also drive a Porsche of their own: Community and Public Relations Manager, Andy Gregory, owns a subtly modified 944, the company's Head of Digital, Rob Tickner, owns a 986-generation Boxster and Barney adores his 997 Carrera. They use their personal experiences to find solutions to issues Porsche owners don't even know they have. For example, Chris has recently been thinking about the sticky and frustrating feel of the climate control buttons fitted to 987 Boxsters/Caymans and 997-generation 911s. "The rubberised surfaces degrade with age," he explains. "Previously, the only solution to the problem was to replace the entire panel. Despite there being no obvious demand, we introduced a pack of replacement buttons. It has become one of our best sellers!" A range of twenty-nine different Porsche engine servicing

kits is proving equally successful. Designed for the home mechanic and professional technician alike, these bundles come in an easy grab bag and combine everything you need to service whatever boxer you may be maintaining.

SECOND TO NONE

Component quality is another ongoing concern, with Heritage Parts Centre striving for parts as good (or

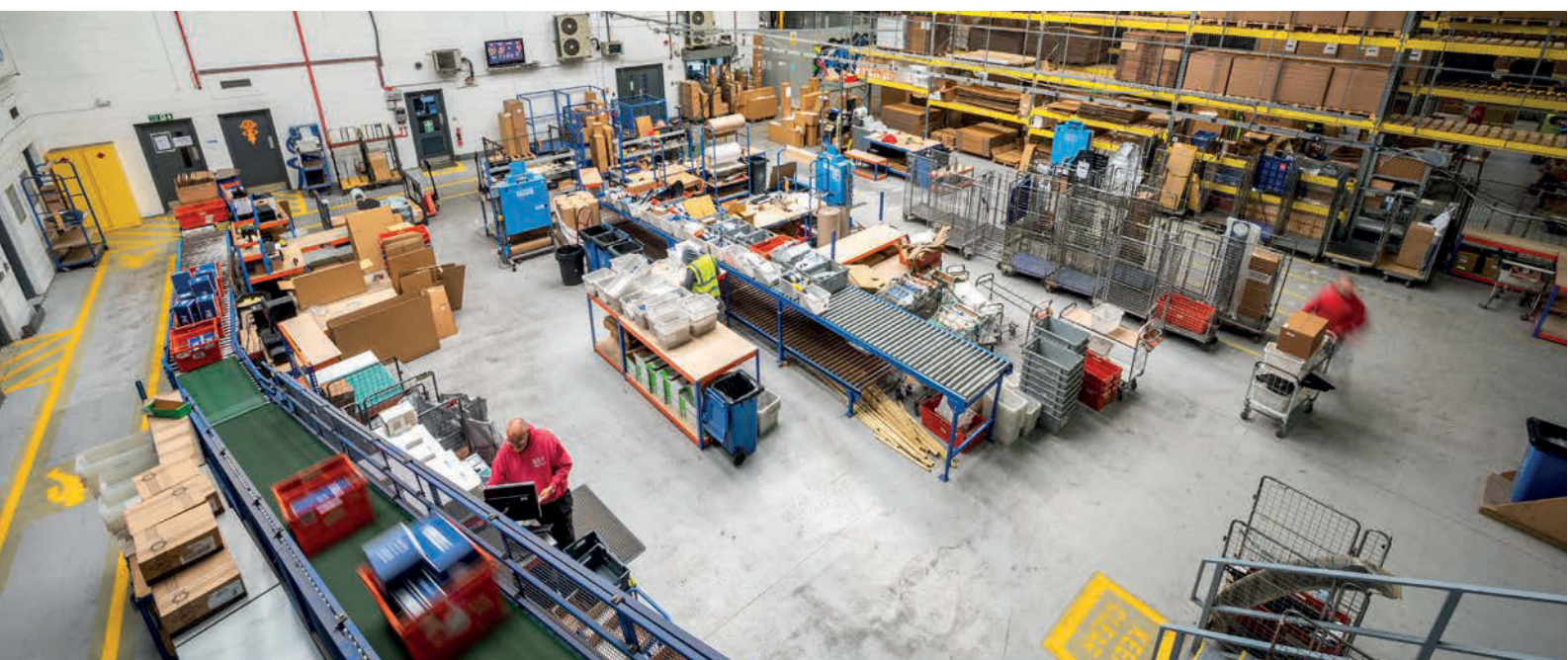
better) as Porsche originals. "Everything we add to our range is of the highest quality," says Chris. "If a component doesn't work properly, we'll look for a new supplier." Currently,

he's investigating a source for the manufacturing of historic Porsche taillights, catering for owners of the 356, 924, 944 and 968. "I'll be analysing sample materials before deciding whether we should run with each supplier," he stresses, acknowledging the high standard Porsche owners expect of the parts they fit to their cars.

The team is always happy to chat Porsches and Volkswagens, whether it's across the Heritage Parts

IN TOTAL, HERITAGE PARTS CENTRE OFFERS MORE THAN 25,000 ITEMS BETWEEN ITS VW AND PORSCHE RANGES

Above and below The company's busy warehouse is stocked full of all the new spares you could ever want for your classic Porsche, with immediate despatch available thanks to the company's round-the-clock operation



 **HERITAGE**
PARTS CENTRE



MEYLE

Reception





Bottom right Barney and Chris are looking forward to a future supplying even more Porsche owners and their air-cooled classics as both company and scene continue to grow in popularity

Centre social media channels or at the company's regular Heretics car meets.

"Getting to know customers is my favourite part of the job," Chris muses. "People can see exactly what we're about when they attend one of our shows." The monthly event welcomes a capacity crowd of two-hundred cars to company headquarters for a night of music, food and socialising. An ever-growing Porsche contingent does its best to muscle the numbers, though like so many other aspects of life, the pandemic pressed pause on the events calendar, something Chris and the team are keen to resume as soon as lockdown restrictions lift.

In the meantime, enthusiasts can hop online and explore the product and social news published on the ever-developing Heritage Parts Centre website, which puts technical details and ease of use above all else, ensuring customers can find exactly what they need when they need it. "We're in the process of carefully measuring the dimensions of each component, publishing our findings and detailing exactly which models each part should fit," says Barney. "It's our mission to share all the expertise we possibly can."

A SECONDARY DISTRIBUTION CENTRE IN BREMEN, GERMANY, MAKES INTERNATIONAL DELIVERIES EVEN EASIER

Additionally, every item is monitored with live stock counter updating whenever parts are scanned in or out of the warehouse, taking the guesswork out of item availability." Our Porsche offering might be relatively new, but everything we do is built on decades of experience working in the field of Volkswagen parts supply," Barney

continues. "The breadth of our range and the sheer scale of our parts availability set us apart from competitors, while our ability to design and produce parts in-house gives us a hugely valuable tool to expand

our Porsche catalogue in the coming years." In total, Heritage Parts Centre offers more than 25,000 items between its core Volkswagen and Porsche ranges and dispatches more than a thousand packages every single day. "People don't realise how big this operation is until they visit our busy warehouse," Chris laughs.

SPEAK MY LANGUAGE

Orders arrive from suppliers all over the world, while the company offers diverse communications options to match — its online store can display text in English, German, Italian or Spanish, with prices calculated in Pounds Sterling, Australian Dollars, US Dollars or Euros.





Customers looking for the personal touch can chat with Heritage Parts Centre in a wide variety of languages, thanks to team members fluent in Spanish, Polish and Serbian, while remote team members in France, Germany, Indonesia and the United States look after their local markets. The global approach pays dividends, as proved by Barney's team processing orders from 127 different countries in 2020.

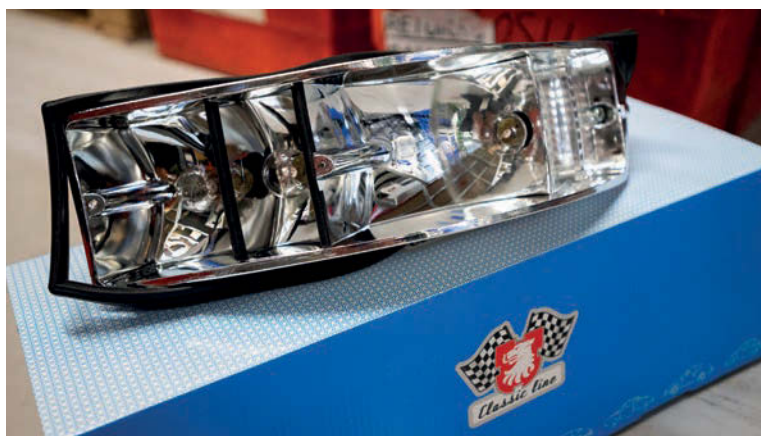
GLOBAL REACH

A secondary distribution centre in Bremen, Germany, makes international deliveries even easier. Established in response to recently introduced post-Brexit trade tariffs, the European facility ensures Heritage Parts Centre can continue to dispatch packages across the continent quickly and, crucially, at the advertised price. The physical presence in Volkswagen and Porsche's

home market also improves relationships with several suppliers, not least Volkswagen Classic Parts – Heritage Parts Centre serves as the official UK supplier for the 60,000-product Classic Parts range, having been selected for the role back in 2011.

Three and a half decades have passed since Karmann Classics opened its doors. Pleasingly, Heritage Parts Centre is busier than ever. Porsche and Volkswagen feature equally in the company's future, but don't think further expansion will come at the expense of the friendly, people-first approach the West Sussex brand has become known for. "Of course, we're a far bigger business than we were, but family culture still matters to us," says Barney. "The social connections we make with the Porsche and Volkswagen enthusiast communities are everything. Ultimately, we're enthusiasts working for enthusiasts, just like we always have been." CP

Above and previous spread
If only every staff car park looked this good...





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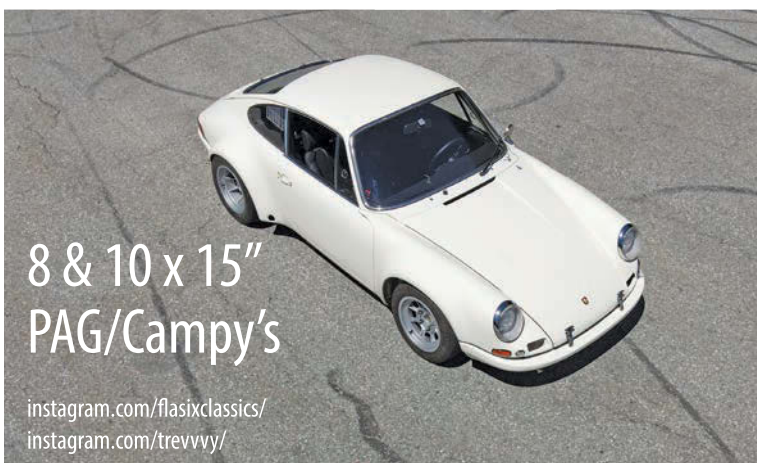
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Since 1955 we have been your "global go to" destination for Porsche and vintage instrument service, concours level restoration and customization. Our highly skilled artisans can bring your gauges back to their original condition or personalize them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



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THREADS OF THE WEB

Porsche's first purpose-built race car was the 550 Spyder, introduced in 1953 and instrumental in establishing the marque as a winner on the endurance racing scene. We get up close and personal with chassis 550-0020...

Words Johnny Tipler Photography Dan Sherwood



The 550 Spyder kick-started Porsche's inexorable rise to motorsport supremacy in the 1950s and paved the way for the generation of Porsche prototype sports-race cars powered by the four-cam Carrera engine, as well as the 718 F1 and F2 machines. The bare bones of the 550 series are these: with antecedents in the 356-based, open-top, back-to-basics Spyderys raced by Porsche agent, Water Glöckler, between 1949 and 1953, the 550 Spyder consisted of a simple ladder-frame chassis with independent torsion bar suspension all round, clad in an open-top aluminium body, made originally by Weinsberg — and then by Wendler — at Reutlingen. What is a Spyder? Essentially, an open cockpit two-seater roadster, perhaps with tonneau cover as weather protection. The 550 Spyder body was permanently attached to the chassis and even the instrument panel was welded to the frame in an effort to optimise rigidity and prevent undue flexing. Power came from the 1,498cc Type 547 four-cam flat-four (developing 110bhp at 6,200rpm) or the much rarer factory small-bore 1,089cc version, good for 72bhp at a screaming 7,000rpm. Crucially, achieving optimum chassis and driveline balance, the engines were mounted amidships. It's worth reminding ourselves the prototype 356 also had its engine ahead of the rear axle, just like those 1930s Silver Arrow Auto Unions and the tiny post-war 500cc Formula 3 Coopers.

PORSCHE EARNED THE RIGHT TO USE THE CARRERA EPITHET AFTER WINNING ITS SPURS IN THE MEXICAN ROAD RACE

The 550 Spyder was Porsche's first purpose-built race car, making its debut at the 1953 24 Hours of Le Mans. In only Porsche's third year contesting the race and its second with works entries, the Stuttgart cars were midfield runners, quicker than the tiny Panhards, but without the oomph to tackle the big Ferraris, Jags and Nash-Healeys. Bent on a class win, Porsche fielded a 1,090cc 356 SL Coupé, as well as a pair of 550s running single-overhead-camshaft 1,495cc flat-fours, giving 98bhp at 6,000rpm. These cars were the starting point for over half a century's worth of evolutionary sports-racing engineering.

HIGH-CARB DIET

Though the Fuhrmann-designed four-cam engines were available for Le Mans in '53, fuel quality was unreliable, which is why Porsche elected to run the SOHC engines, each cylinder-bank fed by vast Solex 40 PII downdraught carburettors. The cockpit was so confined that the steering wheels were removable to ease driver ingress, though presumably any driver doing the trad Le Mans sprint-across-the-road-and-jump-in start would have



had to make the best of it. Windscreens could be wraparound or single shields, on the Spyderys, that is — the duo of debutants at Le Mans were configured as 550 coupés (chassis 550-001 and 550-002), designed by Porsche race engineer, Wilhelm Hild, and clad in aluminium panelling made by C.H. Weidenhausen of Frankfurt. Their crews were Helmut Glöckler and Hans Herrmann (550-001) and journalist-racers Richard von Frankenberg and Paul Frère in (550-002). These two 550 coupés circulated in tandem, and as twenty-four hours of hardcore racing drew to a close, team manager, Huschke von Hanstein, lined up the two Porsches in a dead heat for fifteenth place. Event organisers were less than impressed, classifying the von Hanstein/Frère car in fifteenth place and the Glöckler/Herrmann car in sixteenth come final standings, results determined on account of 550-002 having covered a fraction more distance because of being positioned further back on the starting grid. “An excellent performance from a car developed from the utility, Volkswagen,” said *Motor Sport* in its July 1953 edition, such was the patronising perception of Porsche at the time.

Any surviving 550 Spyder chassis is a significant relic of Porsche’s past, representing the foundations of the manufacturer’s very first attempt at racing. Sure,

Professor Ferdinand Porsche had a lifetime’s history of designing race cars, including the aforementioned mid-engined Auto Unions and the elegant post-war Cisitalia, but Porsche was a nascent company starting out on its own. With Project 550, the fledgling brand demonstrated a sense of ‘purpose regained’ after the war, when it became clear modified 356 coupes wouldn’t be competitive in international racing. The 550 was to show its true quality, however, on the other side of the Atlantic in late 1953, when Porsche earned the right to use the Carrera epithet after winning its spurs in the legendary Mexican road race, La Carrera Panamericana, by coining a class win. It wasn’t even a works driver at the helm, and the car had recently been sold off. That mattered not — a class win is a win, and as ever, race success had a direct impact on showroom sales and marque status.

BUSY SCHEDULE

Three years earlier, the World Manufacturers’ Championship was introduced, and by 1953, La Carrera Panamericana had joined the series alongside the 12 Hours of Sebring, Mille Miglia, Le Mans, the 24 Hours of Spa, 1,000km of Nürburgring and the RAC Tourist Trophy. Ten Porsches ran in the 1953 Carrera Panamericana’s sub-1,600cc Sport Menor class, including two 1,500cc

Above It’s great to see a 550 in a vibrant coat of colour instead of standard silver

(pushrod) works 550 Spyders entered by New York-based European sports car importer, Max Hoffmann, for drivers, Karl Kling and Hans Herrmann, supervised by Huschke von Hanstein. Sadly, both cars retired early due to suspension and steering failure, but a 550 coupé (fresh from Le Mans) entered and driven by privateer, José Sala Herrarte Ariano (ably assisted by co-pilot, Carlos González), fared much better, taking the class win. Coupled with Herrmann doing the same with a podium-finishing Spyder-bodied 550 at the same event a year later, plus a closely followed fourth-place finish for privateer, Jaroslav Juhan, in charge of the no.56 550 Spyder, these victories contributed to Porsche's reputation as a force to be reckoned with in endurance racing and led to the company announcing the fact by adopting the Carrera nameplate for production model designation, a tradition continuing to the present day.

Works 550 Spyders raced at the Mille Miglia in 1954, as well as the year's Reims, Eifelrennen and Le Mans endurance events in the hands of (among others) Herrmann, Johnny Claes and von Frankenberg, scoring several class wins against formidable opposition from Borgward, EMW, OSCA and Maserati. The first cars were delivered to private owners towards the end of 1954, and the design altered subtly when chassis 550-0016 emerged — excepting the two original coupés, the upright headlights characterising the preceding run

of cars were massaged into a slightly more sloping position, while the curvaceous hindquarters were smoothed out.

One of Germany's best (and most underrated) drivers, Herrmann was responsible for another piece of Porsche folklore, when he and his 550 Spyder co-driver, Herbert Linge, sped beneath a railway crossing barrier, narrowly missing an oncoming train, during the 1954 Mille Miglia. Defying the Rome Express, they breezed underneath the lowered barrier arm unscathed, and sped on to sixth overall and another class win. "We were going very fast, but we had a very good road-book," Linge told me in recent years. "We knew there was a barrier coming,

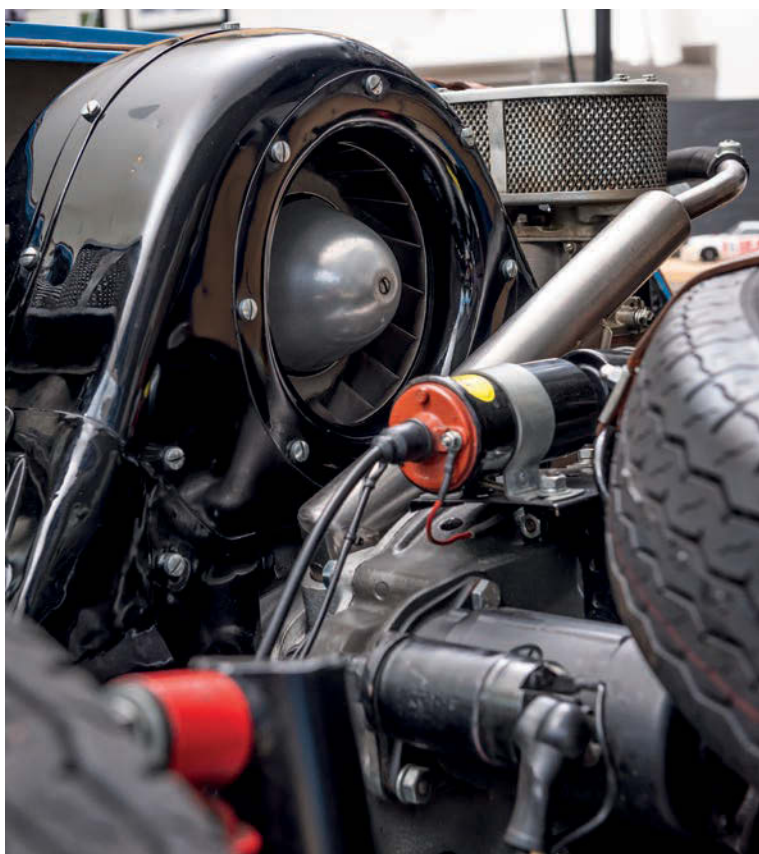
but I didn't see anything because I was looking at my book. Suddenly, Hans put an arm around me and pushed down on the back of my head to ensure I was below the level of the cockpit. We sailed under the barrier!"

Born in Weissach, Linge

joined Porsche as an apprentice in 1943, and in 1948 was the first mechanic hired when the firm relocated from Gmünd in Austria to Stuttgart-Zuffenhausen, where he was involved in the construction of the original 356. As well as an extensive race and rally-driving career, exclusively in Porsches, Linge was chief test driver during the 1950s and '60s, closely involved in the development of all engine types, from the original flat-four to the four-cam, the flat-six, the flat-eight and flat-twelve. There's a dramatic difference between a four-cam engine and the regular flat-four, though Linge claims

BUNKER USED THE CAR TO FINISH AT WATKINS GLEN'S GRAND PRIX AND WON THE PORSCHE RACE AT NASSAU

Below Post-event poster commemorating fifth and final running of the Carrera Panamericana Mexican sports car racing challenge





the former be a very reliable unit, albeit quite a complex construction. "The four-cam engine was too expensive for normal production and repair," he says. "It was always going to be a race car engine. That's why, not long after, the six-cylinder engine was introduced — it was much cheaper to manufacture and maintain."

According to former works race driver and current factory historian, Jürgen Barth, only 137 examples of the 550 Spyder were built (*Porsche Book 3*, p88), which makes a low-volume run of hand-made units an interesting proposition. Over the years, I've written several features focusing on the work of marque specialist and classic racer, Andy Prill, as well as snapping his exploits in a 356 on La Carrera Panamericana, at which he is an old hand. Needless to say, I was intrigued when *Classic Porsche* editor, Dan Furr, invited me to examine the 550 Spyder which recently passed through the Prill Porsche Classics workshop in Healstead, Essex.

FOUR TO THE FLOOR

Chassis 550-0020 was the fourth customer 550 Spyder to be built (as opposed to works cars), fitted with Type 547 flat-four, engine number 90006, and rolling off the

Zuffenhausen production line on February 2nd 1955. It was originally finished in a dusky blue akin to Aetna Blue (a shade featuring on Porsche's colour chart in the late 1950s) and emblazoned with snazzy white tail darts, which were a popular decorative feature shared with other 550s, including James Dean's 550, known as *Little Bastard*. The blue hue was paired with a tan interior. Perhaps no surprise, then, to learn the car was ordered by Max Hoffman. He sold it to Art Bunker, who owned a Porsche-Volkswagen dealership in Kansas City, Missouri, and raced a 356 in Sports Car Club of America (SCCA) events. Bunker entered 550-0020 into the 1955 23 Hours of Sebring, qualifying on the notoriously rutted airfield circuit, but pulling out of the actual race.

On September 9th 1955, Bunker used the car to finish at Watkins Glen's International Sports Car Grand Prix, and won the Porsche race at Nassau Speed Week on December 10th, placing second in the same race the following year. This potent Porsche was campaigned in other SCCA events during the same seasons, scoring a few top ten finishes, but generally recording mid-field results. By now, the car was painted pale custard yellow, possibly after a crash. Bunker upgraded slightly by acquiring 550A-0111 to tackle the Sebring enduro in

Above 'Fuhrmann' Type 547 DOHC flat-four neatly packaged in the 550 Spyder

March 1957, putting 550-0020 up for sale. As a footnote, having raced a 718 RSK in 1959, his last competitive outing was the 1971 24 Hours of Daytona, placing forty-fourth in a 911.

Chassis 550-0020 found its way into Prill's hands by a rather circuitous route. Art Bunker sold the car to a Swiss hill-climb exponent, though not contemporary Swiss champion, Heini Walter, who also ran a 550 Spyder (chassis 0016). By 1960, 0020 was competing with RS 60s and, in a bid to modernise his 550, the owner removed the bodywork and replaced it with a body reminiscent of an RSK, which had different side grilles and rear air vents, plus an elongated nose, making it eight inches longer than the 550, as well as being three inches slimmer. "The Swiss guy had an accident and that's when he took the 550 body off and updated it," Prill confirms. "0020's original body was probably scrapped." Eventually, the chassis was relieved of this charade and, along with the running gear, ended up in a Hamburg motoring book shop, relegated to being used as a desk and shelving with automotive books piled on top! Next thing, the store owner, Martin Schroeder, sold all of the Porsche's surviving componentry to Zurich-based connoisseur, Marco Marinello, proprietor of Elevenparts, who acquired a 550 Spyder body from (father of classic 911 racer, Marc) Pierre de Siebenthal's chassis 0079. Marinello

promptly assembled the chassis and powertrain, clad in the replacement bodywork, and sold the car as a project to Belgian Porsche specialist, Walter Pauwels (father of 993 Carrera RS racer, Pascal). He, in turn, despatched it to experienced gentleman driver, Mark Finburgh, who had the 550 body restored and refitted. According to Prill, the car passed to collector, Luay Allawi, after Pauwels's death. DK Engineering carries out a lot of work on examples in Allawi's collection, which is how the 550 came into the hands of its current owner, who was known to the company. He'd rather remain anonymous,

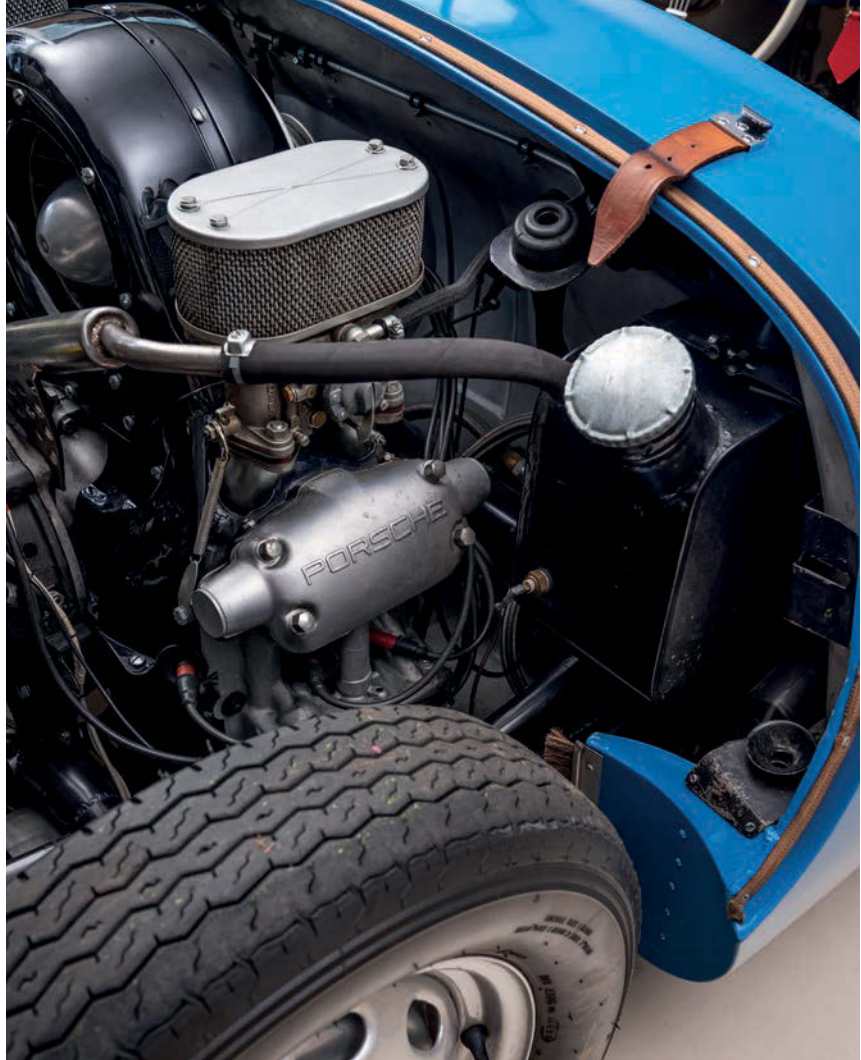
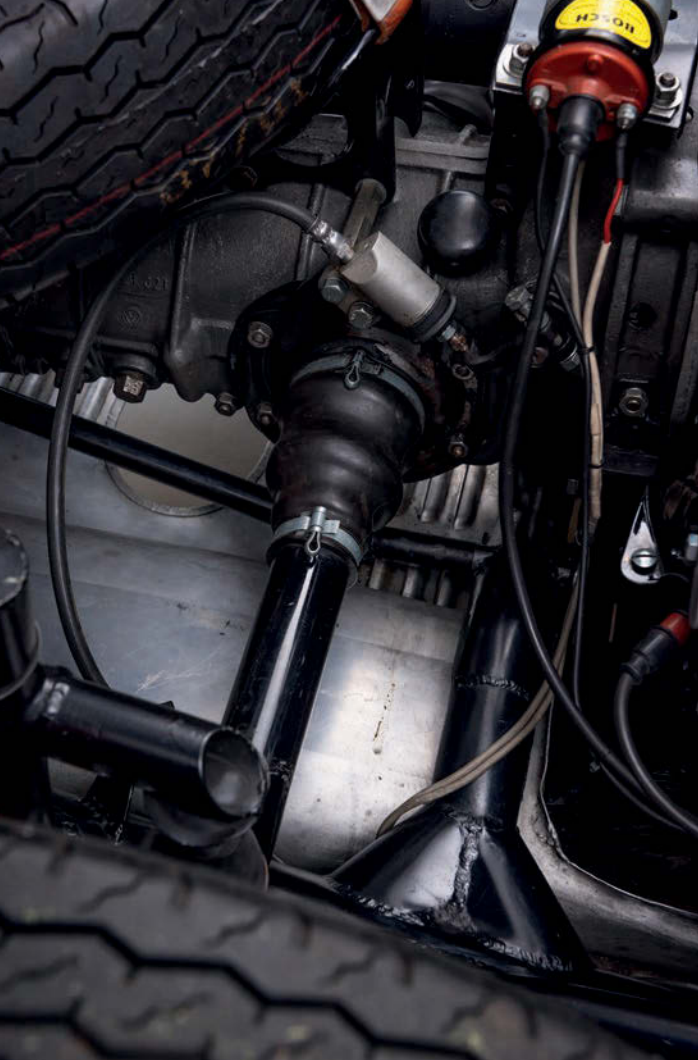
although since the fresh restoration and engine rebuild at Prill Porsche Classics, he has raced the car at Laguna Seca and has used it to participate in the Mille Miglia. He's also not shy of driving it to the odd Ace Café meeting on London's North Circular.

THE CAR'S ATTEMPTED MODERNISATION IN RELATION TO ITS SWISS HILL-CLIMBING EPISODE

In readiness for the vintage Porsche's new lease of life, Prill had the body restored again, and also rebuilt the suspension, the engine and gearbox — a company speciality. "At the time, I didn't have anyone in the UK that I was happy to use for the restoration of a 550 body, which is why my team removed the bodywork and sent it to Harald Hackenberg Restaurierungen in Leverkusen," he reveals. Since then, he's found a service provider in Britain who is more than up to the job. No such searching was required as far as the mechanical stuff was concerned. Indeed, given Prill's expertise in this department, I'm curious to know what he found when

Below Forget creature comforts — the 550 Spyder was designed first and foremost as a race car, providing the bare necessities, even in more civilised street trim





dismantling the engine, given the car's long history and the attempted modernisation in relation to its Swiss hill-climbing episode. "It was subject to a full engine rebuild," he confirms. "It needed everything, including barrels and pistons. The unit was pretty bad inside and needed a lot of work to put right. We actually converted the engine to having a plain bearing crankshaft in the interests of reliability and longevity — you can't get more than a few thousand miles out of a roller-bearing race unit without servicing it all the time. Within period, this was fine, but today? It's a big deal."

PORSCHE'S FAST FIX

Had there been an attempt at tuning? "At some point in the car's early history, a factory upgrade kit was installed. This setup was designed to move the distributors from the inlet camshafts onto a V-drive belt driven by the crankshaft, which was quite a common thing to do in period. It's more to do with reliability and more accurate timing than performance — it's all very well driving the distributors off the inlet camshafts, but they're at the very end of the complicated valve drive, so any wear that developed would scatter the timing around. This is what Porsche was discovering, which is why they needed to find a technical solution. And that only became apparent once these cars were being raced. Initially, only the works engines were converted, but soon after, Porsche made the upgrade kit available to its customers. We've retained this equipment because it's by far the best thing to do. Put it this way, I was chasing the car around Goodwood from behind the wheel of a 904 and I could hardly keep up! The owner of this car doesn't want to

race it particularly often, but when he does, he's bloody fast." Expect to see man and machine in action at an upcoming Goodwood Revival, then.

Going back to model history, the 550 Spyder was discontinued by close of 1958, morphing into the 718 RSKs, RS 60 and RS 61, which retained the 550's short wheelbase, but introduced wishbone rear suspension and coilover dampers in places of the 550's swing axles. Sir Stirling Moss raced all variants and also owned an RS 61 (chassis 718-070, fettled, incidentally, by Andy Prill and Adam Lichtig, and a sibling of his 1961 Targa Florio-leading car). "I thought of them as very competent, very reliable cars, but not likely often to win outright," Stirling once told me. "Things changed, however, when Porsche brought out the RSK and increased displacement to two litres. These cars were then really very good, very reliable, almost equal with Ferrari." Moss drove a 550A Spyder with Jean Behra at the 1958 1,000km of Buenos Aires, finishing on the same lap as the two Prancing Horses romping home to first and second place after six and a half hours of racing. "I had them fit a 1.6-litre engine," Moss recalled, "and it revved to 7,400rpm against 7,100rpm for the 1.5-litre unit. That's an extra 300rpm from just 100cc!"

Heady days, but, to an extent, the 550 Spyder is still with us in style and spirit: designing the 986 Boxster, Harm Lagaaï inevitably referred back to Porsche's classic antecedents. The 987 Cayman also takes its cue from the 1953 Le Mans and Panamericana 550 Coupé. That's a pretty amazing legacy — from one state-of-the-art sportscar to another, separated by five decades of automotive evolution. **CP**

Above The car's enthusiastic owner isn't shy of putting his stunning historic Porsche to work at the track



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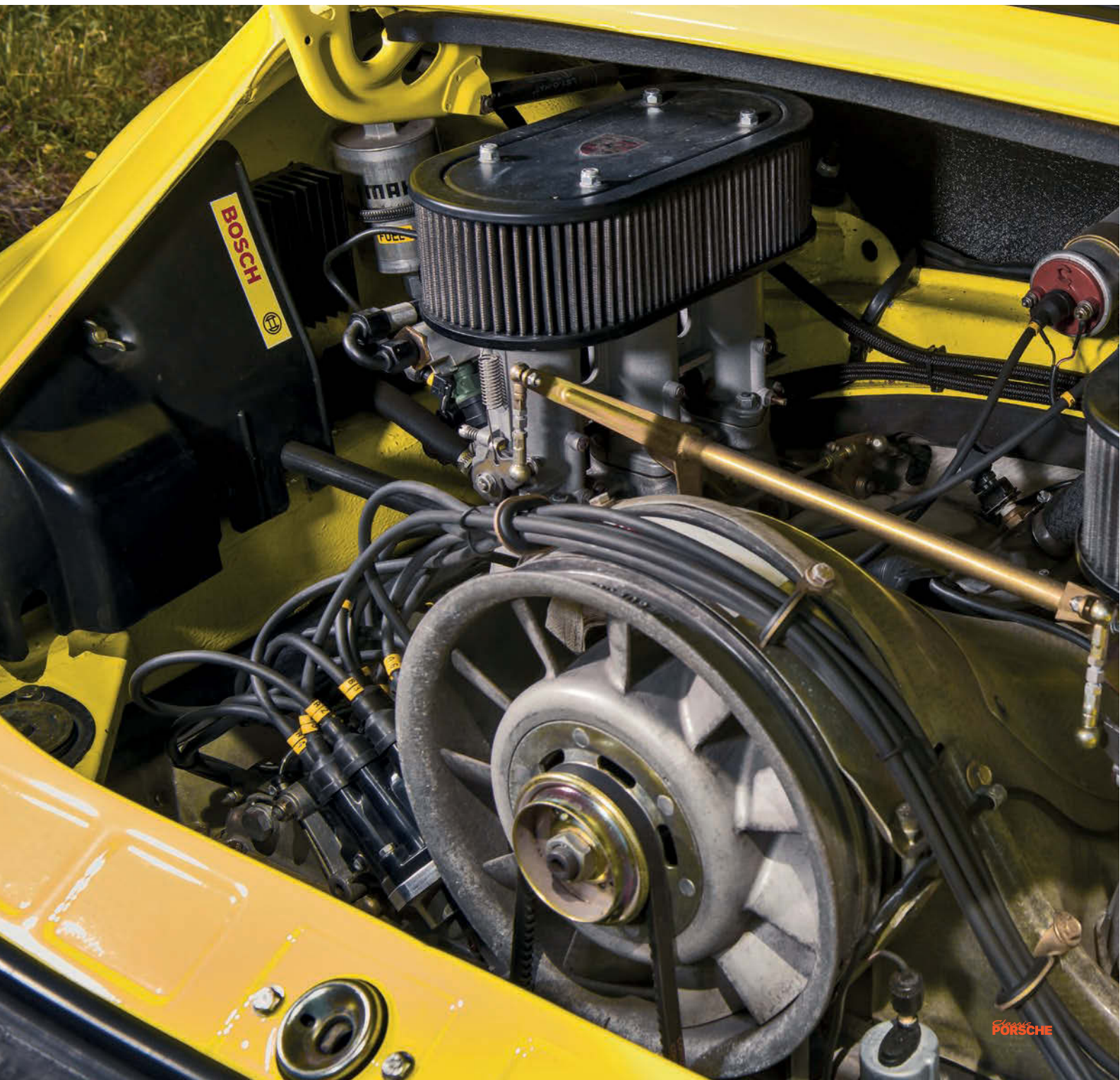
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MECHANICAL ANIMAL

As clever as the carburettor is, fuel injection offers more precise control and more efficient use of fuel. In the second part of our series looking at fuel injection systems, we take a look at Porsche's use of mechanical fuel injection in air-cooled cars...

Words Shane O'Donoghue Photography Various



Carburettors, as we detailed in the previous issue of *Classic Porsche*, were an ingenious invention to atomise fuel and mix it in the correct ratio with air rushing into a petrol engine. They're still in use in various applications around the globe, though not in new cars. This is chiefly because, as brilliant as carburettors are, they don't allow for precise metering of fuel, something that became more important as economy and emissions came under the spotlight in the 1970s. Fuel injection soon took over, but it wasn't an overnight transition — the next step on from the carburettor was mechanical fuel injection.

In fact, for performance reasons as much as efficiency, Porsche had been investigating the use of fuel injection since the 1950s. In partnership with

Bosch, direct fuel injection was looked at first, primarily with the 356's flat-four engine the focus of attention, but the technology proved heinously expensive and difficult to implement successfully, even when applied to Porsche's racing engines. And racing is where Porsche's mechanical fuel injection system was first used. For its first Formula One car, the Type 787 of 1961 (a major development of the better-known 718/2 racer), however, it turned not to Bosch, but to Kugelfischer. The central component, the fuel pump, is impossible to miss in the 787 engine bay, being a big chunk of metal 'hanging' off the front of the engine, offset to one side. There are four plastic fuel supply pipes exiting the top of the pump leading to injectors in each of the inlet ports, while the pump itself is driven by a toothed timing belt from the right-hand camshaft and operating at the same speed. Internally, there are four plungers in the pump, one for each cylinder, pressurising the fuel for their respective cylinders at, theoretically, precisely the right time.

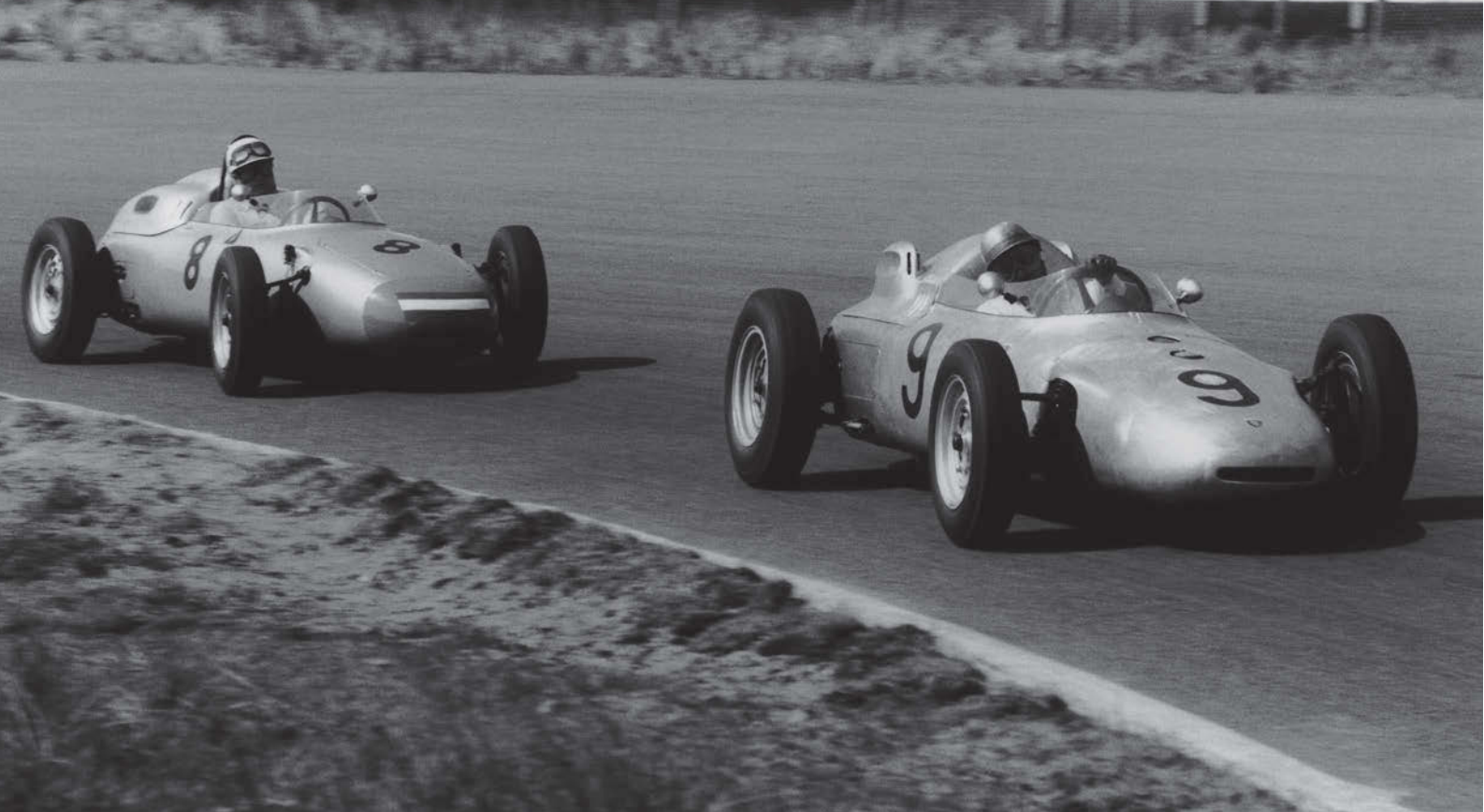
The fuel was fed into the intake ports below the inlet trumpets and a slide throttle, while the control of the latter was mechanically connected to the pump operation — when the driver pressed the throttle pedal, it opened the throttle for air and operated the fuel pump at the same time. Fuel pressure, according to *Classic Porsche* contributor, Karl Ludvigsen (in his book, *Excellence Was Expected*), was 31bar in order to atomise the fuel. While the fuel injection system allowed the engine to idle well and reduced plug fouling at lower engine speeds because of better control over the amount of fuel injected, Porsche didn't find any significant performance advantage. Indeed, the system was blamed for reliability issues in the manufacturer's Grand Prix cars and cited as the cause of vapour locks in fuel lines. Moreover, the system didn't respond favourably to changes in ambient temperature, meaning the host engine was rarely running optimally.

AROUND THE BENZ

Porsche eventually gave up on the 787 and its injection system, though a special mention should be given to Michael May, who joined Porsche from Daimler-Benz, having established direct fuel injection there. Using his prior experience as the foundation for further Porsche product development, he designed a working direct injection system for the more-or-less abandoned 787's flat-four engine by using a similar set of components to that of the port-injection installation. A four-plunger Bosch pump was installed, driven by a toothed rubber timing belt, though its operation was said to be more sophisticated than the Kugelfischer system. The fuel was fed to holes in the cylinders below the inlet valves during the compression stroke, holes protected by the piston as the power stroke began.

Along with other significant changes to the 787's engine, May's direct injection system contributed to a much more powerful and reliable unit. Alas, it never proved itself in competition, not least because Porsche was focused on the development of its new eight-cylinder racing engine. Tantalisingly, May's direct-injection engine was installed in the then new Type 804





Formula One car as a back-up when Porsche realised the flat-eight's development wasn't going to plan, but at the last moment, Porsche managed to overcome its frustration and the direct-injected engine was removed. That, so it was thought, was the end of the story – the flat-eight reverted to carburettors and, though port injection was briefly investigated for this engine, the unit had a short shelf life due to the brand's decision to pull out of Formula One as a manufacturer after only a couple of seasons. The 1966 906 (also known as the Carrera 6) took up the mantle.

Although the 906 was initially homologated with carburettors, nine cars were fitted with prototype versions of the flat-six engine featuring mechanical fuel injection, the result of a research project, once again in collaboration with Bosch. The latter's fuel pump featured six plungers (again, one for each cylinder) feeding pressurised fuel through plastic pipes to the six individual intake runners, located below the intake trumpets and slide throttles as before. This pump was driven at half engine speed by a toothed belt from the right-side camshaft and fuel from the tank was supplied by an electric pump, with a return system for unused fuel. A linkage between the throttle and pump turned a cam inside the pump to alter the amount of fuel to be injected, controlled by a speed-sensing governor system. This was further adjusted by a mechanism sensitive to air pressure.

Drivers confirmed throttle response was notably improved, but fuel consumption measured in the two prototype Carrera 6s entered into the 1966 Targa Florio road race was higher than if the two-litre flat-six engines had been making use of carburettors. For unrelated

reasons, these cars didn't finish the race, but Porsche persevered with the injection system and, alongside other changes, it came good for the 906s making up the works entry into the year's 24 Hours of Le Mans. Fuel economy was usefully better, power was up and throttle response was consistent. With the podium locked out by Ford's all-conquering, seven-litre, V8-powered GT40, fourth, fifth and sixth-place finishes confirmed the system's reliability. It was enough to convince Porsche that mechanical fuel injection was ready for sale to customer teams running the 906, and for it to be a feature of series assembly lines.

The first production Porsche road car to be fitted with fuel injection came with the introduction of the longer-

wheelbase B-series 911 in 1969. Increased manufacturing costs meant not all models in the line-up received the system to start with – the range-topping 911 S and the new 911 E (E standing

for the German word, *einspritzung*, which translates as *injection* in English) were the first. At a glance, the new mechanical fuel injection system was little different to that used in the 906. It included a six-plunger Bosch fuel pump driven by a toothed belt to send pressurised fuel to the inlet runners at the correct time, but it was refined substantially, partially because it had to cope with a wide range of ambient conditions without a team of factory mechanics on hand to tweak settings. To aid packaging, the six plungers were arranged in a vee formation, while more durable metal pipes replaced the plastic tubes used by the race cars. In the interests of weightloss, the pump housing was cast in magnesium.

Other control systems were added, enhancing sophistication: enrichment of the fuel-air mixture

Above Hans Herrmann and the Type 787, competing in the 1961 F1 Dutch Grand Prix

THE BRIDGE BETWEEN FULLY MECHANICAL FUEL INJECTION AND LATER ELECTRONIC SYSTEMS



Above Potent 911 flat-six and a rare two-litre 906 engine equipped with fuel injection

was altered for starting, with a different setting for firing up in cold conditions. Meanwhile, when the driver took their foot off the throttle pedal, fuel flow to the engine was stopped to prevent both backfiring and unnecessary expenditure of fuel, not to mention emissions of unburned fuel through the exhaust. You see, the introduction of mechanical fuel injection to Porsche's road cars was as much to do with lower emissions as it was performance. This focus was led by US road safety legislation, which had already ruled the higher performing 911s out of the North American sales market in 1968 because of their prohibitively high emissions. Cars that were sold in the USA had to make use of a secondary air injection system, where fresh air is injected into the exhaust in a bid to cause more complete combustion of any excess fuel emitted. Though widely adopted by mass volume manufacturers, it was an expensive installation, requiring extra pipework and a power-sapping air pump. Thanks to Porsche's use of mechanical fuel injection, this apparatus was no longer needed.

From 1970, the evaporation of fuel from a new car sold in the USA had to be actively regulated, causing issues for carburetted cars, which usually have fuel remaining in the carburetors, effectively open to atmosphere. Fuel injected cars did not meet the same obstacle. Improved emissions and fuel economy were

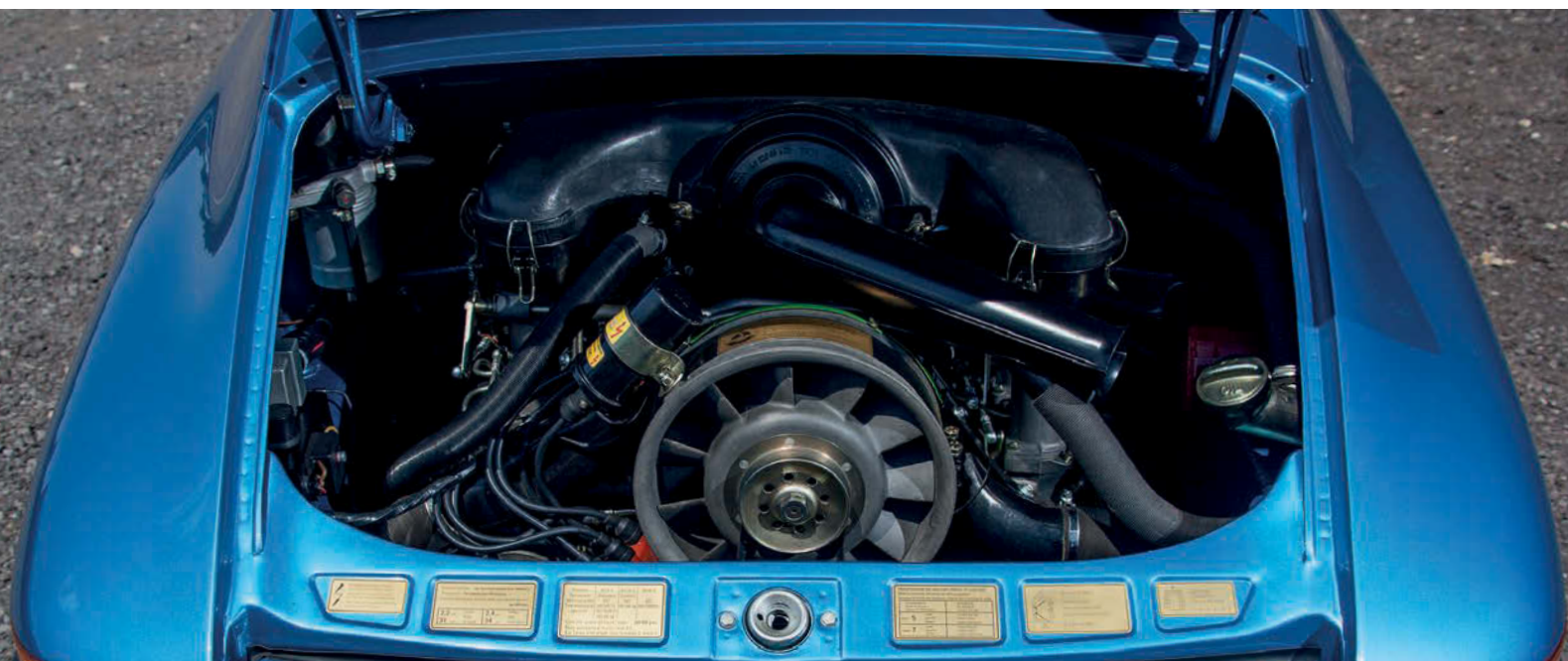


not the only benefits, though — interestingly, while the injection system didn't directly increase power, it *allowed* for an increase in output. The 911 E's engine, for instance, didn't need the modest camshaft profile of 'lesser' models, which was designed to enable smooth idle at the expense of top-end power. The injection system resulted in a more stable idle, allowing a 'racier' cam to be used, resulting in more power. In the 911 S, it was possible to raise the compression ratio, too, which, in conjunction with redesigned inlet ports, also released extra power.

FIRST OF MANY

Unsurprisingly, and despite its cost, the system slowly made its way across the 911 range in most markets, until the well-known Bosch Continuous Injection System — or K-Jetronic (K for *kontinuierlich* in German, meaning *continuously* in English) — took over, launching in the 1973 911 T. Porsche was, in fact, the first car maker to use this advanced new system, which served as the bridge between fully mechanical fuel injection and later electronic systems.

As the name suggests, there is continuous injection happening here, not the pulsed high-pressure injection as before. In fact, once the system is up to operational pressure, the injectors don't open and close at all — they stay open and allow fuel into the inlet ports, right at





the backs of the inlet valves. The injectors are designed to atomise the fuel as it passes through them. Notably, K-Jetronic requires much lower fuel pressure than its predecessors, operating around the five-bar mark. This is provided by the same electrical pump bringing fuel from the tank to the engine, meaning the cam-driven (and heavy) plunger pump of before is no longer necessary. Nonetheless, there's a lot more to the K-Jetronic system, as anyone who has grappled with troubleshooting it will attest. After the air is filtered, it goes through the all-important airflow sensor (a mechanical precursor to the modern-day hot film airflow meter), which is conically shaped, wider at its outlet, where it feeds the engine with air through the single throttle valve. Within the airflow sensor is a thin plate lifting higher the faster air flows through the cone shape. The position of this plate is mechanically translated to what is known as the *control plunger* in the attached fuel distributor (a key component in the Continuous Injection System) which then meters fuel to the injectors. The distributor also regulates system pressure.

The design of the control plunger is quite complex. Its position opens and closes metering slits to the injectors depending on a variety of conditions, and this position can also be influenced by outside factors. For example, the warm-up regulator monitors engine and ambient temperatures and adjusts the control plunger position to suit. For cold starts, there's actually a fifth 'injector'

that squirts extra fuel into the intake system in order to enrich the mixture. This is controlled electrically. There's an accumulator in the system, too, which essentially holds pressure in the fuel lines when the engine isn't running. This eases hot starts and reduces vapour lock in the lines.

There's no doubt Porsche (and other manufacturers) needed the precise fuel metering K-Jetronic allowed, enabling adherence to emissions legislation of the day, though it was a challenge to extract performance from an engine equipped with such a system. Additionally, pressure waves in the inlet could affect the movement of the airflow sensor plate, reducing its accuracy. Moving the sensor further from the intake manifold wasn't a great solution due to increased response delay. Instead, Porsche altered cam timing, much to the detriment of performance. Seemingly, the workaround was an increase in engine displacement to 2.7 litres, commencing in anticipation of the 1974 model year.

Porsche and Bosch gently improved the system, bringing it closer to full electronic control with each stage of development. It was in use for two decades, up to the end of 964 production, but by then, electronic fuel injection was well-established in other Porsche models. We'll cover this in the next issue of *Classic Porsche*. Subscribe at bit.ly/subscp and we'll send each magazine direct to your door with heavily discounted cover price and free UK delivery or low-cost overseas shipping. CP

Above Fuel injectors don't increase horsepower, but larger the flow rate and the more precise the metering, the more horsepower they are able to support

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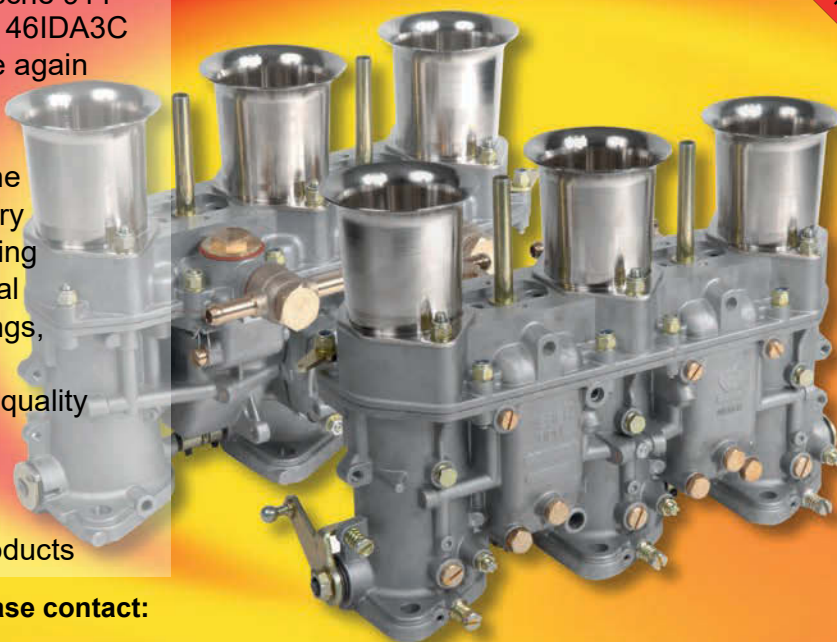
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WHITE DREAM

A road trip to Bonneville in a 356 Outlaw — does it get much better? Well, yes, as we discovered when encountering two brothers at the end of their pilgrimage to the historic salt flats of Utah...

Words **Dan Furr and Bryn Musselwhite** Photography **Andy Tipping**

Bonneville. It's a destination which has inspired a thousand dreams. The Salt is a mighty powerful catalyst — covering a huge area northeast of Wendover, Utah, it's the venue for the annual Speed Week, World of Speed and World Finals racing events, the type of which have been hosted at the historic motorsport site since 1912, though it wasn't until Sir Malcolm Campbell smashed the 300mph barrier in the Blue Bird prototype in 1935 that Bonneville really began to register on the radar of those whose blood has its own octane rating. Since that time, numerous land speed records have been set and broken on the salt flats of what was once the largest Late Pleistocene paleolake in the Great Basin of western North America, and thousands flock to the site each year. Even so, it is a desolate, isolated location and takes no prisoners. We've stood on its magnificence and listened to echoes of speed, from high-speed Harleys to super-EVs, the latest eye-popper being the Venturi Buckeye Bullet 3, pushed by Roger Schroer to an amazing 341mph, though even this achievement pales when compared to the efforts of the late Gary Gabelich, who set the FIA's land speed record with his Blue Flame rocket car in October 1970, achieving 622.407mph in the flying mile and 630.388mph in the flying kilometre. Peak speed was 650mph.

Needless to say, it's abundantly clear why so many petrolheads make the pilgrimage to Bonneville. Brothers, Matthew and Michael Schumacher (no, not that one), are two such enthusiasts, driving their 356 A from their home in Minnesota to the bright white American landscape via the Pacific coastline following the car's recent resurrection. "Back in 2001, I was looking for a project 356," says Matthew. "Prices back then were bearable, even for a doer-upper like this one, which was a non-runner and had been in storage for eight years." The previous owner had sorted various bodywork complaints prior to leaving the air-cooled classic in a state of suspended animation. This head start eliminated much toil for the Schumachers, who reasoned the car's refreshed metalwork would need little more than a coat of colour. So far, so good. The deal was done and the car was carted to the Schumacher family residence.







When the Porsche landed at its new home, the boys began to strip the new arrival to its component parts in readiness for a full rebuild. "What we bought was essentially a 'Frankenstein' 356," laughs Matthew. "The 356 A body was paired with a 356 B Super engine, B doors and a matching deck lid. The car must have benefited from a B-series donor at some point in its life. We did get a spare Type 741 transmission with our purchase, but with what became an increasingly mismatched pile of parts, we took a step back and reasoned we had the freedom to put our own stamp on a classic Porsche without fear of losing originality – there really wasn't any originality to lose!" The car moved even further away from factory specification when a local hot-rodder offered up a tuned flat-four lifted out of a much later 356. "We got hold of the engine, bolted up the 741 gearbox, bought a short shifter, custom air cleaners, new Weber carburettors and looked forward to quick stirring," Matthew smiles.

With Outlaw influence in their minds, the brothers commissioned custom caliper brackets to carry Wilwood four-piston anchors with drilled discs. They also purchased Lexan lightweight polycarbonate windows and acquired carbon-Kevlar door panels in the interests of making the car lighter, thereby promoting more economical motoring as well as quicker pace. In fact, this gorgeous 356 tips the scales at little more than 800kg. Ideal for track work, yes? If that's the case, why do we find it sitting atop the one place on earth with no corners?!

"The idea for an ambitious road trip came about when I jokingly laughed to Michael that nobody would be stupid enough to travel thousands of miles in an untested old Porsche with no radio, no cruise control, no air-conditioning and none of the other creature comforts drivers are so used to taking advantage of these days," Michael remembers. Cutting the laughter short, the boys

stared at each other and, without saying a word, knew what the other was thinking. A pregnant pause later, the silence was broken with three simple-but-life-changing words: let's do it.

PREPARATION STATION

The car's electrics were swiftly reworked, while the suspension was reinforced with boxed trailing arms, strengthened support members, reinforced C-links and a Skirtmants Racing rear camber regulator, bought direct from 356 Enterprises. Unlike the Super 90 camber compensator, which by itself does nothing to improve the host Porsche's handling, the Skirtmants part improves cornering by working like a Z-bar, decreasing rear wheel lift during cornering. The Super 90 part was installed at the factory at the same time as softer torsion bars,

enabling the 356 to boast the same load-carrying capabilities as before, while helping the front end to take more cornering loads. The softer torsion bars, however, resulted in more body roll at the rear, increasing understeer

and making it impossible to prevent the back wheels from 'jacking up' around bends at high speed. Much to Michael's delight, the Skirtmants Racing replacement part cures this complaint and is a direct bolt-on, with adjustable links to ensure proper pre-loading.

Replica Fuchs five-leaves were painted black and fitted, while a mountain of masking tape was used to protect vulnerable areas of the 356's body, such as its nose, sills and wheel arch lips, areas likely to be susceptible to stone chips and other damage across many thousands of miles. That said, we're not going to pretend Matthew and Michael simply hopped into their classic Porsche and set the controls for the salt flats of Bonneville. Both Schumachers were desperate to create memories, and though travelling fast and light is a great idea, they were sensible enough to hope for

Above The car's cabin had a definite 'lived in' feel about it when we caught up with the Schumachers in Utah

THE AIR-COOLED ENGINE PERFORMED ADMIRABLY, ENCOURAGING THE BOYS TO VISIT THE GRAND CANYON



Top right Donor flat-four gave up the ghost on the way back to Minnesota after enduring extremes of temperature, altitude and terrain

the best and plan for the worst, enlisting their father to fabricate a custom luggage rack capable of holding two bulging backpacks (which, at first glance, look like rocket launchers atop the 356's engine lid) stuffed full of camping equipment. The 'frunk' was filled with tools, fluids, gasket paper and a spare wheel, leaving the Porsche's less than generous CocoMat-lined cabin to accommodate both occupants, their clothes, toiletries, towels a portable stereo and, er, a football. Sensibly, the car was kitted-out with a rear roll cage, further stiffening the chassis and offering protection in case of accident.

Leaving their family home in Minneapolis early morning, the brothers made their way into mid-Nebraska by nightfall. It's a wide, open state, with the east-west Interstate 80 transcontinental freeway — running from Teaneck, New Jersey, all the way to downtown San Francisco, California — appearing to holding the surrounding arable farmland together, acting much like a giant zip. Finding somewhere to set up camp for the night was no problem, leading the Schumachers and their plucky Porsche to head on to Colorado at daybreak.

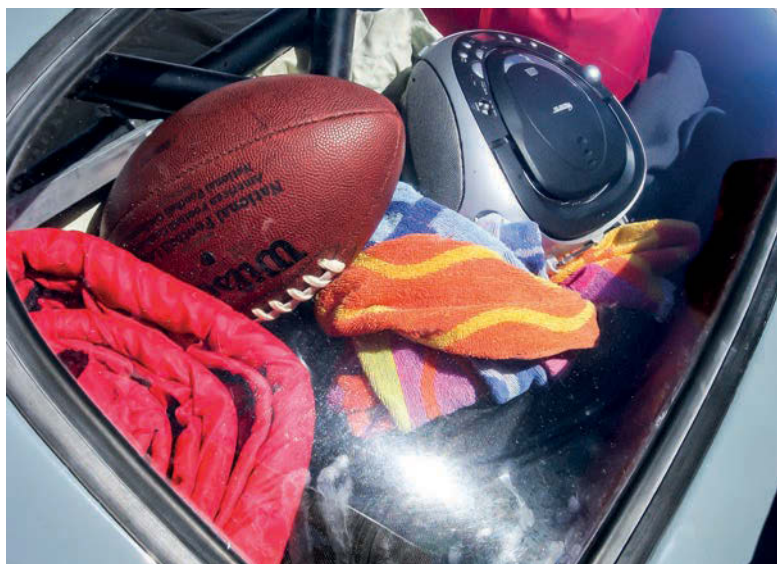
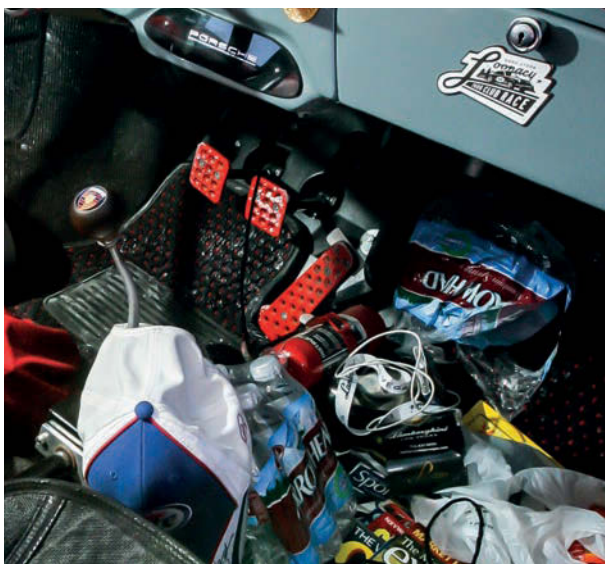
"As soon as we approached the Rocky Mountains, we needed to re-jet the engine's carburettors," Matthew

tells us. "We then set our sights on Mount Evans, the highest peak of the Mount Evans Wilderness in the Front Range of the Rockies." With an elevation of 4,350 metres dominating the western skyline of the Great Plains, it wasn't easy to miss, and soon found itself being climbed by a classic German sports car. "We started at the base and worked our Porsche all the way up to the top," Matthew continues. "It's the highest paved road in the whole of the USA. We really enjoyed the drive and had a great time travelling back down again, stopping halfway to camp for the night." Pretty awesome stuff, but it gets better. "We then took ourselves onto a dirt road for about twenty-five miles, following a fast-flowing stream. This led us to Colorado Springs and in the direction of our next stopover: Pikes Peak."

REACH FOR THE SKY

Another of North America's loftiest summits, Pikes Peak is the highest point of the southern Front Range of the Rockies with what's described an "ultra-prominent" fourteener, higher than any point in the USA east of its longitude. The site is also world famous for the Pikes Peak International Hillclimb, otherwise known as Race to

Below Anybody who tells you potato chips, a football and a portable stereo aren't essentials for a road trip should be incarcerated





the Clouds, a motorsport event held since 1916, covering almost thirteen miles, 156 turns and climbing to more than 4,302 metres. The track formerly comprised both asphalt and gravel surfaces, but in the interests of driver and passenger safety, the entire track was resurfaced in 2011, making it fully paved. Much like the salt flats of Bonneville, it's a venue with legend and history at its core, irresistible to the brothers Schumacher and their modified Porsche. "We made it all the way up to the top and back down again without any drama," reports Matthew, proud of the Porsche's reliability, but stressing there were still many more miles to kill.

UP THE JUNCTION

This sense of adventure is exactly what owning a classic Porsche is all about. "After the Pikes Peak detour, we ventured through Four Corners, where Colorado, Arizona, New Mexico and Utah meet, before heading into the Painted Desert, running from the east end of the Grand Canyon National Park and famous for its stripy red rocks," Matthew recalls. He's certainly amassed an amazing collection of photos from the trip, though both he and Michael began to worry about how well the Porsche would perform across long distances in temperatures touching forty degrees centigrade. They needn't have worried — the air-cooled powerplant performed admirably, encouraging the boys to make their way to the Grand Canyon itself, where their 356 seemed to attract more admiration than the mile-deep hole.

The same was true when the car rolled into view at the nearby Hoover Dam. There was, however, trouble in paradise. "After leaving the Grand Canyon, we realised the clutch was slipping," sighs Matthew. "We were very

nervous. Perhaps our dream drive was about to turn into something hellish?" To put this into perspective, it's important to note the drive from the Grand Canyon to, well, anywhere, is devoid of comfort. The landscape is huge, miles are measured in their hundreds and assistance isn't exactly easy to come by. Unless you can limp your complaining old Porsche to Las Vegas, that is, where network television sensation and marque specialist, The 900 Series (formerly Carl's Place), is on-hand to help. And if you're *really* lucky, shop proprietor, Tony 'Professor Porsche' Mazzagatti, might even have a new clutch in stock for your ailing 356!

During the five hours it took to repair the car, the boys walked the Las Vegas Strip, and as if their trip wasn't already punctuated by a wealth of amazing sights and bucket list destinations, they ticked yet another petrolhead dream off their wish list by spending the night under the starry skies of the Mojave desert. Wait. What? Desert crossings in a 356? "That's what we did, at 3am, in order to take advantage of lower ambient temperature," Matthew confirms. We'd take any hour of this story and be quite happy, thank you very much, but every step of Matthew and Michael's journey is amazing, not least their decision to hit the coast north of Los Angeles, before heading along the legendary Pacific highway. Flicking between hills and dunes, the sun shining and the sea glistening, it didn't take much for the boys to decide it was time to dip a toe or ten, after which, they ventured further north in pursuit of the Pacific Grove Concours Auto Rally and a little family reunion. "Our parents and our little sister, Jane, flew in to meet us. As a unit, we also travelled to Laguna Seca to watch the Monterey Historic Races." Nice choice, but it gets

Above Masking tape around the wheel arches and rear bodywork protected the car from the ills of stone chips



Above The brothers taking time out to admire the view before hopping back in their Porsche and continuing the epic road trip



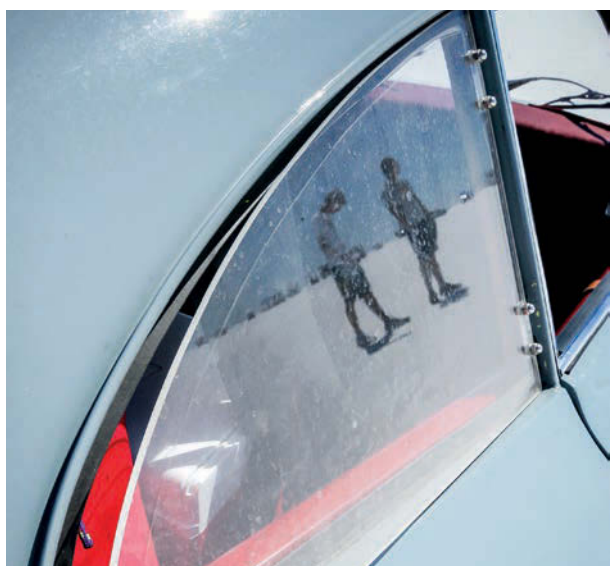
better. "The next day saw the Pebble Beach Concours d'Elegance, which we all went to, before driving along the coast to Stinson Beach, just north of the Bay area." A few days giving the Porsche a break, learning to surf and generally having fun followed. Home, however, was calling. Two thousand miles lay between San Francisco and Minneapolis. The route back east would take the 356 straight back to Nevada, Utah and on. Bonneville is near the halfway mark and is where we met the Schumachers after their 717-mile drive from California.

WIDE OPEN SPACE

A trip of this magnitude, taking in so many different landscapes and covering so many miles, may be difficult to comprehend if you're reading this magazine in Europe, especially if you live as part of an island nation. On the vast expanse of Bonneville's salt flats, however, the concept is easy to get to grips with — the space and sheer sense of freedom you get from this place makes you want to wander without concern. It certainly makes us want to plan a road trip, stat. Let's not look through rose-tinted spectacles, though. Shortly after we said our goodbyes, the Schumachers had a sharp wake-up call

from the American Dream. "About thirty miles east of Salt Lake City, we experienced an almighty bang from the back end of the car," grimaces Michael. "The oil pressure light came on. Immediately, we pulled onto the hard shoulder and inspected the engine, only to discover an exhaust valve retainer had busted free." Not good, and after a detailed examination at Volkswagen and Porsche repair specialist, RSR Motorsports in Layton, the worst was confirmed. "The engine was pronounced dead. With the sump off and the oil draining, pieces of metal were falling into the pan."

Gutted but ever resourceful, the brothers Schumacher flew home and had the Porsche shipped back thereafter. The old B-motor was installed upon the impotent 356's arrival, but only as a means to get the car up and running in quick order. "We've actually got our sights set on a tuned flat-four originally fitted to a 912," Matthew reveals. And as he and Michael discovered, once you've got the road under your wheels, it's hard to shake it off. "We're going to head back to Salt Lake City and complete the last leg of our trip as intended," he says, defiantly. We believe him, and we can't wait to find out what unexpected adventure awaits along the way. **CP**





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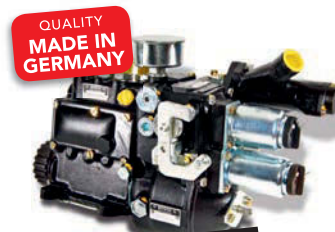
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