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THE LEGEND LIVES ON



During the course of the past few weeks, may of the Porsche personnel responsible for the company's keys successes at the circuit have reached milestone birthdays. Le Mans winner, Gijs van Lennep, for example, has just celebrated becoming eighty years old. The same anniversary has been reached by Manfred Schurti, best known for his performances behind the wheel of the 935. Helmut Flegl, the man responsible for taming the 917, is also now a member of Club 80, while two-time World Rally Championship victor and long-time Porsche test driver, Walter Röhrl, has just turned a spritely seventy-five.

While corks are popping, it's important to pay tribute to personalities the Porsche world has lost during the same period. The most high-profile of these departures has been Vic Elford, regarded as one of the most versatile

speed merchants on account of his capabilities across a variety of disciplines, including touring car racing, rallying, endurance motorsport, CanAm, NASCAR and Formula One. His efforts in the British Saloon Car Championship alone helped put the 911 on the map, while his ability to wring the neck of various Porsche sports-prototypes, including the 906, 908 and 917, saw the Zuffenhausen trophy cabinet become increasingly short on space — in an extraordinarily short period of time, he won the European Rally Championship, the Monte Carlo Rally, the 24 Hours of Daytona, the 12 Hours of Sebring, the Targa Florio and the 1,000km of Nürburgring. And I'm scratching the surface.

'Quick Vic' (as he became known) is regarded as the greatest driver to have never won Le Mans, though he did score two class wins at Sarthe. The first came with the 906 in 1967, the second was when he was racing a Ferrari 365 GTB/4 for Charles Pozzi in 1973.

These achievements and much more are recounted in this issue's eight-page tribute to Elford, who has passed away in Florida at the age of eighty-six following his yearlong battle with cancer. I hope you enjoy reading the article as much as we loved pulling it together.



Dan Furr Editor
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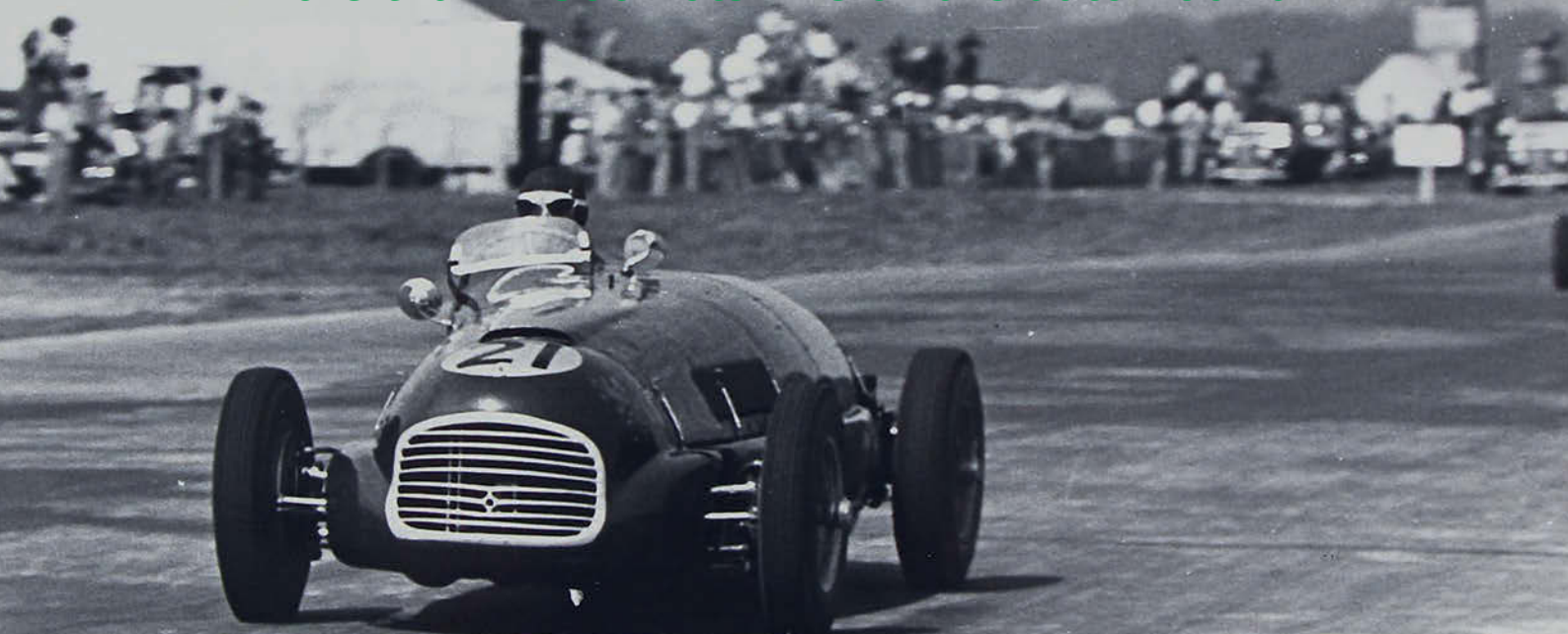


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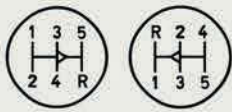
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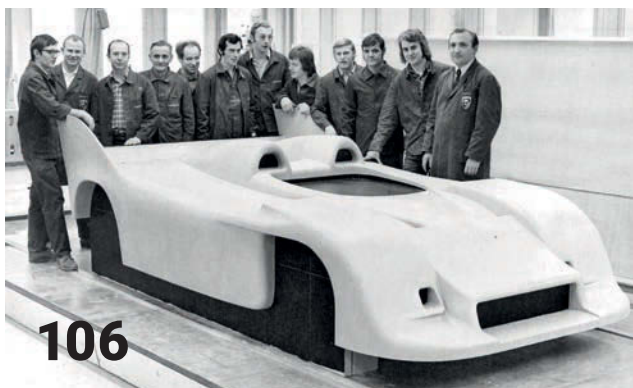
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FROM ZERO TO HERO

One of only ten 356 Pre-A Speedsters supplied new to France in 1955, this comprehensively restored Porsche is set to amaze classic car enthusiasts at many historic motoring events in mainland Europe following resurrection in the southwest of England...

Words Dan Furr Photography Rich Pearce



Bernard Moix is a huge Porsche fan. Little wonder, considering he was raised on a staple diet of air-cooled classics. “My stepfather bought a 1963 Slate Grey 356 SC when it was just six months old,” he explains, going on to reveal the very same four-cylinder coupe has remained in the family ever since. “He handed it down to me in 2007. Between us, we restored the car, both cosmetically and mechanically, retaining as much original factory equipment as possible.” As you’ll discover across the following pages, this dedication to originality develops into a theme as our conversation continues. “Every time I open the door, the smell reminds me of my childhood. It’s a pretty cool feeling.”

In 2011, one of Bernard’s friends led him to an astonishing barn find. Taking the form of a three-owner 356 Pre-A coupe loaded with uber-rare factory options, the early tin-top had been in storage for exactly thirty years. A sympathetic restoration followed. “We restored the mechanicals, but left everything else untouched. I’m pleased to say this 356 looks just like it did when I dragged it out of the barn it was residing in all those years ago, though now, of course, the car is fully operational and used regularly.”

This would be reason enough to keep smiling, but the coupe — supplied new to a Porsche customer in Germany in 1955 before being sold to a Swiss buyer in

1957 and passing to its third owner in 1960 — had an extraordinary secret up its sleeve.

“A few months ago, I came across a photograph of the first-ever Porsche club event in the city of Merano, South Tyrol, in northern Italy,” Bernard continues. He enjoys researching the history of his cars, to the point his Pre-A coupe carries its original bill of sale, import papers from 1957, both sets of keys, many period pictures and even the original owner’s driving gloves. The best, however, was yet to come. “The photograph depicts a trio of early 356s, including an example displaying the same unusual factory options as mine. After a huge amount of research, Frank Jung, Head of the Porsche Historic Archive in Zuffenhausen, was able to confirm the car as my Pre-A coupe! Additionally, he was able to tell me the name of the original owner and put me in touch with his daughter, who has been extremely helpful in assisting me with documenting the car’s early history.”

The biggest grin, however, came from the fact the photograph shows none other than Ferry Porsche leaning on the car’s driver’s door.

A 1966 911 S supplied new in California is next on Bernard’s hit list of restorations (“I honestly didn’t ever expect I’d be lucky enough to own these cars”) following acquisition during the height of the pandemic, when the flat-six-powered Porsche’s Australian owner was unable to leave his home country to collect his possessions from where they were being stored in Switzerland.





Deciding to sell off his belongings remotely, he agreed to let Bernard add the car to his small but impressive collection of revitalised rides. His most impressive find, however, is the 1955 356 Pre-A Speedster you see on the pages before you.

"A friend was restoring a 356 Speedster and asked me if I could help him research the car's history. During the course of conversation, I suggested he should let me know if he comes across another example in need of recommissioning or restoration work. I didn't expect such an immediate response — to my surprise, he told me about a surviving Speedster he'd come across in Marseilles the week before our chat." The first batch of 356 Pre-A Speedsters manufactured in 1955 were almost all destined for the US sales market, but four units made their way to Switzerland and ten landed in France. The car Bernard was being told about was one of the ten, originally distributed through luxury vehicle sales

company, Sonauto, Porsche's official importer in Paris. Sonauto was established by Auguste 'Toto' Veuillet, who, along with his fellow countryman, Edmond Mouche, set the foundations for Porsche's success at Le Mans by taking a class win with the no.46 356 SL Coupe at the daylong enduro in 1951, the manufacturer's first outing at Sarthe.

The Speedster's history is sketchy, but Bernard has reason to believe the previous owner bought the Porsche as a doer-upper twenty years ago with every intention to undertake an enthusiastic home-build restoration. Time passed, however, and the work didn't get done.

Worse, the open-top 356 was left out in the open at the mercy of the elements. "It's an area of France suffering especially cold winters," Bernard sighs. Needless to say, the ravages of time and the wrath of Mother Nature had taken their toll on the diminutive Porsche — a quick glance is all Bernard needed to realise complete restoration was required.

LEAGUE OF NATIONS

To his credit, perhaps recognising the hugely increased value of the car since he bought it two decades ago, the Speedster's owner — also custodian of a 906 and an old Bugatti — decided it was high time he carried out the restoration he'd promised his 356 many years previous. Unfortunately, early into stripdown, he passed away.

His son welcomed Bernard's interest in taking on the project, leading the two to strike a deal, though there was far more work involved in bringing the car to its

THIRTEEN YEARS WORKING ON PRE-A 356s PROVIDED HIM WITH A HUGE AMOUNT OF ADVANCE KNOWLEDGE

current state than either of them had anticipated. Enter Steve Kerti, founder of independent Porsche restoration specialist, Classic Fabrications, located in Honiton, southwest England.

Steve is no stranger to the pages of *Classic Porsche*, having transformed Delwyn Mallett's accident-damaged 1952 356 Pre-A coupe into a Le Mans-inspired smasher in advance of its star turn on the cover of our December 2020 issue. After twenty years of sheet metal fabrication and automotive panel manufacturing for Northampton-based Rolls-Royce and Bentley specialist, Healey Brothers, Steve moved the Kerti clan to Devon, where his

Above This rare Speedster was an amazing find and benefits from first-class restoration at the hands of Classic Fabrications



Above Cabin trimming was the only part of the job not taken care of by Steve's team

Below This photo was taken the day Bernard's Speedster was collected from the open yard it had been left in for more than two decades

transferable skills proved impossible for a local, well-established classic Porsche restoration firm to resist. Five years later, Steve struck out on his own, pitching his offer of comprehensive, high-quality restoration services to owners of early air-cooled Porsches. Suffice to say, Bernard's new project was in safe hands after he carried the sorry-looking Speedster on a trailer from his home in Switzerland to the arranged handover point in Calais, where Steve was eagerly waiting to meet him.

"When the car landed in our workshop, we carefully dismantled it, taking notes on the condition of each component as it was removed. We also listed missing parts, such as the Sonauto tail badge, gear shifter and the oil temperature gauge. The capillary tube to the dipstick was also absent." Bernard too had noted items lost during the previous owner's attempt to dismantle the car — pedals, some of the instruments and the wiper system were missing in action, but he vowed to secure original replacement parts, leaving the rest of the project in Steve's capable hands. "I wasn't interested in taking the car from specialist to specialist for different aspects of the build," Bernard stresses. "I wanted Steve to oversee every aspect of the project, including all



body and mechanical work, paint, final fit and finish." Indeed, the only aspect of the restoration not carried out at Classic Fabrications was the interior trim, instead completed by Jean-Phillipe Duval, a master automotive saddler based in the city of Épernay, known the world over for its many champagne houses.

There was much work to be done before the car could head to the land of mind-altering fizzy pop. Steve picks up the story. "To begin with, the derelict Speedster was placed on a dolly frame. Subsequently, its doors, bonnet, engine lid and outer skins were carefully removed. The panels and shell were then media blasted with glass bead, before being epoxy primed for protection. At this point, I could see exactly what my team was going to be working with."

Impact damage had revealed itself. "It was nothing catastrophic, just a long-forgotten shunt at the front of the car. Consequently, the battery box compartment was cut free and inner section welds around the front torsion tubes released, allowing us to pull out-of-alignment sections of the body back into their correct position." For most restorers, the metalwork would be the most challenging part of the process. Not so for Steve. Having spent close to four decades literally bending all kinds of metal to his will, restorative work like this comes as second nature, though he admits having spent thirteen years working on Pre-A 356s provided him with a huge amount of advance knowledge which proved useful when working on Bernard's Speedster.

It all harks back to what we alluded to earlier: Bernard desires originality. It's a request Steve has heard time and again: repair, rather than replace. The challenge, however, is to retain the 'integrity' of the car, which can be very difficult when dealing with extensive corrosion and added accident damage. Classic Fabrications regularly publishes YouTube videos showcasing its work, and a look at the footage focusing on Bernard's Speedster restoration (hop online and point your browser at bit.ly/speedstervid) highlights only affected sections of the inner panels being reproduced, as opposed to





the more straightforward option of replacing *entire* panels. "This is what I call a restoration," Steve reasons. "Replacing everything amounts to a rebuild," he adds, urging us to recognise the difference. "I guess there's a fine line between the two," he goes on, "but a job like this, where originality is key, requires me to make special tooling to ensure pressings are identical to those applied by Porsche in period." Half the car's left front inner wing and rear inner heel panel are just two examples of this wizardry at work.

The doors and engine lid were repaired, keeping the inner frames intact with the matching body numbers. Sadly, as hinted at in the 'as he found it' photograph showing the car holed up in Marseilles, the frunk couldn't be saved, but rather than use a new replacement part, a genuine 1955 Pre-A bonnet was sourced and restored. The front outer panels, meanwhile, had to be replaced, albeit due to previous poor repairs. Steve was meticulous during fabrication, ensuring all Pre-A shapes and dimensions were observed. "They changed in 1956," he tells us. "The alterations are barely noticeable, but this level of attention to detail is of huge importance on a restoration such as this." Most of the panels were handmade at Classic Fabrications – those bought in were modified to match the originals. Moreover, the

original lead-loading technique adopted during the car's assembly in 1955 was carefully observed.

We ask Steve where the presented condition of Bernard's Speedster ranks among the state of other early 356s Classic Fabrications puts back on the road after years of neglect. "We've welcomed many worse 356s to Honiton," he laughs. "Thankfully, Bernard's car was ninety percent complete, meaning I could copy parts, observing their original character and texture. Parts off the shelf are never correct, which is one of the reasons we make everything in-house, observing the detail of original

factory technical drawings. That said, through careful restoration and refurbishment, I'm pleased to confirm seventy percent of the metalwork in

Bernard's restored Speedster is original to the car."

While revitalisation of the bodywork was taking place, the Porsche's mechanical components were inspected. "Considering the state of the bodywork and the many years this Speedster was left motionless in a yard, we were surprised to see the parts were in good condition," Steve recalls. "Even the alloy brake drums were free of wear. We were beginning to suspect the car had covered very few miles. This was confirmed when we dismantled the transaxle. It looked as good as new!" Obviously, all

Above Steve and the Classic Fabrications team would like to pay tribute to the work of their colleague and engineer, Patrick Roberts, who passed away earlier this year

HAVING A STEADY STREAM OF SPEEDSTERS PASSING THROUGH THE WORKSHOP PROVED ESPECIALLY HELPFUL



Above Wherever possible, original parts and metalwork were salvaged, with the focus being repair and restore, rather than replace

Below Ferry Porsche leaning on the door of Bernard's unusually specified Pre-A coupe, identity of the car confirmed by the Porsche Museum

bearings and seals were replaced regardless of how impressed the team was with its discovery.

The front king pin stub-axle arrangement had suffered damage in the aforementioned accident, necessitating a second-hand replacement part from Germany. Nevertheless, ninety percent of the Speedster's original chassis equipment was able to be refurbished and reused. The same is true of the 1.5-litre flat-four, which was almost complete, save for its dynamo, distributor and starter motor. The engine turned over and was in good cosmetic condition, leading Bernard and Steve to agree it must have been removed and dry-stored by the previous owner before he began dismantling the car.

TESTING TIMES

The four-cylinder boxer was completely stripped at Classic Fabrications and all serviceable parts replaced. "It was very good inside, with minimal wear," Steve points out. "Tinware and the heat exchangers needed work, but were powdercoated after a thorough going over. Similarly, the carburettors were refurbished and re-jetted." After reassembly, the engine was tuned on the

Classic Fabrications test bed and run for twenty hours to ensure it was safe to be released back into the wild.

This 356 was originally finished in a lick of Ivory (Reutter paint code 504). Steve ordered a special mix of Glasurit paint to match the factory hue. "One of the door hinge plate covers was in excellent condition and was covered in what looked like original colour. We polished it and found the match with our new paint to be spot-on." All metalwork was covered inside and out with a two-part epoxy primer. The coated Porsche was then left for a number of weeks to fully cure. After this time, seam sealing of all joints and welds took place, followed by the application of first-stage paint primer. At this point, a pre-fit of the engine, transmission, suspension and other key components took place, and the car was dropped on its wheels to check for any movement and for final gapping of panels (primarily the doors). Finally, the underside and textured inner areas were finished in satin black — thereby replicating factory specification — and the exterior paint process was carried out, including hand-applied wet and flat-polishing to achieve the superior finish you see here.

Having a steady stream of Speedsters passing through the Classic Fabrications workshop proved especially helpful when Steve had to fabricate Bernard's car's lower windscreen channel after none could be found for sale. Copying the part worn by another Speedster under the same roof, Steve manufactured a replacement part from brass, carefully shaping, filing, lightly polishing and chrome-plating it to perfection. At the other end of the car, the rear registration plate carrier was badly damaged ("it looked as though it had fallen off and been run over!"). At Bernard's request, Steve repaired it, though with a wry smile, he won't reveal how many hours it took, instead distracting us with talk of the other brightwork saved, including the iconic 356 frunk handle.

The original cabin switchgear and steering wheel were also refurbished. The Classic Fabrications team ensured original colours were maintained throughout the process.





Likewise, the date-stamped Sudrad sixteen-inch wheels (now wrapped in new Avon crossply tyres), speedo, rev counter and the original fuel tank were restored and reinstated, though for obvious reasons, new lights and a new wiring loom were fitted.

Two hundred miles of road testing followed, with Bernard taking delivery of his sensational Speedster in August 2020. This is a man unafraid to use his cars, a fact demonstrated by the near 3,500 kilometres he's added to the scoreboard since that time. He'll be adding to this tally in the coming weeks — following the car's return to Classic Fabrications for a service and fine-tuning not long before this issue of *Classic Porsche* landed on newsstands, man and machine are set to tackle the 2022 Mille Miglia.

This will be the fortieth edition of the re-enactment of the historic race carving its way through Italy and will take place mid-June. The original Mille Miglia was hosted twenty-four times between 1927 and 1957, with Porsches and other German sports cars joining speed machines from various Italian manufacturers (chiefly Ferrari and Alfa Romeo) in attracting a massive five million spectators.

The event — once a round of the World Sportscar Championship — was discontinued on the grounds of safety in the wake of two tragic accidents resulting in multiple fatalities. Thankfully, today's Mille Miglia is an altogether slower-paced grand touring event, taking the form of a Brescia-Rome-Brescia 'regularity' for vintage and classic cars manufactured no later than 1957.

Bernard is also planning to exhibit his immaculate Porsche at the 2022 Le Mans Classic, where a news

team from a French television network wants to point cameras at the car. Two weeks later, a large gathering of Speedsters is set to descend upon the wine-producing region of Burgundy, where Bernard's drop-top will be the star attraction.

"I'm in touch with the owner of one of the other ten 356 Pre-A Speedsters supplied new to France in 1955," he says, politely ignoring the sight and sound of our jaws hitting the floor. "We thought it would be great to position my pristine Porsche alongside his car, which is currently barn fresh, completely unrestored." We happen to know the perfect Porsche restoration specialist to tackle the task of bringing this rare 356 back to its best. Devon knows how Steve makes them so good! **CP**

Above Look out for the car at this year's Le Mans Classic, as well as its anticipated star turn on French television





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PORSCHE WORLD CELEBRATES GIJS VAN LENNEP ON HIS MILESTONE BIRTHDAY

It should come as little surprise someone born a mere seven kilometres east of the dunes of Circuit Zandvoort would eventually become a professional racing driver. That he would practice his trade successfully enough to be dubbed the best Dutch race car driver of the twentieth century is as extraordinary as the man himself.

Jonkheer Gijsbert van Lennep – known to his friends as Gijs – was born in a suburb of Bloemendaal, in Aerdenhout, on 16th March 1942. The standout driver started his incomparable career in a VW Beetle (at Zandvoort, naturally!). In 1965, he secured his first home victory while driving a 904. After further successes with the 906, 908/2 and various 911s, he won the Porsche Cup, organised on the initiative of Ferry Porsche in 1970 and cementing van Lennep's position as the world's best privateer driver. That same year, he would get to grips with the 917 short-tail when he joined Briton, David Piper, driving the sports-prototype owned by Finnish team, AAW Racing, at Le Mans. Sadly, the car dropped out of the race on lap 112, when van Lennep suffered a tyre blowout at 320 km/h along the Mulsanne Straight. Thankfully, he emerged totally unscathed. Despite this setback, he maintained the 917 was "a fantastic race car with handling like a very powerful go-kart". History shows us nobody would drive the iconic racing Porsche in more races than he.

SHAKEN, NOT STIRRED

At the 1971 24 Hours of Le Mans, van Lennep – a gentleman driver throughout his illustrious career – shared 917 driving duties with current Red Bull F1 advisor, Helmut Marko. Dressed in Martini Racing livery, the Porsche won the race. "We hardly had any brakes for the last five hours," van Lennep recalls, "but a repair would have cost us the lead." Lack of stopping power didn't prevent him and Marko from setting a speed and distance record, the latter of which would remain unbroken for thirty-nine years. And, almost in passing, van Lennep gathered points in F1, took the European Formula 5000 title and won the Targa Florio in 1973. In Sicily,



he drove a 911 Carrera RSR, pairing with Swiss speed merchant, Herbert Müller. A few weeks later, the Dutch-Swiss duo scored a highly regarded triumph at Le Mans with fourth place overall, again competing in the RSR, but in a field largely dominated by three-litre prototypes.

In 1974, van Lennep and Müller again started with the works team at Le Mans, this time in the now legendary 911 Carrera RSR Turbo 2.1. This was Porsche's first Turbo entry at Le Mans and ended in a stunning second place finish. Following a class victory at Sarthe with an RSR in 1975, van Lennep achieved further success in 1976, when he and Jacky Ickx took the 936 to the top spot in its first appearance in a daylong race. It was also the first outright victory for a race car equipped with a turbocharger and boxer engine at Le Mans, albeit not as hotly anticipated as it would turn out: with a leaking exhaust shaft from the oil cooler, hot air blew onto van Lennep's feet throughout the event. After this victory, he adopted the old saying "quit while you're ahead" and hung up his driving gloves. Today, he serves as a Porsche brand ambassador.



PORSCHE CLASSIC RESTORATION CHALLENGE RETURNS FOR 2022

For the second consecutive year, Porsche Classic is hosting its US-wide Restoration Challenge, inviting North American dealerships to return a classic Porsche back to its former glory. The United States is home to more classic Porsche sports cars than any other market. After decades on the road, some will inevitably be in need of a little extra care.

For the 2022 Porsche Classic Restoration Challenge, dealers will acquire a car due expert technical attention and oversee the vehicle as it undergoes restoration in the best possible hands, namely Porsche-trained technicians with a portfolio of more than sixty thousand unique Porsche Classic Genuine Parts at their disposal. The 2022 edition of the contest is expected to welcome more than sixty participating dealers, a fifty percent increase over the number involved in the 2021 competition.

"The mission of Porsche Classic and our dealer partners is to go 'above and beyond' every day in order to keep vintage Porsches on the road and driving just as well as the moment they left the factory," said Jonathan Sieber, Manager of Porsche Classic at Porsche Cars North America. "With the Restoration Challenge, dealers and service teams are able to showcase their skills and capabilities while revitalising these dream machines. Our inaugural competition in 2021 produced truly stunning examples of classic Porsche sports cars, and we expect even more from this year's participants."

356 and 914 models, five generations of the 911, cars from Porsche's transaxle family of products — primarily the 944 and 928 — as well as modern classics, such as the first-generation Boxster, are eligible for entry into the contest, which will run through July. All entries will be judged at one of three central events, where a finalist will be picked to represent its



THE DEALERSHIP HAS TAKEN ON A 1957 356 SPEEDSTER IN NEED OF TOTAL TRANSFORMATION

respective area of the country: east, south-central or west. The three area winners will then move on to September's national final, where the overall winning restoration will be announced.

All along, a panel of experts from Porsche Cars North America will be judging project progress based on criteria including not only restoration work, such as rebuilding each car's engine, suspension and interior, but also the depth of supporting documentation, not limited to period factory build paperwork and the Porsche Classic Technical Certificate, which includes original vehicle production information. Ultimately, however, authenticity, craftsmanship and, most importantly, a smooth-running engine will decide which car scores top honours.

Highlights of this year's entry list include the 1974 914 Limited Edition being prepared by Gaudin Porsche of Las Vegas, the 1996 993 Carrera 4S offered up by Porsche Exchange in Illinois, a remarkably tidy 1993 Polar Silver 964 RS America in the possession of Porsche Ontario, a comparatively tired 1982 Minerva Blue 911 SC Targa being worked on by Porsche Chandler, and a rare 1989 Carrera 3.2 Speedster going under the knife at Porsche Delaware. From what we've seen, however, the award for 'most ambitious Porsche Classic Restoration Challenge project' must surely go to Porsche Woodland Hills?! As you can tell from the photograph at the top of this page, the Californian dealership has taken on a derelict 1957 356 Speedster in need of total transformation.

We wish each participating team every success and we look forward to seeing the wide variety of restored Porsches when they're ready for evaluation. In the meantime, visit the *Classic Porsche* Facebook page, where we'll share photos and videos of each project's progress.



CHASSIS SPECIALIST, HELMUT FLEGL, REACHES HIS EIGHTIETH BIRTHDAY

Born in Hungary on the 7th April 1942, Helmut Flegl was responsible, among other things, for the success of the 917. He joined Porsche in 1966. Just three years later, the graduate engineer, who was only twenty-seven years old, worked with Hans Mezger and Peter Falk to turn the seemingly untameable 917 into a winner. Ferdinand Piëch, then head of Porsche's motorsport development division, wanted to beat all of the Stuttgart brand's rivals in every available competition with the company's new sports prototype. Outright victory at Le Mans was chief in his thoughts. After initial tests, however, even the most seasoned racing drivers on Porsche's roster considered the 917 undrivable. "For my team, the biggest challenge was to reconcile the potential of this car with the needs of the drivers," Flegl recalls.

The 917 project was top priority at Porsche and was driven forward with absolute commitment. In the summer of 1969, factory drivers, Jo Siffert and Kurt Ahrens, used the flat-twelve-powered Porsche to win the 1000-kilometre of Zeltweg, but Piëch demanded overall victory in the International Championship for Makes and, of course, an outright win at Le Mans. He instructed Flegl and his team to optimise the 917's handling and to schedule many test drives. Flegl will never forget one of these tests: on 7th April 1970, the occasion of his twenty-eighth birthday, Ahrens tested a modified 917 long-tail on the sealed-off Ehra-Lessien test site under Flegl's instruction. Unexpectedly, a strong gust of wind caused the car to lose control and be torn in two against a guard rail. Thankfully, Ahrens survived this nasty accident with only minor bruising. After further chassis fettling, the 917 would go on to win at Circuit de la Sarthe just nine weeks later.

Flegl and his Weissach engineering colleagues, Hans Mezger and Valentin Schäffer, also had reason to celebrate in 1971, when Jackie Oliver took the wheel of a 917 long-tail on the second day of testing for the 24

HE PUSHED PORSCHE'S AMBITION TO WIN THE INDIANAPOLIS 500 WITH THE 2708 PROJECT

Hours of Le Mans. Before the Briton got going, Flegl cautioned him. "We're not quite sure about aerodynamic stability on the straights beyond a speed of 300km/h." Six trouble-free laps later, Flegl ordered only marginal changes. To attain even more downforce, for example, he had the wheel arch vent slots on the front wings moved further forward. "Drive five laps at maximum speed," was his order.

With a stopped time of 3:13.60 minutes, Oliver's performance went down in the history books as the first Le Mans lap with an average speed of more than 250 km/h (exactly 250.457 km/h was calculated, although as a test drive, it was not officially recognised). As a consequence of Flegl's changes, Porsche was able to repeat its overall victory with the 917 at Le Mans.

In 1972, the 917/10 Spyder conquered the North American CanAm racing series thanks to important input from Flegl, leading the car to be recognised as the most powerful Porsche racing machine assembled. In 1973, he further lengthened the wheelbase of the 917/30 to improve its stability. He also worked successfully on the car's aerodynamics, which provided necessary downforce for enormous power closing in on 1,100bhp.

Later, Flegl put the 936 on wheels, then took over management of 928 development. In 1978, he returned to the Weissach racing department and continued his work on the 936. A decade later, he pushed Porsche's ambition to win the Indianapolis 500 with the ill-fated 2708 project.

Flegl reached the end of his career in 2003. After thirty-seven years with Porsche, most recently as head of the Research and Advance Engineering department in Weissach, he decided to take early retirement. He has lived in Leonberg ever since and remains in close contact with Porsche.



RED IROC RSR SELLS FOR \$1,627,500 AT AUCTION

In 1973, Roger Penske created the International Race of Champions, commonly referred to as IROC. Equally ambitious and unique in concept, the IROC series aimed to place the world's best racing drivers in identical cars to compete against each other over several rounds at leading motorsport venues in the United States.

To compete in his special series, Penske contracted twelve of era's top drivers from the four main branches of racing. Peter Revson, Emerson Fittipaldi and Denis Hulme were selected from Formula One, Mark Donohue and George Follmer were plucked from the Sports Car Club of America, while Bobby Unser, AJ Foyt, Gordon Johncock and Roger McCluskey were invited from The United States Auto Club. Rounding out the grid, Richard Petty, Bobby Allison and David Pearson represented the period's NASCAR line-up.

When deciding on a car to serve as the basis for the IROC series, Penske consulted with Donohue, who didn't hesitate in his suggestion. He argued if Penske wanted a strong, fast, reliable and consistent racing car, the only reasonable choice was a Porsche. Donohue, who had driven a 911 RSR in late 1972, suggested Penske contact the Porsche factory and order a run of the latest racing 911s. Penske followed Donohue's advice and, at special request, Porsche assembled fifteen examples of the Carrera RSR for IROC. Built to identical specification, the individually painted 911s were essentially hybrids of the 1973 RSR 2.8 and the new-for-1974 RSR 3.0 insofar as the adopted flat-six was similar to that of the later RSR, but with high-butterfly mechanical fuel injection instead of the more exotic slide-valve system found on three-litre cars.

The 911 seen here, chassis 911 460 0085, was the sole IROC RSR finished in red and is one of the only RSRs to have competed in all four of the races in the inaugural IROC

season. The first three of these events were held between the 24th and 28th of October 1973 at Riverside International Raceway in California. In the first race, Indy car driver, Johncock, piloted 0085 to a tenth-place finish. For the car's second race, McLaren Formula One star, Revson, finished fourth, a significant improvement from his tenth-place starting position. Johncock found himself back in the red RSR for race three, finishing eleventh after experiencing throttle linkage issues.

For the IROC series finale on Valentine's Day 1974, the top six performers from Riverside were invited to race at Daytona International Speedway. Foyt drove this very RSR, but finished at the back of the pack (in sixth place) after the car's engine expired early on.

SECOND LIFE

Following their service as IROC cars, the fifteen unique RSRs were eventually sold off, replaced by Chevrolet Camaros for the follow-up IROC season. Most of the 911s went to independent racing teams. 0085 was purchased in 1974 by notable Canadian racer, Klaus Bytze, who raced his new Porsche in IMSA and Trans Am competitions during 1976 and 1977.

In 2002, the car found its way to Porsche racing driver, Karl Singer. During his ownership, another racing 911 was found to have an IROC RSR engine in place. A factory Porsche document dated 1973 shows this flat-six (6840030) was originally installed in chassis 0085. With this knowledge, Singer purchased the engine and had it installed in his IROC RSR, though to confuse matters, the car's Porsche Certificate of Authenticity lists another engine (6840035) as being original to 0085.

Original to this IROC RSR or not, the replacement engine is a proper type 911/74 fitted with a Bosch high-butterfly fuel injection system, enough for this exclusive 911 to attract a winning bid of \$1,627,500 at Gooding & Company's recent Amelia Island Auction.



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FOR DETAILS

STUTTGART CLASSICA CARBON-FIBRE FRUNK LINER FOR 964/993

It's a familiar story: an air-cooled 911 looks fantastic until the car's owner pops the frunk to reveal, well, a bit of a mess. Moreover, from a practical point of view, the front luggage area's awkwardly angled surfaces can prove difficult for stowing of bags and boxes in orderly fashion. The factory solution to disguising the problem? Dreary carpet, which in the case of most classic 911s, will now be worn (and possibly soiled) following decades of active service. Air-cooled 911 accessories and restoration specialist, Stuttgart Classica, has an elegant solution for frustrated 964 and 993 owners wanting to make more of a feature of their 911's front end, whilst ensuring it serves as useful storage space. Taking the form of an elegant carbon-fibre frunk liner suitable for right-hand drive and left-hand drive variants of all two-wheel drive and four-wheel drive 964 and 993 Carreras, this beautifully manufactured part requires no modification to your 911 for installation and is presented

in exposed carbon weave protected by a high-gloss finish. A polyester version coated in gel (designed to be painted or trimmed) is also available for owners wish to further personalise their Porsche. Free UK postage and low-cost overseas shipping is available with each order. Visit the Stuttgart Classica website for further information on this and all other items in the company's portfolio of Porsche products.

Price: Carbon-fibre £2,495, polyester £1,495
stuttgart-classica.co.uk or call 01386 701953

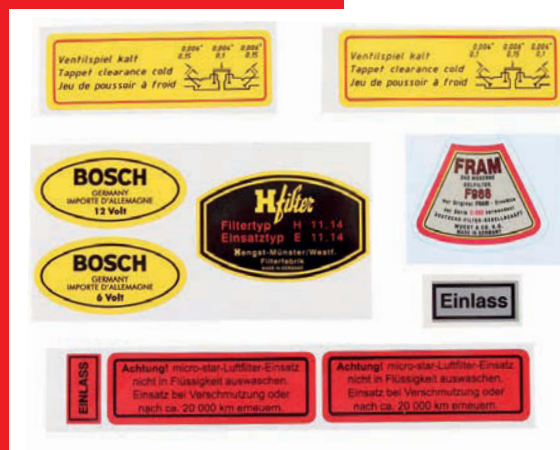


DANSK ENGINE DECAL SET FOR 356/912

Why compromise? This is the question posed by JP Group, parent company of Dansk, producer of new factory faithful parts for the restoration and maintenance of classic Porsches. One of the latest additions to the Dansk product line is an engine sticker set for the 356 (A, B and C models) and 912, giving your fresh restoration the perfect finishing touch. The set includes stickers showing pushrod play adjustment, as well as decals for the oil filter (H-Filter and Fram) and coil (both six- and twelve-volt variants). All stickers are reproduced to the exact details of the originals, but are made from modern vinyl tape, making them easier to install and less prone to damage than the factory stickers they replace. As Dansk rightly suggests, you shouldn't compromise on the finish of your build — order this sticker set online from Design 911 in the UK or Aase Sales in the USA.

Price: £35.62 (\$39)

design911.co.uk or aasesales.com



AUDETTE PLATINUM LED HEADLIGHTS FOR 911/930/912/964

These premium LED headlights are manufactured in the USA by automotive illumination specialist, JW Speaker, and are designed for direct plug-and-play fitment into any classic 911, 912 or 964. Using both high and low beams on the high beam setting, they produce a dramatic improvement in the host Porsche's exterior lighting, enabling safe travelling at night (or through tunnels) without causing discomfort to drivers of oncoming vehicles. What's more, these brilliant headlights are available with

a whopping thirty-six different options to suit your Porsche — not everyone likes the look of modern clear lenses, which is why Audette offers the choice of classic Bosch H4 lenses (for left- or right-hand drive), as well as chrome or black (paintable) trim rings, plus chrome or black LED housings, giving you the opportunity to marry modern lighting with classic looks. View the entire Audette Collection range of exterior lighting for air-cooled Porsches at the company's website.

Price: \$1,399 (£1,083)
911bestinclass.com or call +1 541 788 4786





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CARBONE CUSTOM-FINISH BF TORINO SEATS

Since 1968, BF has produced seats, interior trim and upholstery for the automotive industry, including almost all famous German and Italian sports car manufacturers. The company is based near Turin, the heart of the Italian automotive supply chain, and is best-known for its high-quality bucket seats, as seen occupying the cabin of many *Classic Porsche* feature cars. All BF seats and tracks are tested according to EU guidelines and, with the exception of painting, all production steps (not limited to steelwork, padding and trimming) are carried out in-house. For owners wanting something more bespoke, however, CarBone is offering BF Torino bucket seats with custom trimming to match the host Porsche. Choose from a variety of leather and fabrics to suit your requirements. Pictured is a custom-finished BF ST rally seat, suitable for most classic Porsches and featuring belt slots for four, five and six-point harnesses. This 1970s-inspired bucket provides a low seating position, thereby offering tall drivers comfortable headroom, and joins other classic BF seats, such as the Le Mans Sport (complete with folding backrest), in CarBone's line-up of BF products trimmed to your specification.

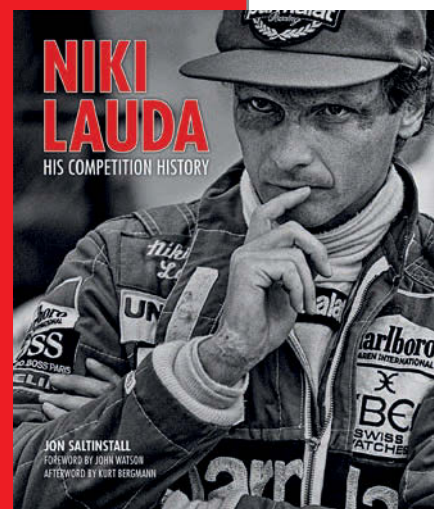
Price: From €2,017.97 per seat
carbone.pl or call +48 429 422 115



NIKI LAUDA: HIS COMPETITION HISTORY

When, during the tumultuous 1976 F1 season, Niki Lauda nearly perished in a horrifying crash at the Nürburgring and then, severely scarred, courageously fought back to race again only six weeks later, the Austrian speed merchant earned admiration and adulation worldwide. While the saga of that year's Grand Prix racing — not least Lauda's battle with James Hunt for the World Championship — has been told many times, the rest of Lauda's racing received has less attention. This fascinating hardback rectifies the situation by documenting his diverse driving career, race by race, from 1968 to 1985. Through detailed dissection of Lauda's attacks of the asphalt in an eclectic mix of cars, a vivid picture emerges of a hugely determined and vastly talented racer who, despite many setbacks, left a remarkable legacy. All driving and racing enthusiasts will treasure this comprehensive and richly illustrated examination of the motorsport hero's entire competition history, including time spent behind the wheel of various Porsches, such as the 908/02 and the F1 championship-winning TAG-Porsche McLaren MP4/2.

Price: £39.85 from Amazon (RRP £60)
evropublishing.com or call 01963 23276



PIE PERFORMANCE TUNING IGNITION SYSTEM FOR 964

PIE Performance Tuning (PPT, the tuning arm of independent Porsche servicing and sales specialist, PIE Performance) has produced a modern update to the 964-generation 911 ignition system. Taking the management of the air-cooled modern-classic into the digital age, the kit offers owners greater control over ignition and fuelling, replacing the restrictive, old-fashioned 'barn door' airflow meter with a modern MAP sensor managed by intake pressures, resulting in smoother power delivery, better throttle response and elimination of low-down idle problems. The kit promises more power and torque thanks to an optimised PPT ignition map (choose between 3.6-litre and 3.8-litre engines) applied to a standalone ECU. A new intake pipe is also supplied as part of the package, working with the factory airbox to retain an OEM look in the engine bay, thereby keeping the MAP sensor and new air temperature sensor out of sight. The full list of supplied parts includes a Delta 700 ECU, a direct plug-in wiring loom, MAP sensor, air temperature sensor, air intake pipe, six uprated Bosch fuel injectors, a vacuum pipe, T-connector, a CANbus data connection tool and bespoke PPT ECU software. Customer support and service is provided direct by the PIE

Performance team. Importantly, kit is completely reversible, with no need for drilling or alteration of any other components in the 964 engine bay during installation. An optional wideband sensor and extended loom is available at additional cost.

Price: £2,994 (add £139 for wideband sensor and lead)
pieperformance.co.uk or call 01787 247991



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964 UNDER BONNET TUB

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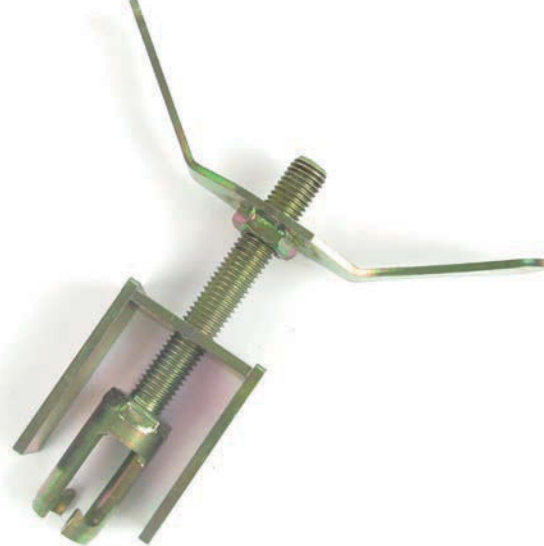
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WEBCON AUXILIARY VENTURI PULLER

British fuel system specialist, Webcon, has announced the availability of its high-quality reproductions of the original Weber auxiliary venturi puller. Featuring a number of subtle improvements over the original part, Webcon's venturi puller ensures quick and efficient removal of stubborn auxiliary venturis from Weber carburettors whilst minimising the chances of damage to the venturi or carburettor. An essential tool for anyone who overhauls Weber carburettors in a professional capacity, as well as classic car enthusiasts who enjoy taking care of maintenance themselves, Webcon's auxiliary venturi puller can be ordered direct from the company's website or from appointed Webcon dealers around the world. Ask or search for part number 9800920000.

Price: £105.77

webcon.co.uk or call 01932 787100

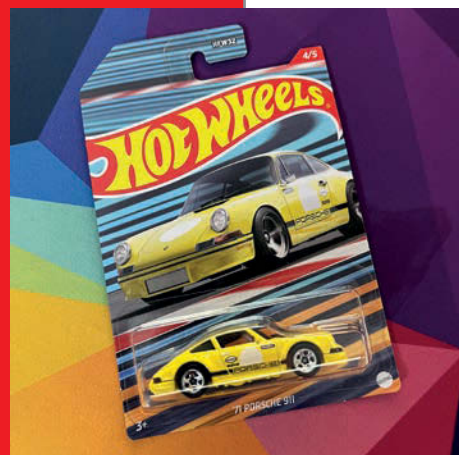


HOT WHEELS 1:64 DIE-CAST 1971 911 RACE CAR

Sitting between the Hot Wheels £1.99 Mainline series and the small-scale model car giant's £8.99 Car Culture series (featuring rubber tyres, metal chassis and more detail) sits a line of 1:64 range die-cast cars priced at £3.99. New for 2022 in the 1:64 Racing Circuits series is this 1971 911, featuring detailed tampon printing (the process of transferring a 2D image onto a 3D object) illustrated in the form of Porsche, Bilstein and Goodyear sponsor graphics, as well as the distinctive Porsche nose crest. The model's metal body is decorated in bright yellow paintwork and features clear rear lights. Suitable for enthusiasts aged four and up, this diminutive classic Porsche is wrapped in collectible long-card packaging featuring bespoke 911 artwork and is available to order now from Smyths, The Entertainer and most independent toy shops. View the full range by punching the following URL into your web browser: shopping.mattel.com/en-gb/collections/hot-wheels-cars.

Price: £3.99

smythstoys.com or call 0333 344 1157



GENUINE 964 CARRERA RS LIGHTWEIGHT HOOD

If you're the owner of a classic Porsche and are looking to make your car faster, the first thing you're likely to do is ditch bulk. After all, a lighter car is a quicker car, right?! Granted, stripping sound deadening material and audio gear is a quick way for your 911 to lose weight, but have you stopped to think about how much extra poundage you could dismiss of by replacing the standard body panels with those from a Porsche fleeter of foot? The 964's standard steel frunk hood, for example, typically weighs around nineteen kilograms (42lb in old money). Renowned independent Porsche parts supplier, FVD, is currently offering genuine 964 Carrera RS hoods for those looking to save weight and retain originality. The part weighs just six kilograms (12.2lb). In other words, the RS part is a huge thirteen kilograms lighter than the stock hood. For even further gains, FVD recommends replacing the 964's original hood dampers with the manual support fitted to the RS and, for those feeling particularly flush, the fitting of a carbon-Kevlar paintable hood. All parts are available to order direct from the FVD website.

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(RS hood support €71.40)

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1965 to 1967 parking brake boot. No slits and no side tabs, all original molding details are correct. \$24



Rear bumper endcaps for the 65-68 cars is back in stock! Correct satin brushed finish, and the hardware is included as well. \$80 for the pair



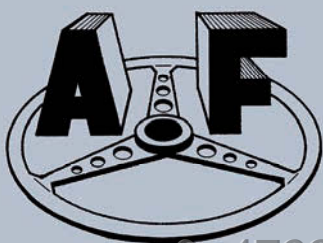
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When it comes to car care, nothing is more encouraging than knowing your hard work will guarantee a gleaming finish. Of course, no amount of elbow grease is going to deliver optimum results if you haven't got the right tools for the job. Enter Gliptone's highly regarded Rise & Shine carnauba paste wax, claimed to deliver more mileage from a single tub than any other currently available car wax. Simply add a few drops of warm water to enhance shine and plating to provide maximum surface protection and a superior finish. No yellowing, no build up, no rain spots. Made from high-quality Brazilian carnauba wax and free of detergents, cleaners and harsh abrasives, this essential addition to your arsenal of detailing products can be bought for less than thirty quid. Apply multiple coats to add even more gloss to your Porsche's painted panels.

Price: £28.60

gliptoneurope.com or call 01244 888658



MITTELMOTOR AXLE STRUTS FOR CLASSIC 911/912/964/993/924/944/968

Due to the old age and permanently high load of maintenance-free rear axle strut rubber bearings on air-cooled 911s and four-cylinder models in Porsche's transaxle line-up, deformation of the parts is not uncommon. The only way to solve the problem is to renew both axle struts with new, special bearings made from multi-layered rubber, ensuring play-free operation and maximum durability. Porsche-focused engineering firm, Mittelmotor, has developed a range of complete axle struts — including height adjustable items where applicable — as high-quality replacement parts for tired factory components. Covering all 911s from 1969 through to the end of 964 production, as well as all four-cylinder transaxle models, each of Mittelmotor's axle struts is currently being offered with a hefty €100 discount.

Price: From €105 (usually from €149)

mittelmotor.com or call +49 234 935 1414



NEW CLARKE LOW-ENTRY 1.5-TONNE TROLLEY JACK

This low-entry, height adjustable trolley jack from Clarke is sure to be a hit with owners of classic Porsches riding on lowered suspension. Manufactured from a combination of aluminium and steel with a tough blue anodised finish, this travel-friendly workshop tool is safe and simple to operate, with saddle heights offering low entry from 85mm to 356mm. A twin-piston pump ensures quick lift action, with overall weight of the jack tipping scales at 14.3kg. A rubber lifting pad is supplied to protect the underside of your Porsche, while a familiar twist valve locks the jack. Steel castors afford users easy manoeuvrability, whether working in the street, on a driveway or in a garage. Visit the Machine Mart website to view the full range of Clarke workshop equipment and tooling suitable for home mechanics.

Price: £131.98

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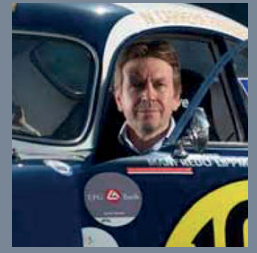
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ANDY PRILL

A reputable, experienced restorer will strive to meet your expectations and deliver the classic Porsche you want, but choose the wrong company and you could find your bank balance bled dry and the restorer accepting no responsibility for your dissatisfaction. Thankfully, you can follow a set of simple rules and avoid disaster...

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



The classic car scene has grown massively in the years following the 2008 financial crisis. Classic car values have increased exponentially, with vintage vehicles now recognised a tangible asset class in their own right. Classic Porsche ownership has grown accordingly, as has the industry supporting these cars — wherever there is money, you'll find people chasing it. Porsche, of course, is one of the world's most recognised brand names and is inextricably linked with the values of wealth and success. Many people therefore want to align themselves with Porsche, whether through sports car ownership or simple association.

you to carry out your own research into the company's work and history. Include independent opinion as part of your investigation.

When selecting a restorer, don't deal with the lowest bidder — they'll be cheap for a reason. Be careful when comparing hourly rates. £35 might look cheap, but the firm you're dealing with might take three hours to do what should take sixty minutes. Also, believe what you see, not what you hear. In other words, a workshop amounting to a disorganised mess should tell you everything you need to know about who you're dealing with.

Always ask for an estimate detailing the scope of work agreed, as well as costs, thereby ensuring you have a record of what's been discussed.



Some of this desire has manifested itself in the form of companies established specifically to carry out the repair or restoration of Porsche sports cars. Sadly, the aspirations of some so-called specialists often far exceed their skills and experience. This alone presents a problem — we live in an age with social media, which makes it possible to wake up with a business idea and go to bed with the apparent online presence of a major international corporation.

Choosing a company to restore your classic car presents a challenge, but common sense and logic can help you identify the right people to work with. Thankfully, most business in our corner of the automotive enthusiast scene is conducted professionally and honestly, but there are always exceptions to the rule. With this in mind, before you hand your Porsche to a third-party promising to restore or recommission it, I urge

The scale of the job may well change, but at least you'll have reference to the starting point. Never make payment in advance, though. By all means agreed staged costs, but pay for work completed, not promised. And make sure the restorer provides you with regular updates, including

a photographic record of all work undertaken.

On your part, be patient. Good restorers are always (reassuringly) busy. Waiting in line often means time-saving in the long run, thanks to a good and thorough job.

It's important to note owners almost always have their eye on the prize, but often ignore the essential, sensible steps in between. Embarking on a restoration is a considerable undertaking, but managed properly, it should be a fun and rewarding pursuit. The realisation of a dream should not be a stressful and underwhelming experience. All too often, it is.

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GT Silver • Dark Blue Leather Sports Seats • Manual Gearbox • 19" Turbo Wheels • Porsche Ceramic Composite Brakes • Satellite Navigation • Sport Chrono • 50,128 miles • 2008 (57)

£62,995



911 Turbo (996)

Seal Grey • Black Leather Seats Manual Gearbox • 18" Turbo II Wheels Electric Sunroof • Bose Sound System Aluminum Handbrake & Gearknob 43,723 miles • 2003 (52)

£54,995



Boxster GTS (981)

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911 Carrera 2 (997)

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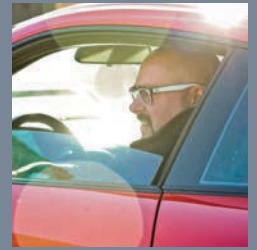
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TIM NEELY

For most Porsche owners, their name will have appeared on the logbook of their car before the recent spike in values across not just the Porsche scene, but the car market in general. Even base model commuters are commanding a pretty penny in the current climate. Does this mean you should be thinking of selling up for profit?

Tim Neely is a US-based journalist and car collector currently producing videos for his YouTube channel, *Tim's Enthusiast Garage*. With his retro-themed car show, *MotorVice*, he hosts live events. Find him at @timsenthusiastgarage



During the past two decades, I have bought and sold many collector cars. Brilliant classic Porsches have graced my garage. Standout examples include a 964 RS America, various 993 Carreras and a 928 GTS, as well as dream drives from other sports car manufacturers, including Ferrari. I sold them all. In each case listed here, I admit to a serious twinge of regret at letting each vehicle head to pastures new, though I'll always have the happy memories of afternoon drives, road trips and time spent studying each car's unique design language. The languid curves of my Ferrari Testarossa and the stark minimalism of the 964 RS

markets are absolutely bonkers the world over. The graph is shooting straight up on collectibles, commuters and even new vehicles. While none of this may be news to you, I'm here to make an announcement you very much need to hear: don't sell! While you will almost certainly see profit on whatever car (or cars) you find sat in your garage, in each case, you acquired it for a reason, likely non-financial. Getting another at the price you paid — be it five months or five years ago — may prove impossible.

If you currently have a treasured Porsche in your possession, you probably bought it because it was the fulfilment of a dream and the result of hard work. Doubtless, the car is well loved and very much cherished.



America readily come to mind when I think about the cherished chariots I've parted with.

Two years ago, a gent sauntered in to the showroom where I regularly park my favourite cars. Unexpectedly, he made an offer for my heavily optioned 996. At the time, I had no real intention of selling, but I realised small profit and, to be honest, I wasn't using the car particularly frequently. "Why not sell? I can always find another," I told myself. What I should have realised

in that moment was how all the cars I mentioned earlier are now worth at least double what I paid for them. No hyperbole. Literally double. And in the case of the 964 RS America, quadruple my purchase price.

In several instances, cars I consider to be 'best of breed' (the 993 is a case in point) have now appreciated to levels where the cost of acquiring a good example is much harder to justify and, sadly, can encourage owners to struggle when it comes to using their investment with abandon. It's one thing to fling around a Porsche valued at \$30 or \$40k, but as a vehicle's value climbs north in search of \$100k or more, it's easy to think twice about exploring 'the limit'. In my own experience, I find myself questioning whether or not I want to leave a high-value car unattended in a parking lot. Some of the joy of ownership is somehow sucked away as a direct consequence of knowing I spent six figures for this pleasure.

This brings me to a very poignant moment in time: right now. Car sales

I have recently been dealing with the fact I may never own another 993. Prices have risen to a point I simply can't justify. This is especially sad considering I view the 993 as the very pinnacle of the 911 experience.

As a proponent of the 996, I have championed the model's virtues for many years. This successor to the air-cooled dynasty was almost laughably undervalued less than a year ago. Since then, prices have nearly doubled. Rare 911s or interestingly specified Porsches have more than doubled in value. For

those of us who find ourselves now seeing the very real ability to make an incredible return on earlier spend, we have an important question to ask ourselves: *does the possibility of doubling my money outweigh the possibility of me never owning a car like this again?* Put simply, *did I buy this car as an investment or as a means of experiencing automotive nirvana?*

Naturally, this discussion is aimed squarely at those of us with limited resources — for further context, which of us wouldn't buy a low-mileage 993 for \$25k?! — but in many cases (read GT3 or GT2), a Porsche is now worth significantly more than its original sticker price. While making money is very useful and can be very satisfying, as Porschephiles, the reason we bought these cars is to enjoy the experiences, noises and aesthetics they bring us. Having been here many times with brilliant Porsches now only a fixture of my memories, I can say with absolute certainty the old saying is true: you don't know what you've got until it's gone. You have been warned!

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1994 Porsche 911 Speedster stock #14999

Presenting this limited production 1994 Porsche 911 Speedster (one of less than 469 produced for the US market). Featured with only 6,710 miles on the odometer and is available in its factory color code #80K Guards Red with a black interior. The vehicle comes with a clean Carfax and is equipped with a 5-speed manual transmission, Flat 6 Cylinder 3.6-liter engine, automatic speed control, air conditioning, RS door panels, power windows, power steering, soft top, 4-wheel disc brakes, jack, and spare tire. Both the color code and options sticker are still in place under the hood. Also includes the original owner's manual and maintenance booklet with service stamps. An extremely low mileage, highly collectible, and well-taken care of third-generation Porsche 964 Carrera C2 Speedster that is mechanically sound. **For \$235,000**



1975 Porsche 930 Turbo #05638

A true piece of automotive history, this iconic 1975 Porsche 930 Turbo with matching numbers and the Certificate of Authenticity included, is for sale in its original color code #027 Guards Red with a black interior. Only 284 Porsche 930 Turbos were ever made in 1975, and this car is #255, and one of only 20 in the U.S., according to the 930 Turbo 3.0 Liter Registry. This rare find comes equipped with a manual transmission, factory electric sunroof, chrome drivers side mirror, power windows, Fuchs wheels, as well as a spare tire. Not many of these early 930's become available, but when they do, they certainly do not stay on the market for very long. This is a unique opportunity to join a select group to own a piece of what many regard as the purest and most original expression of the 911 Turbo. It had the same owner since 1986 and is mechanically sound.

For \$208,500



1988 Porsche Carrera Coupe #13994

Presenting this pristine special ordered 1988 Porsche Carrera Coupe featured with matching numbers and is available in its (special order) color code #36P Venetian Blue Metallic with a blue interior. Equipped with a 5-speed G50 manual transmission, spoiler (front & rear), automatic speed control, air conditioning, steering wheel with elevated hub, power windows, locking differential, automatic heating control, sunroof, 4-wheel disc brakes, Fuchs wheels, spare tire, tool kit, air compressor, and jack. Both the color code and options sticker are still in place under the hood. Also included with this vehicle are paint meter reading photos as well as service records dating back from 1997 to 2019 documenting the vehicle's history and totaling over \$18,000. An excellent and original air-cooled Porsche that is ready to be driven and enjoyed. Do not miss your chance to own such a beautiful sports car that is mechanically sound.

For \$108,500



1985 Porsche Carrera Coupe Turbo Look M491 #14637

This rare limited production 1985 Porsche Carrera Coupe Turbo Look M491 featured with matching numbers and 28,182 miles on the odometer is available in its factory color code #700 black with a black interior. The vehicle comes equipped with a 5-speed manual transmission, Flat 6 Cylinder 3.2-liter engine, air conditioning, automatic speed control, limited-slip differential, central locking system, steering wheel with raised hub, sports seats, power windows, sunroof, 4-wheel disc brakes, Fuchs wheels, and spare tire. Also included are receipts copies totaling over \$3,000 which included a major service done on September 2, 2021, at a cost of \$2,595. An excellent opportunity to jump into the ownership of this original California car. An extremely collectible and well-equipped factory Turbo Look Porsche that is mechanically sound.

For \$135,000



1998 Porsche 993 Carrera S Coupe #13650

Here is an original 1998 Porsche 993 Carrera S Coupe that is available in its (special order) factory color code #L3AX Zenith Blue with a sand beige interior. The vehicle comes with a clean Carfax and is equipped with a 6-speed manual transmission, Flat 6 Cylinder 3.6-liter engine, automatic speed control, sport suspension, engine sound package, LSD Limited Slip Differential with 40% lock, ABS Automatic Braking Differential (Traction control), Board computer, Cassette-radio Becker Porsche CR-210, 6-disc CD changer Becker Porsche CDC-3, air conditioning, sport seats with height electrically adjustable (left & right), leather front seats, power mirrors/windows/steering, sunroof, Dark Rootwood shifter and parking brake lever, stainless steel tailpipes (oval), 4-wheel disc brakes, 18" Technology wheels (lightweight hollow spoke), jack, tool kit, and air compressor. Also included with this vehicle are paint meter reading photos as well as receipts totaling over \$15,000. An excellent vehicle that is ready to be driven and enjoyed. Do not miss your chance to jump into the ownership of this well-equipped air-cooled sports car that is mechanically sound.

For \$167,500



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/decklid, chrome wheels, and 4-wheel disc brakes. An excellent 356C Coupe, ready to be driven and enjoyed. This extremely sought-after Porsche had the same owner since 2000 and is mechanically sound.

For \$119,950



1973 Porsche 911E Targa #12666

Here is a recently discovered 1973 Porsche 911E Targa featured here with matching numbers is available in its factory color code #117 Light Yellow with a black interior. It comes equipped with a 5-speed manual transmission, 4-wheel disc brakes, G28 Group option: S trim, heated rear glass, sway bars, 9 instrument, air conditioning, and Fuchs wheels. This is an extremely original Porsche 911E (please review paint meter reading photos). A very sought-after original blue plate California car that is an excellent addition to any Porsche enthusiast. Don't miss your chance to acquire this original 911 that is mechanically sound.

For \$108,500



1990 Porsche 964 Carrera 4 Coupe #12689

Presenting this beautiful 1990 Porsche 964 Carrera 4 Coupe featured with 33,589 on the odometer and is available in its factory color code #700 black with a black interior. It comes with a clean Carfax and is equipped with a 5-speed manual transmission, Flat 6 Cylinder 3.6-liter engine, air conditioning, automatic speed control, power windows, power steering, jack, 4-wheel disc brakes, D20 wheels, and jack. Both the color code and options sticker are still in place under the hood. Also included with this vehicle are paint meter reading photos. An extremely desirable low mileage 964 Coupe that is mechanically sound.

For \$125,000



1992 Porsche America Roadster #13884

Presenting this exciting 1992 Porsche America Roadster that 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, Flat 6 Cylinder 3.6-liter engine, automatic speed control, air conditioning, power windows, power steering, rear seat delete, soft top, boot, 4-wheel disc brakes, spare tire, and 5-spoke wheels. Both the color code and options sticker are still in place under the hood. A very sought-after car that is an excellent addition to any Porsche enthusiast. Don't miss your chance to acquire this original limited-production Porsche America Roadster that is mechanically sound.

For \$125,000



1987 Porsche Carrera Sunroof Delete Coupe #14444

This well equipped 1987 Porsche Carrera Coupe featured with matching numbers and is available in its factory color code #35V Marine Blue Metallic with a linen interior. The vehicle comes equipped with a 5-speed G50 manual transmission, Flat 6 Cylinder 3.2-liter engine, air conditioning, steering wheel with elevated hub, central locking system, sports seats, power windows, 4-wheel disc brakes, jack, spare tire, and tool kit. Both the color code and options sticker are still in place under the hood. A desirable color combination air-cooled Porsche that had the same owner since 2004 and is mechanically sound.

For \$86,500



1979 Porsche 930 Turbo Coupe #14909

Presenting this amazing color combination 1979 Porsche 930 Turbo Coupe featured with matching numbers and 70,514 miles on the odometer. Available in Petrol Blue Metallic with a black interior. The 930 Turbo comes equipped with a 4-speed manual transmission, Flat 6 Cylinder 3.3-liter engine, air conditioning, sports seats, power windows, sunroof, 4-wheel disc brakes, Fuchs wheels, and spare tire. Also includes service documents and receipts copies totaling over \$6,000. An extremely sought-after air-cooled Porsche Turbo that is mechanically sound.

For \$139,950



1991 Porsche 964 Carrera Coupe #14999

Presenting this 1991 Porsche 964 Carrera Coupe that is available in Speed Yellow with a sand beige interior. The vehicle comes equipped with a 5-speed manual transmission, Flat 6 Cylinder 3.6-liter engine, automatic speed control, salvage title, air conditioning, power windows, power steering, sunroof, after-market wide-body turbo look kit, and 4-wheel disc brakes. A well-priced 964 Carrera Coupe that is mechanically sound.

For \$72,500



1996 Porsche 993 Carrera Coupe #14681

This beautiful color combination 1996 Porsche 993 Carrera Coupe featured with 54,965 miles on the odometer and is available in its factory color code #92M Polar Silver Metallic with a black interior. The vehicle comes with a clean Carfax and is equipped with a 6-speed manual transmission, Flat 6 Cylinder 3.6-liter engine, automatic speed control, air conditioning, power windows, power mirrors, power windows, power seats (driver passenger), power steering, sunroof, 4-wheel disc brakes, and spare tire. A well-equipped eye-catching air-cooled Porsche that is mechanically sound.

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CREATING A MONSTER

Eagerly awaiting a 3.4-litre flat-six and finished in a hulk-like hue, this RSR-aping Carrera 3.2 is a fiendishly fascinating classic Porsche with giant road presence...

Words Dan Furr and Johnny Tipler Photography Nick Caro



Beautiful, isn't it? Based on a late Carrera 3.2, this green wide monster is the result of Paul Cockell, founder of Cotswold-based independent Porsche sales and restoration specialist, Rennsport, waving his tuning stick to great effect.

"Everything he does is sympathetic to Porsche's period engineering values," says the car's proud owner, Ollie Smith. "His team builds each bespoke 911 to an owner's exacting specification, delivering a truly personalised Porsche as if it was new from the factory."

The 911 you see here – nicknamed Shrek on account of its exaggerated body and coat of OEM-true Chartreuse paint – is one of Rennsport's celebrated RSR builds, though it has yet to be treated to the 3.4-litre oversized

engine upgrade so often associated with Cockell's creations. "It's on the cards," Ollie assures us. "Complete with AT Power throttle injection, Emerald standalone engine management and competition camshafts, the bigger-displacement flat-six should be in place this summer." Promising a significant increase in output, the blueprinted, high-compression, Nikasil-lined boxer should deliver in excess of 300bhp. "It won't be stupid quick, but there will be enough extra shove to give this 911 performance more in keeping with its looks."

Let's refresh our memories regarding Carrera 3.2 history. Introduced in late 1983 for the 1984 model year, the Carrera 3.2 replaced the three-litre 911 SC, employing the same body-chassis unit with a few detail improvements. Like the SC, the Carrera 3.2 was





offered with Coupé and Targa body styles, but also introduced Cabriolet, Club Sport and Speedster variants. A major alteration to specification came in 1987 with the introduction of the stronger Getrag G50 gearbox in place of the more delicate 915 unit. Also in 1987, the mechanical cable clutch was superseded, replaced with a hydraulic clutch. Ollie's car was built late 1987, meaning it makes use of a G50 and hydraulic clutch.

These cars are extremely robust — sturdier than the SC, and, dare we say it, even the follow-on 964. You see, there's a no-nonsense solidity to the Carrera 3.2 — body shells were made entirely of hot-dip galvanized steel, one of the reasons they endure so well. Additionally, the 5mph impact bumpers absorbed minor traffic mishaps, sliding backwards against collapsible steel tubes in European-spec cars and hydraulic rams on those shipped to the United States.

NATURE OF THE BEAST

The Carrera 3.2 driving experience is an encounter all of its own. Obviously, it's not too far removed from the earlier 2.7, Carrera 3.0 or SC, but the 3.2 is a more solid proposition, and it feels it. There's no question Porsches of this era were built to last. With its torsion bar suspension, the Carrera 3.2 is also quite different to the later 964, which was equipped with coil-sprung suspension and power-assisted steering. This means, with the Carrera 3.2, a certain amount of muscle power is needed at the controls.

As for those floor-hinged pedals, your right heel may be on the deck as you pressure the throttle, but your left foot will be dancing in mid-air, dealing with the heavy clutch and un-servo'd braking system. On the move, all your senses come into play. The absence of power steering has an upside because everything is full-on and sensitive. Feedback is instantaneous — you feel exactly

what the suspension is doing and where the car is going. Your own reactions are honed to match.

All Carrera 3.2s are hugely involving, nowhere more so than twisty back roads. Put it this way, on an indifferently surfaced B-road, the front wheels bubble over every undulation as they feel out the topography. The car is alive, a creature working out which passage to take for best effect. You're controlling this 911 by light movements of the steering wheel as it bucks slightly in your hands with every passing bump. The faster you go, the steering progressively loads up — the more physically demanding (and rewarding) the drive becomes.

Above A blueprinted high-compression 3.4-litre flat-six will be installed this summer





Above Retro Recaros trimmed in leather and houndstooth is a classic combination and one which works brilliantly set against this reimagined Carrera 3.2's green paintwork



The Carrera 3.2 is rated at a respectable 237bhp at 5,900rpm and 284Nm torque at 4,800rpm. Clearly, the 3.4-litre upgrade Ollie has promised his Porsche is going to transform the driving experience, enabling the car to cover ground at far more rapid pace. Still and all, the Carrera 3.2 offers relatively long gearing, both in 915 and G50 formats, which matches with the slow and methodical nature of the gearshift. You go from one slot to another quite deliberately — you can't just whack it through the gate. It's not ponderous, because you have

to be meticulous about where you move the lever. Shift a 915 from fifth to fourth, and you have to be calculated about your movement, else you quickly graunch into

reverse. A G50 is less sensitive, but still demands precise shifting.

Put your foot down in fifth, and you can be sure the 3.2-litre flat-six will deliver the

power, although it's not devastating. Better drop a cog in an overtaking situation to be safe. Equally, you notice how strongly the 3.2 pulls when you approach the legal limit — between 4,000rpm and 6,000rpm, this thing really

BEAUTIFULLY CRAFTED CARRERA RSR 2.8-APING BODYWORK AND CLASSIC SPORTS SEATS TRIMMED IN FINE MUIRHEAD HIDE





delivers. Third gear overtaking on A-roads is stunningly fast, accompanied by the raucous boxer bellowing as the revs scream towards 6,000rpm. Power builds relentlessly until you run out of road or become a fixture of a slowcoach's rear-view mirror. Conversely, the 3.2 is admirably torquy and will pull inexorably from 1,500rpm in top. Based on our experience of Rennsport rides, after the jump to 3.4 litres, Ollie's car will feel positively ballistic by comparison.

As for rallentando, you need to get your braking done first, ideally trail-braking up to a corner, although Carrera 3.2 stoppers are so powerful that an occasional stab will remove speed if

you happen to be travelling a tad too fast approaching a bend. This sudden slowing is even more apparent in Ollie's 911, which benefits from Carrera 3.2 Clubsport anchors loaded with EBC Yellowstuff pads.

Elsewhere on the chassis, further trick bits of kit include Bilstein sport-spec dampers, uprated torsion bars, a Quaife limited-slip differential and sixteen-inch Braid RSR wheels wrapped in Toyo Proxes TR1 tyres boasting ten inches of width at the back nine at the front. Needless to say, Rennsport's work has hugely improved

the base Carrera 3.2's already impressive handling.

You drive a Carrera 3.2 through the corners — apply the lock early, steer it through, lock off, perhaps a bit of oversteer induced with the wheel, but most likely by use of the throttle — foot off to make the front-end tuck in, or foot on to drift out. On back roads, you can fly by the seat of your pants, attacking rather than defensive, positive rather than passive. The Carrera 3.2 is very much a usable — even every day — classic. Point to

point, a standard example may not be the quickest sports car you'll ever drive, but it's fun and rewarding. Today, the only impediment to ownership is the cost of buying a Carrera

3.2 in a market only too keen to keep pushing air-cooled 911 prices skyward.

Talking of which, it's important for us to highlight the fact Ollie wasn't this Rennsport build's commissioning owner. "I'm good friends with the founders of Oakham-based luxury car dealer, Top 555," he tells us. "I was perusing the company's sales stock list and was taken aback by the sight of a Signal Orange Rennsport RSR 3.4. The car was built by Paul Cockell's team to double up as his personal Porsche and as a demonstrator to

Above Angry and with looks to startle any onlooker, just like the ogre which lends its name to this Rennsport ride

GREEN-SKINNED, PHYSICALLY INTIMIDATING AND EXHIBITING LOOKS DRAWING ATTENTION FROM THE OUTSIDE WORLD



Above The Rennsport team treated every aspect of the build with sympathy to period Porsche engineering work

show potential Rennsport clients what the company could produce and build to individual requirements and specification." Previously displayed at the 2019 Goodwood Revival and based on a G50-equipped 1987 Carrera 3.2, the car had undergone a full bare body restoration using all new steel panels, including wings, rear arches, sills, B-posts, kidney bowls and bonnet. "The intention is to echo the look of the Carrera RSR 2.8, as if Porsche had built a roadgoing version of the model," Ollie confirms. "In doing so, Rennsport introduces bodywork modifications to improve engine cooling and

aerodynamics," he adds, referencing the car's lightweight composite front and rear bumpers, as well as the carbon-composite ducktail. "I immediately fell in love." He wasn't the only one — half-hour after he picked up the phone to discuss potential purchase with the Top 555 team, another interested party took the initiative and laid down a deposit. Drat.

OGRE BATTLE

Ollie has owned many modern Porsches, citing GT5 and GT4-badged Caymans, not to mention an Ultraviolet 991 GT3 RS, as recent fixtures of his driveway. He's no stranger to air-cooled 911s, a result of his father owning "fifteen or sixteen" brand-new examples in the 1980s and 1990s. "He'd buy a new one every twelve months. I have fond memories of being ferried around in those cars during my formative years," he smiles, recognising the strong impression these 911s left on his younger self has dictated his own journey into air-cooled Porsche ownership as something of an inevitability. It's a pursuit he hasn't taken lightly. "I asked the Top 555 team to keep me posted about the availability of any further Rennsport RSR builds they learned of. Essentially, I was registering my frustration at 'the one that got away!'"

His persistence paid off when Paul informed Top 555 of news concerning a Rennsport customer's desire to begin a bespoke build based on a 911 Targa. The same client had already commissioned the company to create the Carrera 3.2-based beast seen here, but was looking to part with the car to help finance his new project. Ollie was only too happy to take on ownership.

With the exception of its Motronic-managed 3.2-litre flat-six, overall specification of the green machine is more or less the same as the zesty orange demonstrator. Both cars feature the previously mentioned suspension, steering, braking, transmission, wheel and tyre upgrades, both make use of beautifully crafted Carrera RSR 2.8-aping bodywork and both feature classic sport seats (Scheel for the orange 911, Recaro for Chartreuse Shrek)





trimmed in fine Muirhead hide, although Ollie's car makes use of houndstooth seat centres ("I wasn't sure at first, but they're growing on me") instead of full leather. A 917-inspired wooden gear knob and a MOMO three-spoke steering wheel punctuates the cabin of both 911s, while the car in our photos has also been treated to a Porsche Classic Communication Management (PCCM) system. Electric air-conditioning is a standard feature of the exclusive Rennsport RSR line-up.

CREATURE OF HABIT

Considering this is Ollie's first air-cooled 911 — nobody could ever accuse him of doing things by halves — and he's fresh from a string of decidedly modern water-cooled Porsches, we wonder if the driving experience has lived up to expectation. "Absolutely," he says, without hesitation. "In addition to the GT Porsches I've owned, I've spent a fair amount of time behind the wheel of new mainstream 911s, which are all turbocharged, regardless of whether they carry a *Turbo* badge. I find them bereft of satisfying sound and, let's face it, the modern 911 is far too big. It's difficult to feel truly connected to a new Porsche, whereas being in control of an air-cooled 911 is a visceral experience. These older sports cars reward you for playing with revs and they take off like a rocket ship in the midrange. Also, it's impossible to ignore how light an air-cooled 911 really is — you feel as though you're travelling fast in these cars, even when you're well below the speed limit. You need to be powering along

prohibitively fast in a modern 911, even a GT3, to come anywhere close to the same sensation."

Green-skinned, physically intimidating and exhibiting looks drawing a huge amount of attention from the outside world, this remarkable Carrera 3.2 certainly lives up to its name. And with the promise of a higher-output 3.4-litre engine to promote more urgent fast-road and track use, it will soon have a wilder, ogre-worthy roar to match. It's gonna be champagne wishes and caviar dreams from now on! **CP**

Above Looks echoing Rennsport's interpretation of a road-going classic 911 RSR



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The screenshot shows the Elephant Racing website's 'Package Builder' tool. At the top, there's a navigation bar with links for 'Car Builds', 'Tech', 'Instructions', 'Newsletter', and 'Shopping Cart'. A banner indicates 'ORDERS OVER \$250 SHIP FREE WORLDWIDE'. The main header features the Elephant Racing logo and a search bar. Below the header, a dropdown menu shows car models: 911, 964, 993, 996/997, 991, Boxster/Cayman, 914, 944, and 356. The 'Package Builder' section is divided into 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). The 'Add To Cart' button is prominent. The 'Suspension' and 'Brakes' sections display various components in a grid. A 'PACKAGE CHARACTERISTICS' table on the right shows 'RIDE COMFORT' at 41 and 'PERFORMANCE' at 63.

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TO THE LETTER

The FIA's new Group B rules for 1982 proposed production volume of two hundred units of participating cars. Was this too many or too few? To test the water, Porsche built Gruppe B, the ultimate concept car...

Words Karl Ludvigsen Photography Porsche



The FIA, racing's global rule maker, aimed to create a new basis for international motorsport at the dawn of the 1980s. For sports and touring car racing, as well as rallying, the organisation declared it would sweep away its old

Groups 4 through 7. For 1982, new categories would be represented by letters. Each of their respective rules would have immense significance for a company as deeply involved in motorsport as Porsche.

Completely new was Group C for prototypes, competing in the great endurance contests. Porsche had a hand in framing the rules for Group C, which aimed to control performance by limiting fuel consumption. This was the realization of a long-held dream of technical perfectionists and gave birth to the 956 and

its successor, the 962, the company's most successful racers. At the other extreme, membership in Group A required the production of five thousand or more cars of a given type in twelve months. Porsche could easily qualify on this score. The rules, however, specified relatively roomy interior dimensions excluding the Stuttgart concern's products. The FIA, it seems, was capable of learning from experience.

Between Groups A and C was, logically enough, Group B. Its requirements baffled car makers invited to build conforming vehicles, not least because Group B was for two-seated closed cars built in quantities of at least two hundred units in a twelve-month period. Here was an awkward number. It was neither high enough to be suitable for volume production, nor low enough to allow the cars to be hand-built by a competition department.





Requiring many more units than a works team would need, Group B's numerical target implied many of each company's category-satisfying cars would have to be sold for road use, for which they were likely unsuitable. The World Rally Championship, however, would be fought with Group B cars. Manufacturers aiming to take part in this important series had no choice but to set about trying to solve the category's riddles.

Audi, an ambitious newcomer to rallying, built special versions of its Quattro. Ford started out with a rear-drive version of the Mk3 Escort, then switched to a unique four-wheel-drive car in the form of the legendary RS200. Peugeot chose four-wheel drive for a mid-engined 205 lookalike. British Leyland built a mid-engined version of its MG Metro, while Lancia used its mid-engined Monte Carlo as the basis for the Italian brand's Group B Type 037. Turbocharging was almost universal in these cars, which were shaping up to be both powerful and supremely fast.

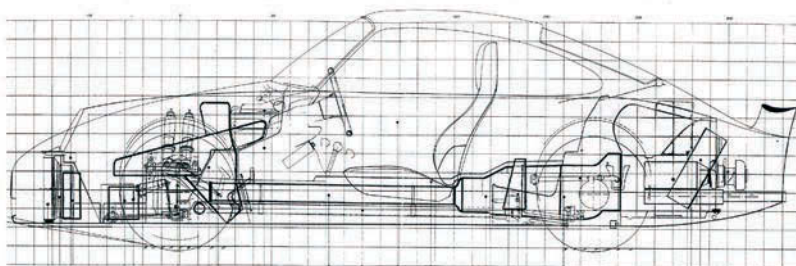
DISH THE DIRT

While these initiatives were chiefly aimed at rallying, this was not a preoccupation for Porsche. Competitions manager, Jürgen Barth, explained to development chief, Helmuth Bott, in a memo dated September 13th 1982, how "some eighty percent of our customers are active in circuit racing." He wrote on behalf of his colleagues in the Sports Department. "Although many companies are pressing the development of four-wheel-drive vehicles (which promise success solely in the rally sector), we are of the view a mid-engined car would better suit our customers." He was promoting the use of rear-drive, hoping four-wheel-driven cars would be given a weight penalty in rallying.

Along with Barth, factory motorsport engineers, Peter Falk and Roland Kussmaul, had given thought to the specifics of a Porsche Group B car. Its engine, they proposed, would be a detuned version of the 2.1-litre flat-six raced successfully at Le Mans, equivalent in the FIA's rating to a three-litre unit. "We really wanted a mid-engined car," Barth recalled many years later. Thus, his team proposed installing the proven six-cylinder boxer in the base monocoque of the already mid-engined 914 and adding tubular structures to the front and rear, much as Lancia had done when developing the Type 037. For the Porsche, it was mooted, a Group C transaxle would be

Below Early technical drawings show the outlines of a front-mounted fuel tank and a tube connecting the transaxle and engine with the front differential

Bottom left Helmuth Bott, left, in dialogue with studio chief, Wolfgang Möbius, objected to the early Gruppe B concept's aggressive integrated wing, tamed for the final build





Above and previous spread
The C29 aerodynamics study is the bastardised 911 which helped to determine the look and performance of the Gruppe B concept and 959 production car, and is responsible for the distinctive rear wing, smooth transition between A-pillar and windscreen, drag-eliminating underbody (0.31Cd) and lift-reducing front end of the sensational *Super-Porsche*

Below As pictured here in Porsche Design's viewing yard, the Gruppe B concept was nearer to its final configuration, though the bold rear-wheel arch extensions would be moderated and to look less motorsport derived

used, possibly together with matching rear suspension and a new parallel-wishbone front suspension. While cockpit and doors would betray the car's 914 ancestry, lift-up front and rear bodywork would be made of fibreglass. The car wouldn't be pretty, but it would be very fast.

The trio asked Bott for half a million marks to fund the building of a first prototype in the customer-service workshop. He deferred the decision.

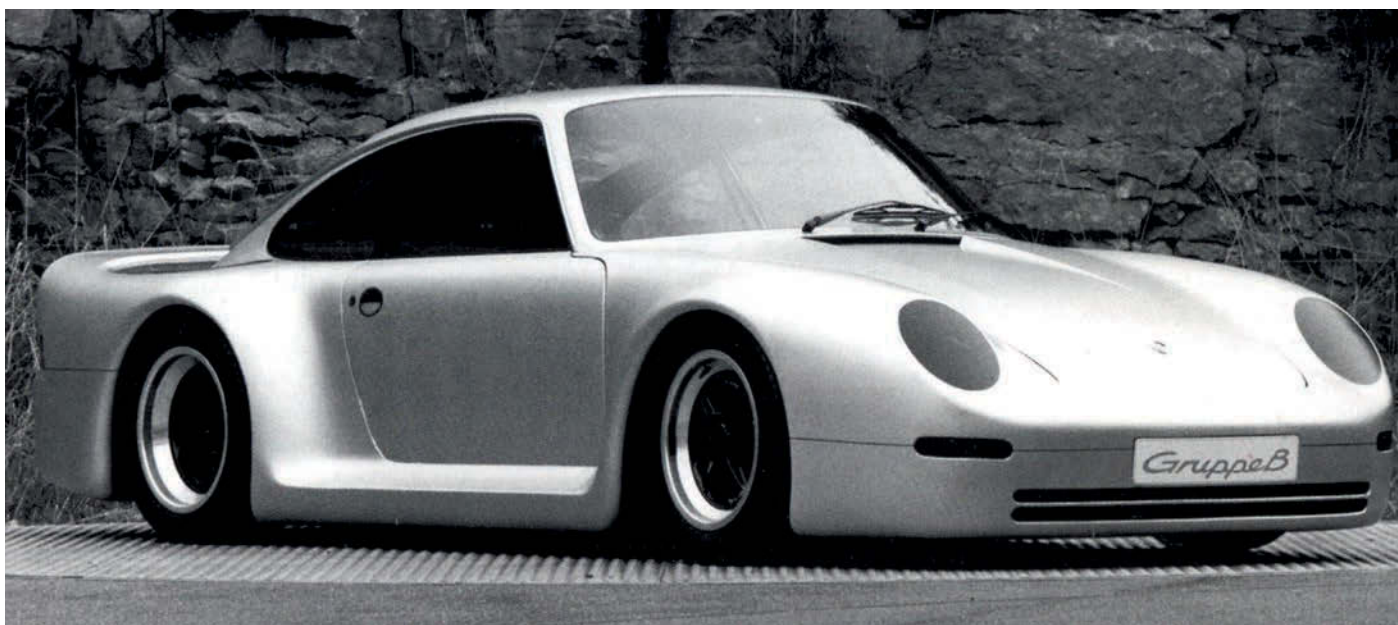
"We cannot learn anything from this suggestion," he protested in response to the notion of a mid-engined Group B Porsche. "We already produce many mid-engined cars!" Consequently, initial action was to meet the Group B requirement with an evolution version of

the 911 SC known as the 911 SC RS, referred to within the walls of Weissach as the Type 954 rally car. At the beginning of 1984, twenty of these 250-horsepower stripped-for-action versions of the SC were ready for homologation as evolved versions of the production 911.

Another factor had to be considered. In 1983, Bott had told his colleagues Porsche couldn't escape the era of four-wheel-drive sports cars. "We

have to be involved," he said. In fact, the penny dropped more than two years earlier, as explained by Falk. "The 911 would get power sent to all four wheels as a result of a drive Mr. Bott and I took in an Audi Quattro over Alpine roads and passes during the 1981 Monte Carlo

THE FIRST FRUIT OF THIS COMMITMENT WAS THE C29 EXPERIMENTAL CAR, WHICH EVOLVED INTO THE TYPE 953





Rally. From the outset, we were hugely impressed by the levels of traction on snow and ice, deciding there and then to build an all-wheel-drive 911."

The first fruit of this commitment was the C29 experimental car, which evolved into the Type 953, a four-wheel-drive version of the Carrera 3.2 hastily prepared for the Paris-Dakar Rally, held during the first ten days of 1984. Astonishingly this virtually untried Porsche won the demanding North African event by a substantial margin. The building of the 953 was not, in fact, seen by Porsche as an end in itself. It was an integral part of a programme started in early 1983 to produce a futuristic new Porsche, based on the 911, but acting as an advance guard for new features to be used in Porsche production models.

By the beginning of the year, it seemed a certainty the raw homologation specials being built by Group B's participating manufacturers in two-hundred-off volume would be difficult to sell as road cars. Accordingly, Bott headed in a different direction.

On January 15th 1983, he disseminated his manifesto on the subject of a Group B Porsche. "Because we are dealing with a car which must be produced in a run of two-hundred units," he wrote, "with relatively little scope for modifications for the competition version,

I recommend the introduction of a new development programme running in parallel with our planned product development to ensure a new Porsche Group B car with the required two-hundred-off volume can serve as a substantial pre-series for later products." In later clarifications, he again stressed what he saw as a need for a close link with the production 911. "If we have to build a car two-hundred times, we can also build it a thousand times," he said. "It would actually be expedient to build this Porsche and obtain customer feedback. Let's see if there's anything against our building this car

for the next ten or fifteen years."

He intended to allow deviations from this focus only in instances where to do otherwise would "decisively" curtail

IN THIS GROUP B EFFORT, BOTT SAW AN OPPORTUNITY TO PUT NEW TECHNOLOGY ON THE SHELF FOR POSSIBLE FUTURE USE

the car's competitiveness in motorsport.

Bott set out the ground rules for the Group B Porsche as he saw them. His preferred power unit was a turbocharged 2.8-litre flat-six, ideally with water-cooled cylinder heads using the latest Porsche thinking on four-valve chambers, as had been incorporated in the 944 and 928. With the FIA's multiplication factor of 1.4, this would be rated as a four-litre engine, which would marry in the rules with a mandated minimum weight of 1,100kg (2,426 pounds).

Above Pictured at the Porsche Museum in Zuffenhausen, the Gruppe B concept's front deck lid dips down to exhaust warm air from the radiator



Above In 1984, twenty examples of the 911 SC RS (Type 954, an evolved version of the production 911) were assembled explicitly for rallying duties

From twin turbochargers, Bott foresaw an output of 400-450bhp in the road car and 450-550bhp for racing. He hoped this could be transmitted through a PDK transmission to a four-wheel-drive system which could be optimised to suit each racing situation. The drivetrain was to be integrated by a fore-and-aft tube — like that of the 928 — and be easily installed from beneath the chassis platform.

The bodywork of Bott's ideal B-mobile would have the "highest possible weight reduction" through the use of aluminium or composite panels for all parts attached to the main structure. He did not specify suspension designs, but simply urged the front suspension be

no more intrusive of luggage space than that of the standard car. The suspension was to be self-levelling, with damper characteristics controllable from the cockpit. Air pressure in both wheels and tyres was to be monitored. Depending on test results, brakes were to come from either the 935 or 956.

SHIFTING NUMBERS

Here was ambitious specification calling for wholesale transformation of the 911. The project would demand significant effort from the entire Weissach team and close coordination with all of Porsche's production design groups. The new car would also cost a significant sum to develop at a time most series-Porsche development — under the marketing-minded Peter Schutz — was focused on projects with an immediate sales return. Nevertheless, in this Group B effort, Bott saw an opportunity to put new technology on the shelf for possible future use while allocating the cost to various production-linked departments. Porsche product designer, Tony Lapine, recalled how thinking at the time was "do what you want if you can hide the money." Bott could hide some of it, but not all.

On February 21st 1983, the responsible managers gathered in a Weissach conference room to review the project. Leading the effort for Bott was Manfred Bantle, an experienced engineer of quiet competence. Bantle's credentials for the task included his first project



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for Porsche as a young engineer in the 1960s: the evaluation of a four-wheel-drive Jensen FF the company had acquired. He tested the car with drive to the front and to the rear respectively, in addition to its normal all-wheel-drive operation, which used a patented British Ferguson differential system. The Monday meeting reconvened on Tuesday and again on Wednesday. There was much to discuss about the Type 959, as the new car was designated. By March 1st, Bantle prepared his first *Lastenheft*, the comprehensive guide to the parameters of any new Porsche project. The team's mission also embraced the 953 being built for rallies in the Sahara. This was a project dear to the heart of Jacky Ickx, a driver particularly esteemed by Porsche with, of course, good reason.

As originally contemplated in March 1983, Bott foresaw homologation of the 959 at the beginning of 1985, with 400bhp for the road car and 450bhp in rally trim. The new Porsche was to be in the DM150,000 price class, equivalent to around \$50,000. From this, a twenty-off evolution series for racing was to be evolved and presented as the Type 960. The ultimate goal? A new 911 Turbo road car based on the freshly developed technology.

Of all the issues remaining on the engineers' plate, none was more urgent than the definition of the four-wheel-drive system. This aggregate, the parts for which would take from six months to a year to source, had to meet extremely demanding standards. "Our goal and the expectations of the technical community," wrote Bantle in a memo, "is expressed as follows: typically Porsche perfection of four-wheel-drive technology. Primitive

solutions like a simple engagement of drive to the front wheels don't come into consideration. A front-drive freewheel is undesirable because the old rear-engine effect takes over when throttle is released." In other words, excellence was expected.

Another marathon meeting from March 21st to 23rd 1983 constituted the project's official launch. To twenty-one of his colleagues, Bott spelled out the objectives of this "attractive —and demanding of time and technology — project." In addition to being a rolling laboratory for Porsche product development, the Group B 911 was to be "the first step toward a *Super-Porsche*, which, as a production model, would embody the most modern

Above The sleek shape of the Gruppe B concept looks fabulous, even today

Below Group shot of the 959 Paris-Dakar, 959 Coupé and Type 961 circuit racer in 1986





Above Type 953 is a four-wheel-drive version of the Carrera 3.2 prepared for the 1984 Paris-Dakar Rally

Below On Porsche's stand at the Frankfurt IAA, the Gruppe B concept attracted plenty of attention — stylist, Dick Söderberg, hit a home run with two bold slots in the nose, which went on to become not only the 959's hallmark, but was carried over to the 944 Turbo and 964

sports car technology." It was to be designed "strictly for function and driving characteristics" and to incorporate "Porsche-typical innovation." Any special comfort requirements were to be retrofitted by the service department.

From April 1983, interest in the 959 accelerated when Porsche displayed a concept version of the car on its stand at September's Frankfurt Motor

Show. This would be an IAA (Germany's leading international automotive trade fair) coup for the Peter Schutz era at Porsche. In 1981, the concept 911 Turbo Cabriolet had been shown with an early four-wheel-drive system, but it had not been followed up in production. In contrast, display of the *Gruppe B* concept would show

BOTT WAS ONLY CONCERNED WITH THE OVERALL DESIGN'S IMPACT ON PERFORMANCE, RATHER THAN ITS AESTHETIC QUALITIES

the world Porsche wasn't lagging in a race being flagged off to develop all-wheel-drive vehicles.

In many aspects, such as wheelhouse dimensions, the 959's shape was constrained by Group B rules if the evolved 961 were to be competitive. The core structure

was to be that of the 911, meaning roof, windows and doors remained essentially standard. With much wider wheels and track, however, both front and

rear quarters had to be deeply extended. Aerodynamic drag had to be low and lift had to be a maximum of zero. Although factory engineers hoped the shape could be spoiler-free, Porsche's aerodynamicists could only achieve the right balance with a wing across the tail. The aim was thus to integrate it as much as possible into the bodywork.



FURTHER REFINEMENT

With the 911 as the mandated basis, what scope did the designers have? "What does any of this allow us to do?" reflected Lapine. "Can we change every surface? Or only refine? Do we respect tradition, or can we step beyond? Outside sheet metal costs money, but we could have new front fenders," he queried. Years later, reflecting on origins of the 959, he recalled the challenges his team faced. "Had we been allowed to go into the roof," he said, "a little bit less departure angle would have given a bit more headroom for the occasional rear passenger. And we could further improve aero. Naturally, we would like to have done more, something completely original, but we had to deliver a design within a very short period of time. The assignment read that way." Required to play tennis with the net still in place, Lapine and his team nevertheless took the boldest step yet toward a radical



new interpretation of the 911 shape, a road-going rival to the racing 935/78 known as Moby Dick.

Under studio chief, Wolfgang Möbius, Dick Söderberg developed the shape of Porsche's Group B offering. The car's dramatic style would express the best of the Porsche look for years to come and inspire numerous body kits for the 911. Ginger Ostle, a colleague of Söderberg, said "his whole understanding of form, as well as his ability to design with a pencil, had a huge influence on the look of Porsche products."

"We displayed the car at Frankfurt to see if anybody would be interested," was Söderberg's offhand comment about the Gruppe B Porsche. "We had to hold the door position, I think because of the structure of the car and its roof. We had to terminate whatever other shapes we developed to ensure they led into the door from front and rear. We were able to retain the headlamp 'stovepipes', pull them down, get a little more angle on the headlamps, but we held the old hood from the original 911." The front of the hood was raised to give the cooling array more space.

RUN LIKE THE WIND

Söderberg's counterpart on the body and aerodynamics side of things was Hermann Burst. By May 1983, a one-fifth-scale model was ready for tunnel testing and, by June, a full-size model was completed. To speed up their work, the stylists and aerodynamicists worked together in the tunnel at the Stuttgart Technical Institute in Untertürkheim. "We experimented with various configurations in the wind tunnel," said Söderberg after the event. "Burst asked me if I could live with the shape of a kind of 'breadbasket' thing at the rear." The success of their joint endeavour was shown by the achievement of a low drag coefficient of just 0.31.

On 29th June, Bott first saw fruits of the team's efforts. He was taken aback by the aggressiveness and

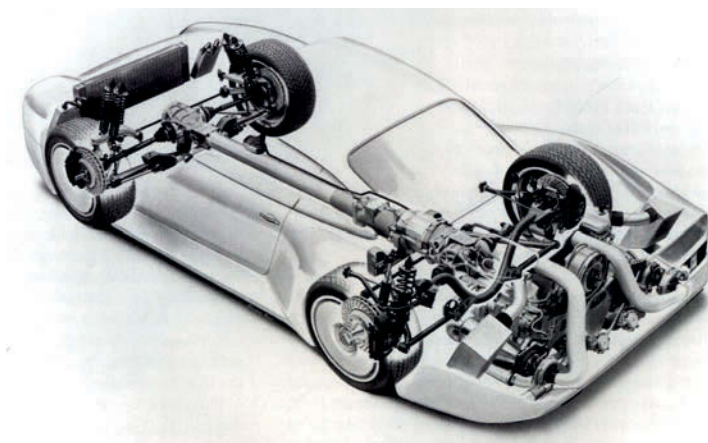
sheer bulk of the proposed Gruppe B Porsche. While he was looking for an advanced road car which could also be used as a racer, they had given him a racer in the first instance. Because he viewed the car as a whole, he considered styling as one of many means to an end. "It's not something he dwelled on," Lapine recalled. "He had total confidence based on disinterest. Ours was a relaxed relationship."

While he would be more engaged in other styling decisions, in this case, Bott was only concerned with the overall design's impact on performance, rather than its aesthetic qualities. Resultingly, the engineering chief asked for a reduction in the car's width in the interest of both a smaller frontal area and less weight — Group B tolerances allowed a racing version to be six percent wider than the standard vehicle. "Our car should have a roadable ground clearance and a more elegant tail design," he complained. While saving most of their initial

Above For such a ground-breaking concept, huge credit goes to Porsche for how close the production 959 was to this gorgeous design study

Below The Type 961 at the 1986 24 Hours of Le Mans, where the car finished seventh overall in the capable hands of René Metge and Claude Ballot-Léna





Above In early sketches, internals of the Gruppe B were speculative, but hinted at four-wheel drive, water cooling (note the big front-mounted radiator) and twin intercooled turbochargers

Top right The Porsche design team pose with the Gruppe B concept at Weissach in 1983

Below The Type 961, now wearing iconic Rothmans racing livery, in practice for the 1987 24 Hours of Le Mans, where the 2.8-litre turbocharged Porsche was driven by René Metge, Claude Haldi and Kees Nierop

concept for use in the car's planned competition variants, the designers carved away at clay to give Bott the less hawkish car he wanted. After a fortnight of intense effort, the revised design went on display in the Porsche design studio in mid-July and remained on view until July 25th, when it was taken away to serve as the model for the IAA concept car's body.

The Frankfurt show car's contours were by no means definitive, said Lapine, who referred to it as an "eye job, definitely a design studio effort, and completed in three months. We were literally burning the midnight oil." For the purposes of a Frankfurt surprise, the Gruppe B was impressive enough. It featured a fully trimmed interior and flush, race-inspired wheel discs. The engine bay was handsomely detailed both top and bottom, although the unit inside it was a 956's flat-six, rather than the definitive 959 engine. An airbrushed illustration showed the intended suspension and drive layout.

Four-wheel-drive was one of the major themes of the 1983 Frankfurt show. Its historic fiftieth outing inspired Germany's car makers to roll out their latest technology.

Audi showed the short-wheelbase Group B version of its Quattro. Porsche's stand combined elegance — a black-gowned lady at the keys of a baby grand piano — with cool casualness as press men wandered about with ice-cream cones, courtesy of Schutz. Among the production models on display were two cars painted in opalescent pearl. One was a 956, borrowed from the Porsche racing department, and the other was the Gruppe B.

"If shows have 'stars' these days," wrote Michael Cotton in *Motor Sport*, "it had to be Porsche's new Group B 911. Reminiscent of 'Moby Dick', the new car carried low-down headlights, flared but flowing bodywork and a full-width rear wing. It looks like a futuristic styling exercise, despite its twenty-year ancestry." The car had made the desired impact. It celebrated the twentieth anniversary of the 911's first showing and made clear Porsche was still committed to the future of its evergreen flagship. Gruppe B, however, was only a concept — after the IAA event, Porsche's engineers and designers would get down to the definitive design of the production 959, the greatest sports car of them all. **CP**





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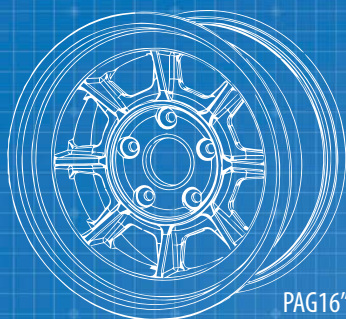
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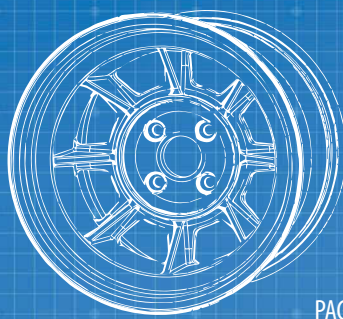


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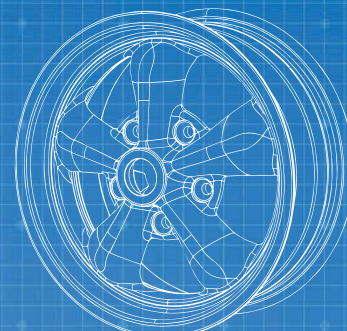
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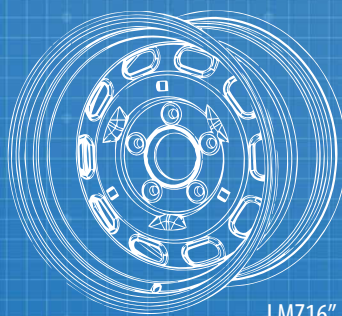
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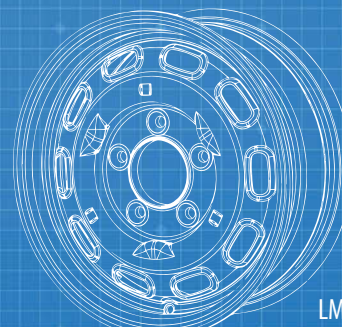
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(adjective)

1. recognizably different in nature from something else of a similar type.



LMZ16"



LMZ15"

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QUICK OFF THE MARK

In the wake of Vic Elford's passing, we draw on our recent interviews with the great man, illustrating an extraordinary career in motorsport most often associated with air-cooled Porsches...

Words **Johnny Tipler** Photography **Porsche**

Vic Elford, the star driver instrumental in advancing Porsche's motorsport success story, has passed away at his home in Florida following a long battle with cancer. Known to his fans as 'Quick Vic', the London-born speed merchant was always one to speak his mind, as demonstrated when I suggested he would be passing my snapper's vantage point at relatively modest speed on the 2008 Rallye Monte-Carlo Historique. "We don't give a fig about Regularities!" he blasted. Special stages on historic rallies are, after all, run as strictly timed Regularities — complete a stage too quickly or too slowly and you cop massive penalties.

Vic and his veteran co-driver, David Stone, were reprising their Monte victory of 1968 in a 911. Mrs T and I were ferrying their partners, Anita Fol and Bébé, the length and breadth of France at the behest of Porsche Cars Great Britain, who'd kindly furnished us with a palatial Cayenne Turbo for the occasion. At our Valence hotel, I asked Vic where he thought I might pause to get shots of him and David in their Blood Orange 911,

loaned to him by a marque specialist in Montpellier. Vic suggested potential locations up in the Vercors. Just as I was parking the Cayenne at the first of these, the blur of an orange 911 shot by. No way was it on a Regularity — Vic and David were going for broke!

GO FOR BROKE

When I caught up with Vic back in Valence at day's end, he advised me of his strategy (or lack thereof). Back in the day, you see, all contestants drove flat-out. There was none of this namby-pamby snail's-pace Regularity business to spare the blushes of classic machinery. To my mind, this sums up Vic's attitude to racing and rallying in general: he was out to win, and if the car broke, or officialdom didn't like what he was doing, he couldn't care less. Having said this, he was a warm, friendly and helpful chap, going out of his way to help me pore over maps of the Monte route. Later, when I met him at the Targa Florio Centenary anniversary, he insisted on giving me chapter and verse on the event over lunch.

Vic came to prominence in the inaugural rallycross event, held at Lydden Hill in Kent on 4th February 1967.

Facing page Racing hero, Vic Elford, who has died at the age of eighty-six following a yearlong battle with cancer

Below Quick Vic successfully campaigning AFN's two-litre 911 at Silverstone for a round of the exciting 1967 British Saloon Car Championship





After a panel-bending game of chicken with the works Ford Cortinas of Roger Clark and Brian Melia, Vic clinched the win in a two-litre 911 (GVB 911D) handed to him by the UK's sole Porsche concessionaire, AFN. He'd already made his mark as a first-class rally driver with Triumph and Ford, but a series of mechanical maladies with Lotus Cortinas led to a conversation with Porsche racing manager, Fritz Huschke von Hanstein, who offered Elford a 911 to contest the 1966 Tour de Corse. Vic — accompanied by the aforementioned Mr Stone — placed third, landing him a place in the works Porsche squad. This also meant heading a fledgling rally effort, as well as handling 906 and 910 prototypes in endurance events.

The following January, Vic and David led most of the Monte-Carlo Rally, but had to settle for a third-place finish after getting caught out with the 'wrong' tyres on a snowy Col-de-Turini. Shortly afterwards, Vic got wind of the impending rallycross at Lydden Hill and prevailed upon AFN to lend him their 911 demonstrator. Vic started on the back foot — the participating Cortinas were factory rally-prepped, while spanking-new GVB 911D was straight out of the showroom. "It was a totally standard 911," Vic told me years later. "I drove it down to Lydden and home again. A contemporary photograph appears to show the suspension raised, but it wasn't. What the image depicts is the suspension at its limit going over bumps."

Vic was involved in two heats and the final. In the first

heat, he and Clark settled scores the hard way. "We had to leap over a jump on the muddy rally section of the course, literally sideways," recalled Vic, "because you would then have to turn sharp left. I was comfortably out in front and flew over the jump, but Roger came barrelling over the top, absolutely headfirst into the left-hand side of the Porsche."

In the final, Vic was pitted against Brian Melia in the other works Cortina. It was no holds barred. "We were side-by-side, elbowing each other all the way through this long left-hander, then came to a left-right flick, almost a chicane in today's terms, still on the mud. By this time, I'd

got myself about a car's length in front. I was ahead, it was my right of way and I was going to take it. I dived across to the apex and closed the door on poor old Brian, hit him and off he vanished into the trees."

The move did for the Porsche's right-hand side, too.

Back home that night, Vic took a call from Bill and John Aldington, the father and son duo who ran AFN. They'd watched the event live on ITV's *World of Sport*. GVB 911D was one of the first 911s they'd imported into the UK in September 1966 and Vic's now battered chariot was the their prized press demonstrator. To say the Aldingtons were incandescent was putting it mildly.

Though Vic pointed out he'd won the event, which was, after all, the point of entering, he was summoned to AFN's Isleworth headquarters for a knuckle-rapping the next day. By the time he arrived, however, the tone had changed — everything was sweetness and

Above Assisted by co-driver, David Stone, Elford works wonders at the controls of the 911 T, winning the 1968 Monte Carlo Rally outright

THREE SEASONS IN THE WORKS FORD RALLY TEAM PREFACED THE MOVE INTO THE PORSCHE CAMP



Above and below Elford and Umberto Maglioli won the 1968 Targa Florio with the 2.2-litre 907 sports-prototype

Top right Hans Herrmann, Rolf Stommelen, Vic Elford, Jochen Neerpasch and Jo Siffert took turns driving the 907 LH and scored the overall victory at Daytona in 1968

Right Elford and Kurt Ahrens with their retired 917 at the 1970 24 Hours of Le Mans (behind the car from left to right: Helmuth Bott, Gerhard Küchle, Kurt Ahrens, Helmut Flegl, Vic Elford, behind him Roland Bemsel, and next to Elford stands Werner Enz)

light. The event had been televised, of course, and as a consequence of the 911's performance, AFN's telephones had been ringing off the hook with customers desperate to place deposits for new 911s. "All was forgiven," Vic remembered. The unsuspecting 911 was returned to Zuffenhausen to be repaired and refreshed — with a two-litre flat-six from a 906 sports prototype — and Vic went on to win Class C in the 1968 British Saloon Car Championship (subsequently the British Touring Car Championship), the car now re-plated with the fictitious registration number, BEM 911F. There's no doubt he played a significant role in getting the 911 accepted as a multi-disciplinary competition car, as well as raising the profile of Porsche among the UK's wider motoring public.

Unsurprisingly, the Nürburgring was one of Vic's favourite racing venues. Over the course of his career, he scored five wins in endurance events at the Green Hell, starting with the 1967 Marathon de la Route, an eighty-four-hour epic around the Nordschleife, in which Vic drove four consecutive night stints in a 911 blessed with Sportomatic transmission. Each stint was over seven hours long. He also won that year's Tulip Rally and the Geneva Rally. In November that year, he returned to Corsica for the gruelling Tour de Corse, scoring another third-place finish. "When I first went to Corsica, the pressure was on me to prove a point," he told me. "Until then, Hushcke von Hanstein

didn't want the 911 to go rallying. He wanted it to be a gentleman's touring car. He specifically didn't want the 911 to be a competition car, preferring the 906 and 910 for such duties. Even so, Porsche loaned me a 911 for Corsica. It was a 911 R powered by a 911 S engine. This combination really turned attitudes upside down — it was immediately obvious this would be a very competitive motorsport machine."

Hushcke von Hanstein was impressed with what he saw. "When we got back to Stuttgart, I was immediately asked if I'd compete in the next Monte-Carlo rally. There was no contract, but Porsche wanted to see how I'd get on with the 911. All the way through that year, I was very much a one-man band with the company because, to put it bluntly, nobody at Porsche knew anything about rallying. I was fully supported by Hushcke von Hanstein, of course, as well as Herman, my assigned mechanic, as soon as they could see I knew what I was doing."

DEFYING THE CRITICS

One of Vic's other successes in 1967 was the Lyons-Charbonnières/Stuttgart-Solitude tarmac rally. "The first action was a big race on the Solitude circuit. I calculated the race would account for close to forty percent of the overall timing and points in the event, which is why I configured a racing gearbox specifically for Solitude. The problem, however, was its top speed of 165mph in fifth gear. It was a perfect race car, but, of course, fifth gear was going to be absolutely useless when we got to the mountains. What would normally be my second gear was now first. Herman was telling me this set-up wasn't going to work across the event as a whole. Specifically, he was concerned the clutch would fail after being asked to get the car off the line in the mountains with the far higher gear. I told him not to worry, reassuring him I'd make the part last. True to my word, that's what I did. Better still, we won."

After this came the previously mentioned Tulip Rally, the Geneva Rally and the Coup des Alpes, where things were very much the other way around. "The only top speed we needed for going up and down mountains was 100mph. I reconfigured my gearbox to suit," Vic smiled.





"In the five gears, top speed in was 20mph, 40mph, 60mph, 80mph, 100mph from first to fifth respectively. 100mph was flat-out in fifth. Once again, Porsche had an advantage insofar as it had been building hill-climb cars for a while. These vehicles had a very low rear axle ratio available, meaning I could build the gearbox the way I wanted it. I think I set the fastest time and every single stage record, including a downhill stage, which you would think was a gift for the participating Minis, but proved not to be the case. Naturally, by this point in my career, I was learning much about the 911. Crucially, I'd got it handling the way I wanted. At the time, Porsche didn't make many of these cars because people generally couldn't drive the short-wheelbase version quickly. The factory soon added a few centimetres and everyone could have a go in a 911!"

As alluded to earlier, away from rallying, Vic helped develop the 911 as a circuit racer. With the AFN-supplied two-litre car at Brands Hatch for the 1968 Race of

Champions, for example, he took the class win in the supporting Guard's Trophy race. The tussle with laconic Aussie ace, Frank Gardner, has lasting memories. "The race was in two heats and was a great battle between me in the 911 and Frank in an Alan Mann Lotus Cortina. In the first heat, Frank beat me off the line and I spent an hour trying to find a way past what seemed like a thirty-foot-wide Ford! In the second heat, I won the race into Paddock Bend and Frank found himself treated to an equally wide 911 — I put into play everything I'd learned from him in the first race."

Vic was born on 10th June 1935 in Peckham, southeast London, where his parents ran a café. He bought an ex-works Mini for club racing in 1961, but his career got going in 1962 as co-driver in a Triumph TR3 rally car. Three seasons in the works Ford rally team helming GT and Lotus-badged Cortinas with co-drivers, John Davenport and long-time colleague, David Stone, prefaced the move into the Porsche camp. By

Above In charge of the no.21 917 long-tail at the 24 Hours of Le Mans in 1971

Bottom left The AFN 911 playing bumper cars at the inaugural rallycross event at Lydden Hill in 1967

Below Elford (right) and co-driver, Savid Stone, with the two-litre 911 T coupé in 1968





Above Elford posing at the 1967 Targa Florio, where he and Jochen Neerpasch would take the 910/6 to third place



Top middle Enjoying an invitation from the Porsche Museum to guest at a remote event in 2016

Top right With Gérard Larrousse and the 911 SC RS on the Tour de Corse Historique in 2017

Below Porsche took a 1-2-3 victory at the 1968 24 Hours of Daytona, commemorated in this celebratory poster

1968, as winner of the Monte-Carlo Rally, his top-line career was well and truly underway, sharing the winning 907 LH prototype with Jochen Neerpasch in Porsche's 1-2-3 finish at the 24 Hours of Daytona — the first time Porsche had taken victory in a big-time World Sportscar Championship event. Although the finish was staged to ensure the trio of 907s crossed the line three abreast, Vic, at the wheel of the winning car, was actually five laps ahead of his teammates.

A couple of months later came the tortuous Targa Florio, the toughest round of the World Sports Car

Championship. On the first lap of the Piccolo Madonie, up in the Sicilian hills, Vic's 907 had a loose wheel and then a puncture, forcing him to return to the pits on the space-saver spare. All this lost some sixteen minutes. For Vic, the race seemed over. He started the second lap of the rustic forty-four-mile circuit eighteen minutes behind. "I was convinced there was no possibility of winning, but reasoned I was in with a chance of ensuring every lap was a record!" Staying in the cockpit for more than five of the six-and-a-half hours (to the exclusion of co-driver,

Umberto Maglioli), he pounded the mountainous course, shattering the lap record and surprising everyone, including himself, by taking the victory with a lead of almost three minutes.

He was soon co-opted into the Cooper Formula

One team and finished fourth in the uncompetitive Cooper-Maserati T86B at Rouen, his first Grand Prix. It was a result he never bettered in F1 — his career in sports-prototypes is what he's

THE DEMISE OF GROUP 5 EFFECTIVELY ENDED VIC'S TIME WITH PORSCHE, THOUGH HE REMAINED PHILOSOPHICAL

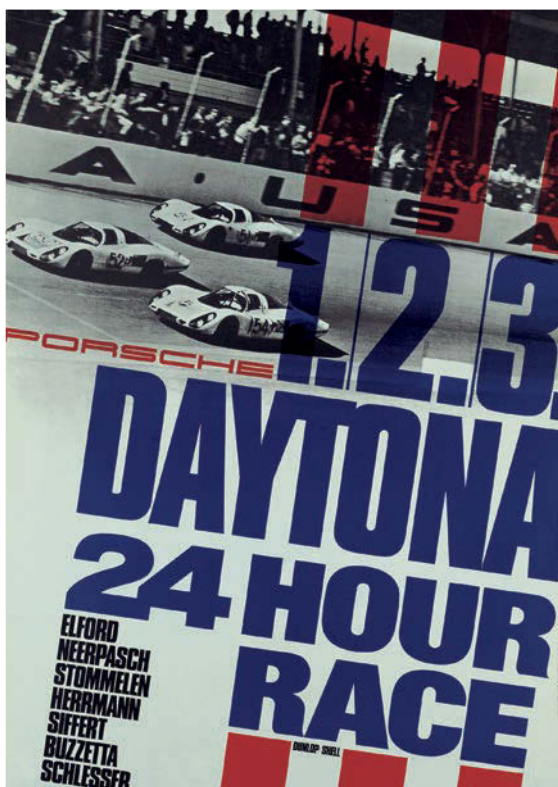
best known for. Indeed, his rocket-like trajectory into the upper echelons of sports-prototype racing began in two-litre 910s, principally the well-known Bill Bradley car, 910-020, which he helmed in 1968. His first outing with the car was the 1,000km of Monza in April that year. Vic ensured it was quickest of the five 910s present.

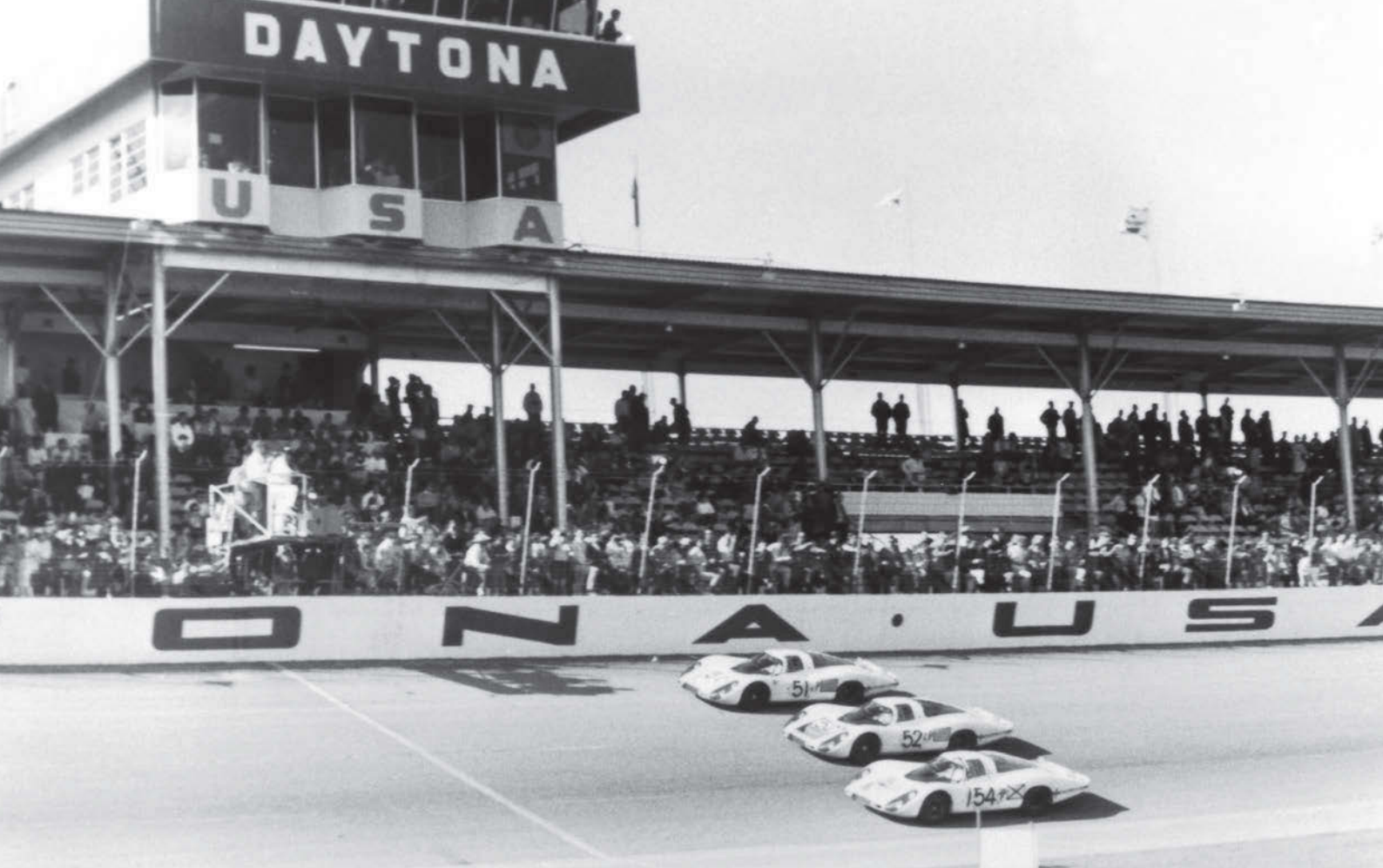
BLUE OVAL BATTLES

"In 1968, Porsche had too many drivers," he commented. "We each missed a race. Monza was my turn, and so I drove with Bill." At the start, Vic was well up with the works GT40s and factory 907s and 908s, but a wheel came off during Bill's stint, thus a secure fourth place receded to ninth overall. Vic drove the same 910 several times that year, retiring at Mugello ("because it broke") and crashed out at Nuremberg's Norisring in June after a collision with Gardner's Lola T70.

Vic fared better at the Solituderennen, staged at Hockenheim in July. "I had a great race. I missed some of the practice because it was wet, which is why I started way down at the back and had to work like a dog, without slipstreaming, to catch up to the pack. I did so and then passed them all to win the two-litre category." After a huge scrap with Alex Soler-Roig in another 910, Vic placed fourth overall behind the big bangers and ahead of many other drivers piloting 910s and 906s.

"We had different cars for every race. There was the 907 long-tail coupe for Daytona, the short-tail for the Nürburgring and Targa Florio, and for hillclimbs, we had





the 909 Bergspyder and 910 Spydors. Then came the 908 coupes. At some races, we had both the 907 and the 908 in long-tail and short-tail bodies. We won Daytona, the Targa Florio and the 1,000km of Nürburgring with the 907. By the end of the year, Porsche had started work on the 908/2 and the 917."

For much of the 1969 season, Vic was behind the wheel of the 908/2 Spyder. "We were using tube-frame chassis," he pointed out, "although the Spydors had different chassis from the coupes. At Sebring, the uneven surface broke them, although this was the last race we had such problems." Afterwards, Vic, Kurt Ahrens, Jo Siffert and Brian Redman won just about every sports car race going for Porsche, save for Le Mans. Everyone sensed success at Sarthe was close, though — Hans Herrmann and Gérard Larrousse finished second overall with the 908 long-tail coupe, less than a

hundred metres behind the Ford GT40 driven by Jacky Ickx and Jackie Oliver.

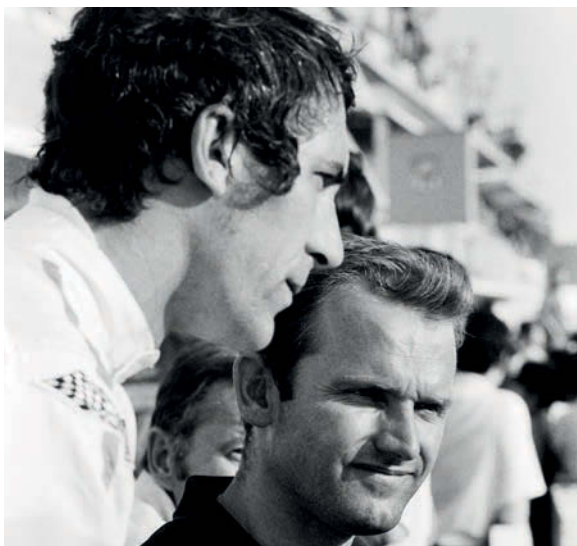
Vic was in at the start of the 917's short but spectacular reign. "The early 917 was pretty horrible, but I wasn't afraid of it, even in the wet," he boasted. "I suppose my rallying background meant I'd come into racing with extra disciplines. Rallying the 911, there wasn't much grip on asphalt. On snow and ice, there was virtually none. I was used to an unstable car, which I then stabilised in my own fashion. That's why I loved the rain. Spa in the wet and Rouen with those downhill sweeps? Lovely! At Le Mans, though, my philosophy was always one of not wanting to race, but wanting to have the fastest car. With the 917, I had it. None of the drivers in the Porsche camp had ever done much more than 190mph before, and now, here we were doing 225mph-plus. I loved the 917 for that. In 1969, our first year with

Above The three winning 907s at Daytona lined up for a photo finish when the chequered flag dropped

Bottom left Applying event stickers to the 911 T in 1968

Below Elford and David Stone winning the 1967 Lyon-Charbonnières at Solitude





Above Ferdinand Piëch (right) and Elford (left) at the 1969 24 Hours of Le Mans

Top right Elford celebrating the win at the hard-fought 1968 Monte Carlo Rally

Below 1970 Porsche poster marking three years of Monte Carlo success on the bounce



the car and when it was racing as a long-tail, Richard Attwood and I had a fifty-mile lead at Le Mans with just three hours to go. Then, much to our dismay, the clutch packed up." The car was retired from the race, allowing Ickx and Oliver to take top honours.

MIXED FORTUNES

As we now know, the 917 short-tail was more stable. "You could move it around a bit," Vic confirmed. "For Le Mans in 1970, however, Kurt Ahrens and I were driving a newly developed 917 long-tail. With this car, we had to be very precise to get movement right first time. Once we'd committed to a corner, for example, we had to stay committed. And that year, it rained. A lot. Nevertheless, I found I could go through the Mulsanne kink flat-out, at night, in the rain, at 240mph. It took a while to work myself up to doing so, though." His pole position average

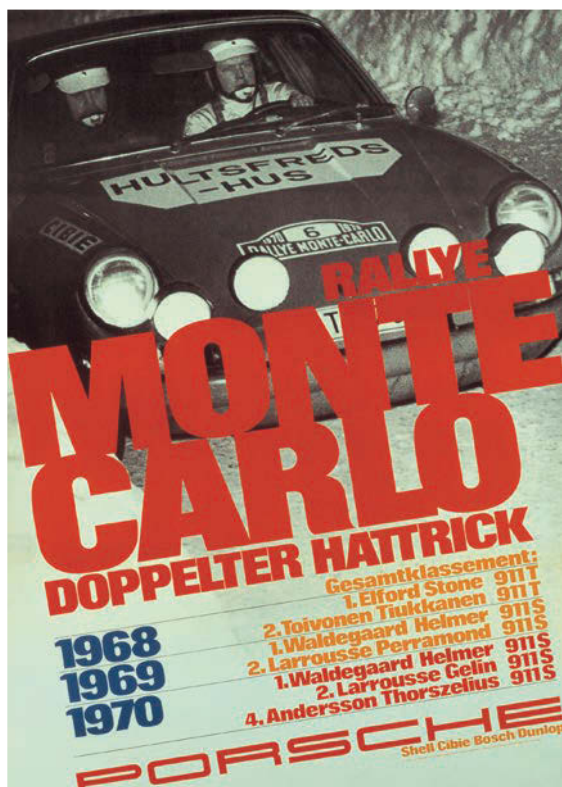
was just above 150mph and he set the race's fastest lap.

For 1970, Porsche had divided its race teams between John Wyer's multiple Le Mans-winning JW Automotive concern (think iconic Gulf Oils livery) and Porsche Salzburg, effectively run by Ferdinand Piëch, the driving force behind Porsche's motorsport programme and, later, master industrialist and chairman of the Volkswagen Group. "There was lots of rivalry between the two teams, not to mention between the personalities of Wyer and Piëch," Vic told me. "I led the Salzburg team,

fighting Wyer's Porsches as much as the Ferraris." His car suffered engine failure in the eighteenth hour of the race, leading Attwood, paired with factory stalwart, Hans Herrmann, to take the win for the Salzburg team, marking the first of Porsche's record-breaking nineteen overall victories at Sarthe.

In 1971, the Martini International Racing Team replaced Porsche Salzburg. Vic won at Sebring with Gérard Larrousse, the Frenchman also sharing Vic's third Nürburgring 1,000km victory in a 908/3. The two remained great friends right to the end. Sadly, the demise of Group 5 in 1972 effectively ended Vic's relationship with Porsche, though he remained philosophical. "I lived through an entire racing era at Porsche and I loved every one of the cars I drove during that time," he said. Despite all this, in nine attempts, he never won the 24 Hours of Le Mans. His last stab at Sarthe was in 1983, partnering with Anny-Charlotte Verney in a Rondeau M379C. There were, however, two class wins to speak of: one in 1967, when he partnered with Ben Pon in a works 906, the second coming in 1973 with Claude Ballot-Lena in a Charles Pozzi Ferrari 365 GTB/4, finishing sixth overall. Plus, of course, there were several outright victories in other World Sportscar Championship endurance races. He even competed for Brumos Racing in a 928 at the 1984 24 Hours of Daytona, sharing driving duties with Attwood, Howard Meister and Bob Hagstad.

It should be noted, Vic was game for anything, trying his hand at NASCAR, Trans-Am, and Can-Am with the Chaparral 2J 'sucker' car. Man and machine were reunited at the Goodwood Festival of Speed a few years ago. He also guested at the Le Mans Classic and at Rennsport Reunion. Importantly, he was awarded the *Chevalier de Ordre National du Merite* for bravery witnessed at Le Mans in 1972, stopping his Autodelta Alfa Romeo T33 mid-race and attempting to rescue Florian Vetsch, driver of the Ferrari in the tragic accident which killed Vic's friend, Jo Bonnier. The Englishman's actions were broadcast live on television. You might think of him as old-school, but he was kind, thoughtful, considerate, especially gifted and supremely brave behind the wheel of a competition car. They certainly don't make 'em like 'Quick Vic' anymore. **CP**



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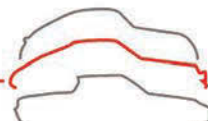
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SIMPLE PHILOSOPHY

Subjected to comprehensive restoration using a wealth of rare unused Porsche parts, this early 911 S 2.4 benefits from exceptional attention to detail and additional poke provided by a flat-six built to Carrera RS 2.7 specification...

Words Dan Furr Photography Dan Sherwood



For the 1972 model year, Porsche updated the 911 with a new, larger 2.4-litre flat-six. In truth, displacement was 2,341cc, making the unit closer to 2.3 litres in capacity than the badge fixed to the engine lid grille would have admirers believe. The entry level 911 T remained equipped with carburettors and delivered close to 130bhp, while the 911 E rewarded buyers with thirty more ponies and mechanical fuel injection. Sitting at the top of model hierarchy was the 911 S, also loaded with MFI, but turning a canter into a gallop by way of power knocking on the door of 190bhp. The punchy boxer, coupled with the then new 915 transmission (a unit with links to the 908 sports-prototype race car), not to mention hugely

improved chassis dynamics and Porsche's mainstream profile boosted by two successive overall wins at the 24 Hours of Le Mans, transformed the 911 into a sports car with much wider appeal than its maker had enjoyed previously. Moreover, lightweight construction, uncluttered looks and simple mechanicals ensured this short-lived generation of Porsche's flagship product would go down in history as a firm fan favourite.

In an effort to achieve improved handling, Porsche shifted the 911's oil tank forward from behind the offside rear wheel, effectively moving mass toward the nose, resulting in more even distribution of weight. Consequently, an oil tank filler flap was added beneath the offside quarterlight. It's a quirk of the 1972 model year, eliminated for 1973 — legend suggests the oil filler





flap's position, which is in keeping with where one would expect to find the fuel filler on a 'regular' car, confused enough fuel station attendants and unwitting owners to result in a high number of 911 oil tanks being pumped full of petrol. It's thought only 1,430 911s were built in this configuration before the oil tank was returned to its original position in readiness for a wider round of revisions and arrival of the Carrera RS 2.7.

Away from ducktails and attacks of the track, in terms of mainstream 911s, the 2.4-litre S was very much top of the range. Early examples are now highly sought after and often replicated, their rarity encouraging many restorers to add dummy oil tank filler flaps to the rear quarters of their similarly aged or backdated 911s for aesthetic (non-functional) purposes. The Light Yellow S-badged belter you see here, however, is the real deal, complete with fully functional filler flap. Try saying that after a night on the shandies.

POWER AND STYLE

Assembled in 1972, the brightly coloured air-cooled classic is the personal Porsche of Paul Percival, hairdresser to the stars and founder of Percy & Reed, a salon and hair product retailer located in Great Portland Street, known informally as Motor Row on account of it being London's go-to hub for car sales and automotive accessories in the early twentieth century. Fitting then, that a man whose blood has its own octane rating — as we'll discover, this isn't his first outstanding classic 911 — should set up shop in a location such as this.

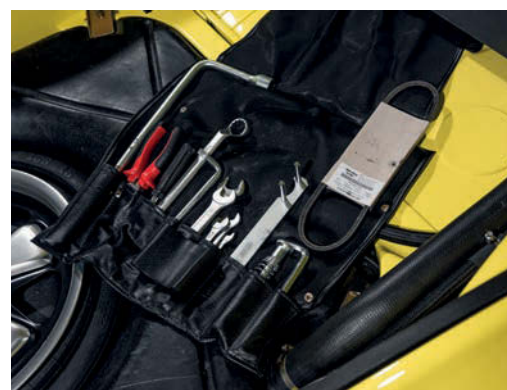
His father, Stephen, purchased the car from independent Porsche sales specialist, Paragon, in 2016 following an extensive multi-year restoration carried out by the previous owner in Germany, where the Porsche was originally registered. "A Porsche parts supplier named Vincenzo Seifert had amassed a huge inventory of original components for classic 911s, with special

focus on the 2.4-litre S," Paul explains. "His dream was to produce a concours-quality example of the model, as though it had just rolled out of Zuffenhausen in 1972." The first part of Vincenzo's plan was to source a willing example of the rare Porsche, complete with its original engine and running gear. As luck would have it, in 2011, he found exactly what he was looking for within eighty miles of the Porsche factory in Stuttgart. His huge stockpile of spares could finally be put to good use.

To begin with, the car's body was stripped bare, with all parts logged and tucked away in readiness for refurbishment. The remaining shell was then media blasted and subjected to the removal of any detected

Above Black Porsche script decals are the perfect finishing touch to this classic 911's beautifully bright body

Below The car was in near perfect condition when it joined the Percival family, but now drives even better thanks to renewal of chassis rubbers





Above Interior hides modern comfort tech making long drives perfectly pleasurable in modern traffic

Below Engine has been rebuilt to Carrera RS 2.7 spec

rust. As documented by a whopping 1,692 photographs illustrating not only the restoration work, but also every new part fitted, all damaged panels were repaired (where possible) or replaced with genuine Porsche parts matching original specification. When repair and restoration of the metalwork was complete, the shell was etched and primed with OEM-quality coatings before being dressed in Light Yellow (paint code 6262, fact fans), the same colour it wore on Porsche's assembly lines exactly fifty years ago.

The painstaking process of reassembling the car now proceeded to the next stage. To support Vincenzo's aim of creating a concours 911, the build followed



HE'D BLENDED THE SIMPLE STYLING OF THE ORIGINAL 911 S 2.4 WITH THE FIREPOWER OF THE LATER CARRERA RS 2.7

official Porsche technical guidelines, with no detail left unattended. As so often happens with projects like this, however, the fine line between ambition and obsession became increasingly blurred — the huge amount of time, effort and money invested in the project took their toll

on Vincenzo, who, after toil spanning four years, finally finished his Porsche passion project, but needed to sell the completed car to claw back

numbers missing from his bank balance.

Looking every inch factory fresh, the resurrected 911 came to the attention of Jürgen Meinhart, an automotive vehicle appraiser determining values of vintage vehicles for insurance companies in Germany. Through his business connections and friendship with Paragon founder, Mark Sumpter, the car made its way to the British company's premises in East Sussex. It was here Paul's father first set eyes on the pretty Porsche. To say he was bowled over would be an understatement — Vincenzo's fanatical attention to detail and dedication to authenticity through the use of rare original Porsche parts had resulted in one of the most beautifully presented Stuttgart-crested sports cars Percival the Elder had ever seen.

The fifteen-inch Fuchs wheels were like new, the original Blaupunkt head unit worked as intended, the extremely desirable black leatherette and corduroy-stitched sports seats (with head rests) was nothing short of eye-popping. The biggest draw, however, wasn't the fact this 911 had covered only 587 miles since Vincenzo had finished the restoration, nor was it the presence of a rare long-range fuel tank. It was the revelation he'd blended the simple styling of the original 911 S 2.4 with the firepower of the later Carrera RS 2.7.

"When it comes to Porsches, Dad is an absolute





perfectionist," Paul tells us. "The no-compromise execution of the restoration is exactly in keeping with his mindset, which is why he didn't hesitate in buying the car after seeing it in the metal at Paragon." At the time, Paul was the owner of an Ivory-finished 1968 short-wheelbase two-litre 911. "It was a beautiful Porsche exhibiting just the right amount of patina," he recalls. "I loved the car and considered it the perfect driving machine, despite it producing only 140bhp. I couldn't believe the power of Dad's 911 S, though. The engine has been properly built to RS specification," he gasps, recognising this special Porsche offers just as much 'go' as 'show'.

As owner of an AMG-authored Mercedes-Benz propelled by a torque-tastic 6.2-litre V8, he acknowledges 210bhp from an air-cooled flat-six isn't the stuff of headlines in today's automotive environment. That said, we're talking about a 911 weighing little more than a tonne. "You don't need to be going fast to feel an integral part of this car," he stresses. "A bash around B-roads or up mountain twisties is so engaging, you really don't need to be travelling at crazy speed to feel completely engaged in the driving experience — reach beyond 4,000rpm, and the noise from the flat-six is nothing short of exhilarating. The buzz comes from pushing the car hard, but without having to travel at 80mph. To get the same

thrill in a modern car, you need to be motoring along at license-losing pace."

Paul used his two-litre 911 at every available opportunity, including for frequent road trips across the French Alps, but when his father was considering the future of the restored 911 S, the pair reached a sensible decision — Paul would part with the older Porsche and take on ownership of the custard-coloured car, thereby ensuring it remained in the family. His role as hairdresser to celebrities on film sets and magazine photo shoots, combined with his determination to use

his cars whenever possible, meant he was almost certainly going to be adding more miles to the odometer than Stephen, which is why Uckfield-

based Precision Porsche was subsequently tasked with renewal of suspension rubbers.

While it's great to know Vincenzo was in possession of such a massive haul of original, unused Porsche parts to use during the restoration, it's true to say rubber bushes and seals can deteriorate with age, not just wear. Using items which had been sitting in his storeroom for two decades was very convenient, but there was risk they might need to be replaced sooner than anticipated after application. This is especially true of suspension and

Above Paul is a Porscheophile who believes in using his cars at every available opportunity

THERE ARE CERTAINLY OWNERS WHO WOULD BE LESS INCLINED TO USE A 911 SO UTTERLY FLAWLESS



Above and below Every aspect of this 1972 911 S is immaculate, the result of a restoration concerned with accuracy and detail

steering components. Sure enough, after Paul gave the car a once-over, Precision Porsche was given with the job of replacing steering knuckle bushes. Play in the steering rack, meanwhile, encouraged installation of a close-ratio unit. "It's a change which has delivered a more direct link between user input and what the car is doing," Paul suggests. "Adding to the effect, I replaced the factory steering wheel with a smaller-diameter MOMO three-spoke, supplied by classic Volkswagen and Porsche parts retailer, Karmann Konnection."

Introducing additional functionality for forthcoming road trips across the continent, the team at Precision Porsche installed a Rennline ExactFit magnetic smartphone mount, hidden USB charging points, an advanced vehicle tracking system and Bluetooth speakers. They also removed and resealed the large-capacity fuel tank, which should enable Paul to cover big distance without the need to stop at as many fuel stations as his two-litre 911 demanded.

"The way this car pushes on and handles, plus the build of the 2.7-litre engine to exacting standards,

means I have every faith in its ability to perform abroad without fault, as it has done during trips all over the UK. Pleasingly, the large fuel tank means I can also look forward to hammering on through Europe without the need to pause my journey prematurely."

BUILT TO BE USED

Precision Porsche services the car twice a year, irrespective of distance covered. Additionally, whenever the 911 is in the company's workshop, the MFI system is adjusted to suit seasonal changes in ambient temperature, the Fuchs five-leaves are removed and the underside of the car, as well as its inner wheel arches, are thoroughly cleaned. As Paul puts it, "this Porsche gets a huge amount of maintenance when you consider the relatively low mileage it covers, even with road trips taken into consideration." If he's asked to work on location and can carry everything he needs in the front of the 911, it's his first choice of transport. "I've enjoyed fantastic five-day drives zig-zagging across Snowdonia and trips down to the Sussex coastline," he says. "The pandemic temporarily put paid to plans for overseas trips, but I'm looking forward to driving this 911 down to Portofino on the Italian Riviera in the coming weeks."

This is clearly a Porscheophile who believes in using his cars. Paint protection film applied by Super Car Paint Protection helps, of course, but there are certainly owners who would be less inclined to use a 911 so utterly flawless in its presentation. "It's difficult to reconcile European road trips with fear of stone chips," he smiles. "You'll always encounter stones getting flicked in the air by other vehicles when travelling big distances. There are measures you can take to minimise danger of damage, but ultimately, you should just enjoy the drive and not worry about it. Get out there and make some memories." Some people go a step further, fondly suggesting every stone chip tells a story. Whether you subscribe to this train of thought or not, there's always the opportunity to treat your car to a front-end respray if





cosmetic damage reaches an unacceptable level. After all, air-cooled Porsches were built to be driven, right?!

During our exchange, Paul talks of his celebrity clientele. Pop singer, Will Young, is namechecked. “We’re fantastic friends. He’s godparent to my children,” reveals the Babylist global ambassador, proudly. The *Friday’s Child* star is also a fan of vintage Porsches and once owned a 356 Speedster, though the fate of the car is rather less positive than that of the yellow 911 seen here. “I encouraged Will to buy an air-cooled Porsche and was thrilled when he called to say he’d bought a black Speedster. This was more than a decade ago. Unfortunately, due to his job requiring him to travel all over the world, resulting in him often being away from home on promotional tours for months at a time, he didn’t get to use the car as much as he’d anticipated. Recognising the need to keep it safe while he was abroad, he placed the Porsche in storage at a sheltered car park near his home in London.” What happened next beggars belief.

REQUIEM FOR A DREAM

Despite the storage facility having its own round-the-clock security operatives supposedly keeping an eye on things, they failed to notice two tramps had taken up residence inside the rare Porsche. “When I tell you they properly lived in it, consider all the implications this statement brings,” grimaces Paul. Unfortunately, the Speedster’s uninvited inhabitants managed to wreck the car, beginning with its interior, then working their way around the body. Naturally, upon discovering the state of his prized Porsche, Will was horrified, a sentiment which soon made way for anger at the fact his 356 was allowed to be abused. Soon, however, he was overcome with guilt, as though his absence behind the wheel was

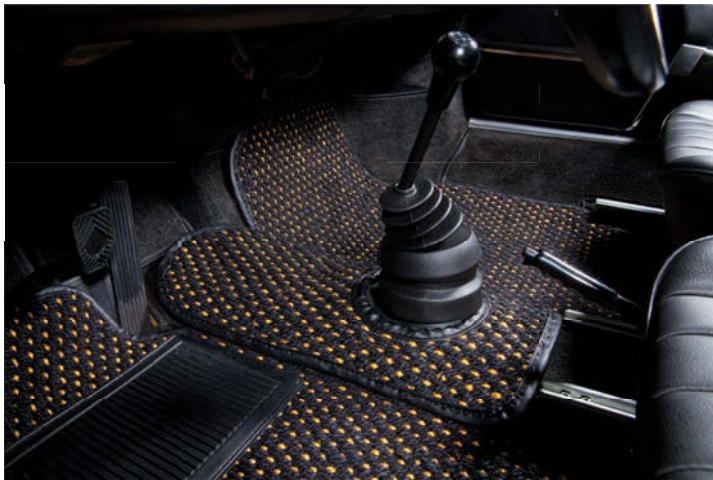
responsible for the car being ruined. “He ended up selling it, which was a real shame, especially considering what Speedsters are worth today,” Paul remarks.

No chance of the same ill fortune befalling the 911 S seen here. “I’m with the car as often as possible,” he says. “It’s a beautiful thing, amazing to look at. The colour is a big part of the appeal. My Ivory 911 was stunning, but this Porsche always makes people smile, wherever I go, including when the car is parked in the street outside my salon. And the handling is staggering, especially when you consider the fact I’m in charge of a fifty-year-old sports car riding on standard-specification suspension. The relocated oil tank pushing weight forward makes a big difference in this regard.”

We love it — if only Porsche had built enough examples of the early 911 S 2.4 to go around. **CP**

Above Oil tank filler flap was a feature of the 1972 model year and is often replicated on air-cooled 911 backdates





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MEXICAN WAVERS

Following in the tyre tracks of big American V8s, Porsches account for a quarter of the entry list at each successive La Carrera Panamericana. Relishing the mountain stages, Johnny Tipler drove a 914 on the 2,000-mile Mexican marathon...

Words Johnny Tipler Photography Sarah Bennett-Baggs, Johnny Tipler, Andreas Beyer, Jared Sindt





There's nothing quite like it. La Carrera Panamericana means driving a hard-arsed historic race car flat-out for more than two thousand miles, travelling from the deep south of Mexico to the far north of the country — a stone's throw from the United States border at Texas — stopping over each night at a provincial city celebrating the retinue's arrival in full-on fiesta mode.

Running five times between 1950 and 1954, La Carrera Panamericana was regarded as the most arduous of the world's road races and counted toward the World Championship for Makes. All the major players were involved: Ferrari, Mercedes, Lancia, Alfa, plus the USA's big three. Porsche, of course, appropriated the name for Stuttgart's hottest models after scoring a 1953 class win. In truth, not much has changed between then and when the event was reinstated as a historic road rally in 1988. That said, not merely a breaker of cars, La Carrera Panamericana had more than its fair share of crash-out casualties back in the day. It was, after all, widely regarded as the most dangerous race in the world. Happily, injuries, let alone fatalities, are far less common today.

It was a no-brainer to respond with a resounding "hell, yeah!" when Bill Hemmer offered me a drive in the 2011 Pan Am aboard one of his potent 914s. We'd kept in touch after meeting up when he was competing in the event's 2007 outing and, out of the blue, he made me an offer I couldn't refuse. Veteran of two PanAms — first with a 356 and then, three years later, with a 550 Spyder replica — he'd targeted the 914 as his weapon of choice, having been inspired by a piece I wrote about an ex-works 914 rally car from 1971. "Like all mid-engined cars," I'd written, "its surefooted togetherness elicits a feeling of confidence. On a dry tarmac rally this would be one heck of a contender." Could I put my money where my mouth was? Like the works rally car, ours was presented with correct GT-pattern flared wings, but Bill selected a two-litre Volkswagen Type 4 powerplant, torquey and unburstable, rather than the aurally preferable and more powerful flat-six of the 914/6.

BACK FOR GOOD

Having covered the historic Pan Am twice as a journalist, I kind of knew what I'd be letting myself in for when I tackled it as a competitor. The basic recipe is my kind of nirvana: a week's racing, 300- to 400-miles a day, flat-out speed stages on public roads, over mountain passes, across cactus deserts, aided and abetted by a twenty-strong posse of federal police, who do everything within their power to fast-track your progress the length of Mexico. Pedestrians, dogs and donkeys all get short shrift. First, though, I needed a co-driver, someone who raced and relished a challenge.

Sarah Bennett-Baggs was a front-running Britcar contender and owner-driver of the Pink Panther 911 SC club racer. She had also co-driven with celebrity chef, James Martin, on his televised Mille Miglia run aboard his Maserati A6GCS. Although he blew it on day one, she



knew the difference between tulips and pansies. To see if we'd get on alright for the duration of a week-long event, we followed the Rallye Monte-Carlo Historique in a media role ahead of La Carrera Panamericana and sampled Porsche Cars Great Britain's Human Performance Centre at Silverstone in order to establish whether our fitness levels — well, mine, anyway — were up to the rigours of the Mexican marathon. We also sampled a four-cylinder 914 at Silverstone to get a feel for the model and, with her demonstrable mechanical nous and can-do approach to everything, from changing a fanbelt (skinned knuckles notwithstanding) to calling the corners perfectly, she proved the ideal partner. Incidentally, she now serves as Editor for Auto Addicts and Historic Motorsport TV.

We attracted a band of sponsors. Travel agency, Journey Latin America, provided our flights, and in early October, we flew to San Francisco to meet

up with Bill Hemmer. For three long days, we trailed the 914 from his Salinas base, down through California, Arizona, New Mexico and Texas, to San Antonio, where Sarah and I sought the ghost of Davy Crockett at the Alamo and, as arranged, met up with Jared Sindt, our personable truckie-mechanic.

Next stop was the border town of Laredo, where we joined twenty more Pan Am racers whose rigs formed the 'Coyote Convoy'. There's safety in numbers, given the lethal drug war in the north of Mexico, and a convoy of trucks carrying race cars offered protection. However, we were the last rig out of Nuevo Laredo and, having

crossed into Mexico with little ceremony, we lost contact with the convoy. For the first hundred miles, we lost count of the pick-up trucks overflowing with fully-armed Mexican soldiers stalking drug runners, though once south of Monterrey, we hardly saw them again.

A ten-hour day on the road brought us to colourful San Miguel de Allende, a haven for American artists and writers, where, at dusk, a full-on party was in progress. Great bands performing on public stages, a rousing atmosphere. Things were hotting up. Next day, while Bill and Jared fitted the seats and harnesses in the 914, Sarah and I decorated the Porsche's white bodywork with sponsor decals (a nod to Michelin, Motul, Journey Latin America, Adrian Flux Insurance, Duel Racing NL,

Paul Stephens, Porscheshop, Highgate House Graphics and QuickSilver exhausts).

Our big 7.3-litre Ford V8 turbodiesel truck trundled south,

earning a couple of citations for minor traffic violations. At San Luis Potosi, the officers asked for M\$300 for using a flyover prohibited to trucks. We offered M\$100, they agreed to M\$200. No receipt.

After charming subtropical Oaxaca, we climbed the incessant twists of the original Carrera Panamericana route, over spectacular mountains towards Huatulco, dropping down to the humid Pacific through ever more lush vegetation. We checked into La Isla resort hotel and headed to a beach restaurant — for goldfish-bowl Margueritas, red snapper and guacamole — to the soundtrack of Manu Chao and the gentle lapping of

Above Pre-race, the 914 gets new brake lines at Volkswagen and early Porsche specialist, Huatulco

Previous spread Johnny and Sarah's 914 in a cacti stage

THE ISSUES WITH GEAR SELECTION AND BRAKES PERSUADED US NOT TO BOTHER WITH QUALIFYING



Above and below Putting a 914 through its paces at Porsche Experience Centre Silverstone in advance of the drive through Mexico

Top right Sarah and Johnny wait for the start at Huatulco

Right Negotiating the crowds was tricky with no first gear

(Pacific) sea on sand. Things got more serious the following morning, when palm-fronted avenues echoed to the growl of powerful race engines, mostly banshee V8s. We added our Porsche's two-litre guttural flat-four to the cacophony, drowning out the parrots. This was our first drive, and indeed the car's first proper run, since it had barely been finished the day we left California. It was immediately clear the brakes and gear linkage needed adjustment. We sought an uptown Volkswagen specialist in Huatulco, who bled the brakes and fitted a new brake line, but gear selection was still problematic. The dogleg first was impossible to locate, plus third to fourth (and vice versa) were difficult. And this, in a freshly rebuilt transmission!

GOLDEN RATIO

From thereon, Sarah refused to drive on the basis graunching gears would reflect badly on her reputation as a serious racer. "I'll happily navigate, Johnny," she declared, having just ground to a halt on the dual carriageway with no selectable ratio whatsoever, "but I am not driving this Porsche!" As it turned out, we lacked first gear throughout the entire race, which was fairly frustrating when negotiating topes (those mountainous asphalt speed-humps punctuating towns and villages stretching the length of Mexico and demanding



momentum to straddle them), never mind the grinding noise heard when the car's floorpan proceeded to scrape the humps. There were some hairy moments trying to downshift for tight turns, too.

Back in the Huatulco paddock, pre-race, the registration procedure included a brief medical, buying a Mexican race licence, as well as showing our own competition licences and demonstrating our overalls and helmets were to in-date FIA standard. A local artist was doing the rounds. We had him sign-write our names on our Peltor helmets. Bill had him sign-write the car, too: *El Pelon* for Baldy, *Penelope de los pits* for Penelope Pitstop, plus a name-check for Jared. The paddock was a great place to greet old friends from my previous Pan Ams and, of course, to check out the opposition. As expected, leviathan 1950s American stock cars formed the bulk of the entry: Studebaker Champion Starliner coupés, Oldsmobile 88s, Buick Rivieras, Ford Victorias and Lincoln Capris, plus 1960s Ford Fairlanes, Falcons and Mustangs a-plenty. Also, a raft of European makes, including Alfas, Volvos, Jags, Mercs and Minis. There were eighteen air-cooled 911s, plus a couple of 356s and two other 914s, which we later found to be quicker than our car (in a straight line on the transit sections, at any rate). We began to understand where we stood in the grand scheme of things, though we had high hopes the 914's mid-engined balance and kart-like handling would give us an edge on the tight mountain road stages.

With a day in hand, Bill and Jared worked on the brakes and clutch, while we attended the drivers' briefing at the Dreams Hotel, where event route master, Gael Rodriguez, indicated hazards not detailed in the enormous loose-leaf route-book. Next came scrutineering (tech), a two-day process carried out in and around the paddock, which doubled as a resort car park. The scrutineers insisted the 914's in-car fire extinguisher system be directed into the cockpit as well as the engine bay, but otherwise, all was fine. The organisers stuck the race numbers on the 914's doors and event partner stickers were applied after scrutineering. A two-hour





briefing for navigators (*co-pilotos*) at the Dreams Hotel was followed by a lavish nocturnal picnic on the green at a local golf club.

The issues with gear selection and brakes persuaded us not to bother with qualifying. Organisers allocate you a race number in any case, based on your hypothetical performance if you don't participate in 'qualy'. We were bemused to be allotted start number 95. Meanwhile, Bill and Jared spent the time tweaking and then thrashing the car up and down the resort's dual carriageway. The night before start, we all checked into the Camino Real Zaashila beach-side hotel, each room with its own plunge pool and Pacific view. They simply don't get any better than this! Pan Am management put on a lavish buffet dinner at the Dreams Hotel for the entire retinue, followed by entertainment from a rock band and fireworks. We felt we'd joined a very special club.

Next morning, we duly lined up ninety-fifth — out of 120 starters — on the esplanade, pushing the car along to save fuel and clutch until it was time to clamber in and strap up. Our turn came and I took a run at the dais. Our time sheet and transponder were checked, and the official gave us a ten-second countdown in advance of the green flag dropping. With spectators cheering and waving, we were off!

TROUBLE IN PARADISE

The first speed stage was barely a couple of miles up the road, but already we were aware of a clunk from the rear axle. Was it a driveshaft? As we waited at the time control, Sarah checked the wheel nuts, and they were okay. It was a long way to the service halt, so, it was better to take it easy than push too hard. Most accidents happen on the first day — on the first stage, even — and given the unforgiving landscape, they can be big. And so it turned out. Around the first bend of the first stage, sure

enough, there was the first casualty: an inverted BMW 2002. Shortly after this incident, one of the Volvo P1800s belonging to the teammate of our friend, Jo Ramirez, was parked up. The real horror show looked to be a blue Corvette, lying upside down in the vegetation, fibreglass shards and glass scattered widely. It looked terminal but, bizarrely, this was not the last we'd see of the car.

Fighting the grim realisation we might not even complete the event's first day, we reached the designated service halt at a large Pemex fuel station, where Bill and Jared put the 914 up on axle stands, quickly diagnosed a faulty left rear hub and set about stripping it.

Swift foundry work and Arkansas muscle from a friendly Dodge team enabled us to rejoin the fray, only a few minutes behind schedule. Before long, we were back on track.

Some of the route's transit sections are timed, much along the lines of the speed stages, though with more generous allowances. Occasionally, this includes

Above Service time for the 914 on day two, the stretch from Oaxaca to Tehuacan

Below The mid-engined Porsche proved very quick on the many twists and turns of Mil Cumbres





Above Johnny signs autographs in Oaxaca, the capital and largest city of the eponymous state, Oaxaca, in southwestern Mexico

Below We are presently unable to confirm whether *The Best* by Tina Turner was blaring out of the car's cockpit when this photo was taken

glorious maxing-out on modern dual carriageways. Farmer protests over land rights meant a detour and a couple of cancelled stages, but the real buzz was that this was the *actual* Panamerican Highway from the early 1950s, winding into spectacular mountains (7,000ft). They were so tortuous, it was difficult to get one's head around the fact that six decades earlier, racing cars had grappled the same at full speed. For us, this was mostly transit section, so we were off the hook in that respect.

Late afternoon, we paused to refuel, which involved releasing four recalcitrant Dzus fasteners to raise the front lid and access the racing fuel cell. Sarah checked the dipstick and added half a tub of octane enhancer, while I cleaned the windscreen. We rolled into Oaxaca and, as usual, form was for cars to head straight for the central plaza or Zocalo and park up in echelon around the square. Plazas are invariably surrounded by splendid seventeenth

century Spanish colonnaded arches, home to a hundred bars, but before the Cervezas could be ordered, we were mobbed by autograph hunters, young and old, all wanting their pictures taken with us. "Sign the T-shirt, kiss the baby, hold the dog!" All we wanted was a beer! The feeling of euphoria was absolutely tremendous, though — we'd made it to the end of day one intact.

We dragged ourselves away from 'celebrity challenge' to shower and change, before returning downtown for the organisation's sumptuous dinner and the daily prize-giving in an ancient banqueting hall. Film of the crashed cars

A HIGH-SPEED CHASE AS WE FOLLOWED OUR PERSONAL OUTRIDERS, SIRENS WAILING AND LIGHTS FLASHING

was projected onto a whitewashed wall, as headmaster-like PanAm supremo, Lalo Leon, chided the hotheads. Of the 120 cars which started the race, no fewer than thirty-four had no times posted at the end of the first day, which was a sobering thought.

First stop on day two was Tehuacan, a regular venue on La Carrera, but this year's visit was a fleeting 'swig-n-go' amidst a riotous fiesta, with barely time to extricate ourselves from the 914's cockpit and scribble our signatures on proffered scrapbooks (reaction from locals was exactly the same everywhere the race retinue stopped). The tunnel through thronging townsfolk was no wider than the width of the car, but being in second gear meant I needed momentum to pass between them. Miraculously, nobody's toes got squashed.

Two more speed stages on wonderful highland back-roads followed. This was especially gratifying when I could sight the car through a run of bends, pretty much all constant radius. Distant volcanoes sometimes triangulated the skyline. Sarah called the numbers according to severity of turn, as identified in the route book. "Easy left," she'd say into the intercom. I wouldn't lift. "Right 1," which was a shallow third-gear bend. "Left





2," implying second gear and an apex not far around the corner. "Right 3 long," and I'd turn in later and juggle the throttle until the apex and exit became obvious.

Sarah's race experience meant she knew exactly when to deliver the instruction, allowing me to get on the brakes and slot into the right gear for each turn. Our rapid progress was undoubtedly helped by our Michelin Pilot Exaltos, which suited the 914 admirably and never gave any hint of coming unstuck. Occasionally, we'd slide, but this was a consequence of dropped oil, melted tarmac or gravel on the road, and was easily controlled with a flick of opposite lock.

POLICE ESCORT

Though the 914's handling was totally praiseworthy, the gearbox was deteriorating. It was getting harder to find third from fourth, eliciting curses as we hurtled downhill toward, say, a left- or right-3. All I could do was drive accordingly. Sarah called the corners a little more in advance to enable me to have the 914 under some sort of control, though the fickle brake pedal — sometimes short, sometimes long — made life a little precarious.

At day's end, lost in the suburbs of Puebla, we were making for our hotel instead of the obligatory plaza rendezvous and I was running red lights, a new habit born of the protective panoply of our race livery. Suddenly, a quartet of police motorcyclists astride Harley-Davidsons surrounded us. I thought we were in trouble, but no, the officers assumed we were lost and only wished to shepherd us downtown to where we belonged: in the Zocalo. Then began a high-speed chase as we followed our personal outriders, flat-out, two bikes in front and two behind, sirens wailing and lights flashing. Our new biker friends were waving all other vehicles out of our way and halting crossing traffic. We were on hooligan cloud nine! Then, on a cobbled corner, the leader glanced back to make sure we were with him, caught his foot-peg on a cobble and down he went. We slewed to a halt in a gap in the central reservation, unbelted ourselves and ran over to where his colleagues

were helping him up. He snorted with derision. "I'm fine," he scowled. "Let's go!" And with a tail-out flourish, Officer Machismo was away again, with us and our mounted chaperones blatting away after him. Lines of traffic parted. We made a third lane where only two belonged and, all too soon, there was the Zocalo and the day's finishing arch. Parked up and autographs signed, we joined the other competitors with cervezas and snacks in a colonnade bar. I could so easily get used to this!

Be sure to get hold of next month's issue of *Classic Porsche* for the conclusion to this story of Mexican magic in a 914. Subscribe and get the magazine delivered direct to your door. Visit bit.ly/subscp. CP

Above A fast transit section, completed- with cooperation of the local Federales

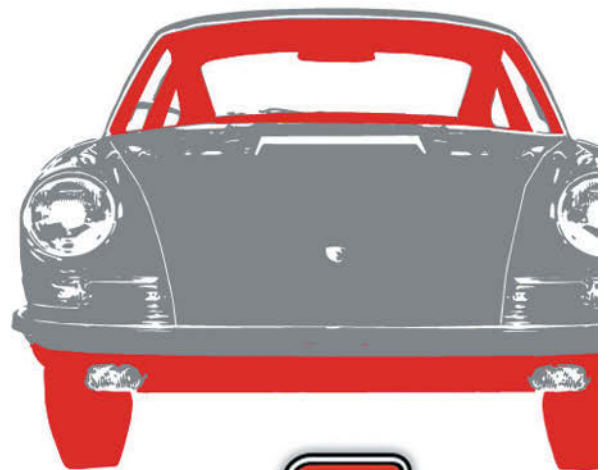
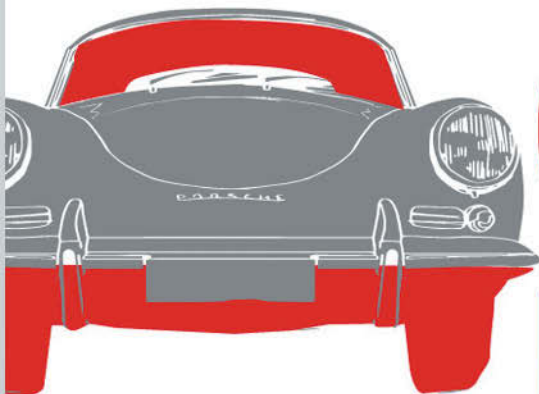
Below The 914 lined up in Morelia plaza while Sarah looks on from above





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CLOUD NINE

Engineering innovation spans Porsches old and new at Ninemeister, a Warrington-based marque specialist responsible for some of the UK's best air-cooled 911 restorations...

Words Emma Woodcock Photography Chris Wallbank

Visit Ninemeister and you'll soon discover quality comes first. Company founder, Colin Belton, will cater for any Porsche through his sixteen-strong team's specialities in restoration, engine rebuilds, servicing, storage, contemporary performance upgrades and bespoke cars wearing a 9m badge, indicating the product of 9m Cars, Ninemeister's custom creation division, which will build the air-cooled 911 of your wildest dreams. Indeed, the Cheshire firm boasts a wide range of talents spread across 30,000ft² and two sites, all united by a drive for tangible, ongoing improvement.

"I'm a design engineer by trade," Colin explains. "It's ingrained to look at every component, analyse it and, where necessary, develop a better solution." Building on ever-developing relationships with a range of designers and fabricators, the Ninemeister team is forever creating new products for air-cooled and water-cooled Porsches alike. Lightweight flywheels for the 964, 993 and Cayman GT4 are an ongoing sales success, matching civility with increased responsiveness, while at the other end of the

scale, a recent 9m Cars project has seen semi-active suspension and modern four-channel ABS systems spliced into early 911s. Before we look at these exciting developments, let's wind the clock back to where the Ninemeister story begins.

Ambition and a love of Porsche have been intertwined from the start, when a car-obsessed seventeen-year-old college student donned a shirt and tie and walked onto the marque's exhibition stand at the British Motor Show. "It got me into a 911 driver's seat for the very time."

Fast Fords monopolised Colin's first few years on the road, but a growing passion for air-cooled sports cars soon took over. "In 1988, a friend announced he was going to buy a 911 Turbo. To my surprise, he did exactly that. A year later, I bought a 911 SC, my very first Porsche." The pair soon dreamed bigger: they went racing, before establishing Porsche specialist, 930 Sport, with a mutual friend.

In 1995, Colin struck out by himself and formed 930 Motorsport. The strapline said it all: Porsche engineering, no compromise. Starting with a 1,600ft² workshop and two employees, the company continually expanded,

Below and facing page
Ninemeister has forged an enviable reputation for creating extraordinary air-cooled 911s, including a line-up of cars assembled under its 9m banner





covering ever newer Stuttgart-crested cars and offering a steadily increasing range of services. Parts development and Porsche motorsport activities swelled the business in the late 1990s, with the Ninemeister and 9m brand names emerging in the early 2000s. In the present, the company completes over a thousand jobs a year, often at the hands of loyal technician, Robin Taylor. "He's been with me from the very beginning," Colin confirms. "He started out as a Team Lotus paddock technician working in the fast-paced world of Formula One."

A NINEMEISTER-DESIGNED BOTTOM END WITH NEW RODS, PISTONS AND CYLINDERS TO RUN ON A GT3 CRANK

Ninemeister shows no signs of slowing down. The company's 9m Performance department responds quickly to Porsche product launches, pre-empting customer demand to engineer a growing range of contemporary tuning products. A 992 GT3 is already running on the in-house dynamometer, providing the data needed to identify potential performance gains. "The process is always the same," Colin continues. "We begin by looking at what's available. New Porsches leave very little on the table, but we have found pockets and niches which can improve the GT3."

Above A peek inside one of the Ninemeister workshops reveals an impressive array of rare and modified air-cooled machinery being treated to a new lease of life





Above Engineering excellence is at the heart of the Ninemeister operation, ably demonstrated by the wealth of bespoke components being developed by the team for its larger-displacement air-cooled flat-six engines

The hard part is considering how best to extract them." Hardware changes will likely include exhaust systems and high-flow catalytic converters, with fuel-specific ECU optimisation providing software support. One thing 992 GT3 owners won't get, however, is compromise. "We're highly conscious of emissions and regulations. Our modifications are carefully designed to remain road legal and drivable. We aim to enhance top end performance with zero day-to-day sacrifice."

ACROSS THE GLOBE

The 9m Performance department operates under parts consultant manager, Peter Robinson, who Colin is quick to praise. "He's the driving force behind Ninemeister performance parts for water-cooled Porsches. Peter watches international markets to see which parts are selling well and the improvements owners across the globe are demanding." Proving the point, American Porsche forums inspired the 9m Performance department to re-evaluate the 981 Cayman GT4. "Owners were complaining about lazy engine dynamics and were looking to tune their cars for better response. We knew we could do better." Together, Peter and Colin have created and refined a GT4 performance packaging raising peak power close to 70bhp. Upgrades include new exhaust manifolds, a GT4 Cup intake and revised

software. Whilst the conversion was track-focused for top end power, the goal was to not lose anywhere else. "We hit targets for the extra performance at the top end, but ended up with a small torque dip in the mid-range. Happily, the second version of the exhaust manifolds more than filled the hole, meaning you *can* have your cake and eat it!" The finished system retains power gains, whilst boosting torque throughout the mid-range.

Feats of air-cooled engineering are just as common. For example, one of the latest performance modifications to roll out of 9m includes a CNC-machined solid DMF-replacement flywheel for 964 and 993-generation 911s, made to fill the niche between the smooth but soft-edged response of the standard dual-mass flywheel and the faster-revving (but idle sensitive) lightweight flywheel fitted to the 964 Carrera RS. "The weight of this 9m flywheel sits exactly halfway between the two Porsche products. It drives as easily as the dual-mass item, but revs far faster through the gears." A direct replacement without the need to be accompanied by a new clutch or an RS-specification release bearing, the product is a big hit, flying off Ninemeister's shelves faster than it can be restocked.

Of course, this only scratches the surface of what Colin's team can do with air-cooled Porsches. Specialising in later, aluminium-cased motors (but





capable of rebuilding engines of any specification), the 9m engine build shop can tackle up to ten flat-sixes at a time. Average turnaround for a standard rebuild is just eight weeks. "Factory-quality 993 upgrades are popular, which is why we developed a '9m X52' variant of the 3.8-litre Carrera RS engine," Colin tells us. "By running modified stock heads and intakes at a higher velocity than the RS, we can raise power and torque beyond RS levels, yet the engine looks standard." Adding billet camshafts and redesigned cylinder heads would push power to a hefty 350bhp.

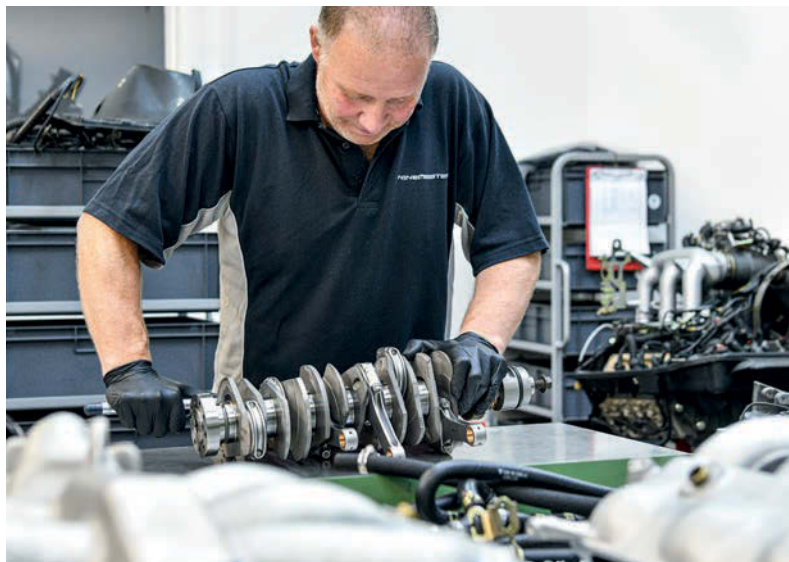
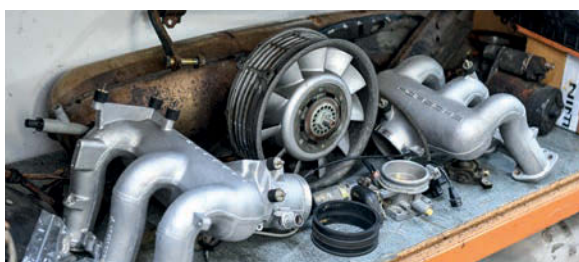
Designed in partnership with Formula One engineers at 4 Tech Motorsport, the heads are a staple upgrade now benefiting from a recent redevelopment programme. "We moved to a new manufacturer. Doing so made me realise we hadn't looked at the part since

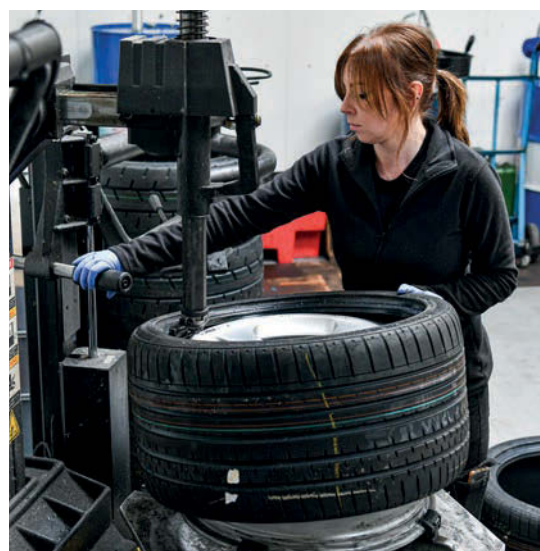
2005!" Colin's response was to commission an engine design consultant to review all aspects of the 9m head, including port shapes and valve areas, the result being a new version, complete with upsized valves and increased port areas, all optimised to run on larger engines than ever before. Enter the 9m air-cooled four-litre flat-six.

GOING LARGE

"It seems everyone loves capacity, yet a lot of the 'four-litre' engines to emerge in recent times are actually 3.9-litre units." Colin was not amused. "This became a flea in my ear. Consequently, after a lot of hard work, we're about to launch a new 9m turnkey engine with the full four-litre capacity, using the same 102.7mm bore and 80.4mm stroke as the 997 GT3 RS 4.0." As well as the new 9m cylinder head design, this modern

Below The dedicated Ninemeister engine room can accommodate ten flat-six builds at any one time





Above Everything but interior trimming is carried out in-house, though Colin is keen to hear from any experienced trimmers keen to join the Ninemeister team and work on its air-cooled 911 projects

RennSport machine will utilise a range of new engine parts, including a Ninemeister-designed bottom end incorporating new connecting rods, pistons and cylinders to run on a GT3 crank. For the first generation of the engine, a custom high-torque VarioRam intake completes the package, which will debut in a pair of

Turbo-look G-Series 911 Speedsters and in-build 9m64 RS.

Upgrades might make the headlines, but standard Porsches also have a place at Ninemeister.

Four of the eight service ramps are dedicated to servicing modern machinery, covering the entire range, from Boxsters and water-cooled 911s to Cayennes. "We can look after any Porsche. We're always busy with routine servicing and diagnostics." An industry-leading Hunter wheel alignment system, tyre changing equipment and Road Force balancing machines ensure the team can optimise even the smallest details.

COLIN WORKED WITH LEADING DAMPER MANUFACTURER, TRACTIVE, TO DESIGN THE NEW 9MRS SUSPENSION SYSTEM

Colin recognises older Porsches can have more complex and involved servicing requirements, leading him to dedicate another part of the workshop to what he terms 'extensive maintenance'. Everything from replacing 997 brake lines — a task requiring engine removal — to installing fresh suspension bushes takes place here.

"We're trying to pick up on all the issues ignored when these cars were less valuable. Needless to say, we keep the customer involved as we thoroughly examine their car."

For the ultimate in boutique air-cooled perfection, you'll want to commission a 1,500-hour 9m Cars build. An endlessly customisable articulation of everything Colin and the Ninemeister team can offer, the 9m11 programme traces its origins to the 2006 9m64RS.

"Our client wanted a 964 RS Clubsport, but because he couldn't gel with left-hand drive, we built him a car to exacting 964 RS Clubsport specification, but with the steering wheel on the right." A 993-based 9m93RS-R





producing 400bhp came next, followed by a series of wide-bodied 9m93 Speedster S conversions developed on the same air-cooled 911 platform. “The next step was to ask what else we could do.” Porsche resto-modification was the answer.

ON ALL FOURS

The 9m11 process transforms every part of the donor car, blending wild engine specification with period-correct styling and an ever-growing range of modernisation options. The specification for a new 964-based 9m11ST build, for example, will include the 993’s four-wheel drive system and six-speed transmission, four-channel ABS (as per 996 GT3), electric air-conditioning and semi-active electronically controlled suspension.

Colin worked with leading damper manufacturer, TracTive, to design the new 9mRS suspension system, which entered the Ninemeister option list in May 2021. “Together, TracTive and Ninemeister customised the design to suit 964 and 993 RS top mounts, sitting 30mm lower than the Carrera, as used for most of our 9m11RS projects.” A 3D-printed custom panel seamlessly integrates the TracTive system’s full-colour touchscreen control display in host vehicle’s centre console.

Though 1970s-inspired 9m11ST and 9m11RS bodies are popular choices, the bolt-on-arches of the 9m93 GT2 currently in build encapsulates the experimental ambition of 9m Cars. The project’s 993 Carrera 4 donor has been converted to Turbo width, then gloriously distorted by GT styling extensions. The fully restored and rebuilt engine and running gear from a damaged 993 Turbo will provide bite to match the bodywork. The lustrous in-house paint job (taking a staggering five-hundred hours), 9m carbon-

fibre RS-style seats and an Inconel exhaust will add further polish. “There’s only ever one aim: for the latest 9m11 build to be the best!” Colin grins, enthusiastically. “I jump on the horse each time and see where it goes.” He’s being too modest. Ninemeister is already a leading name in Porsche development, and that’s all thanks to the people in the saddle. ●

Below A custom high-torque Varioram system has been created for Ninemeister’s bespoke four-litre flat-six



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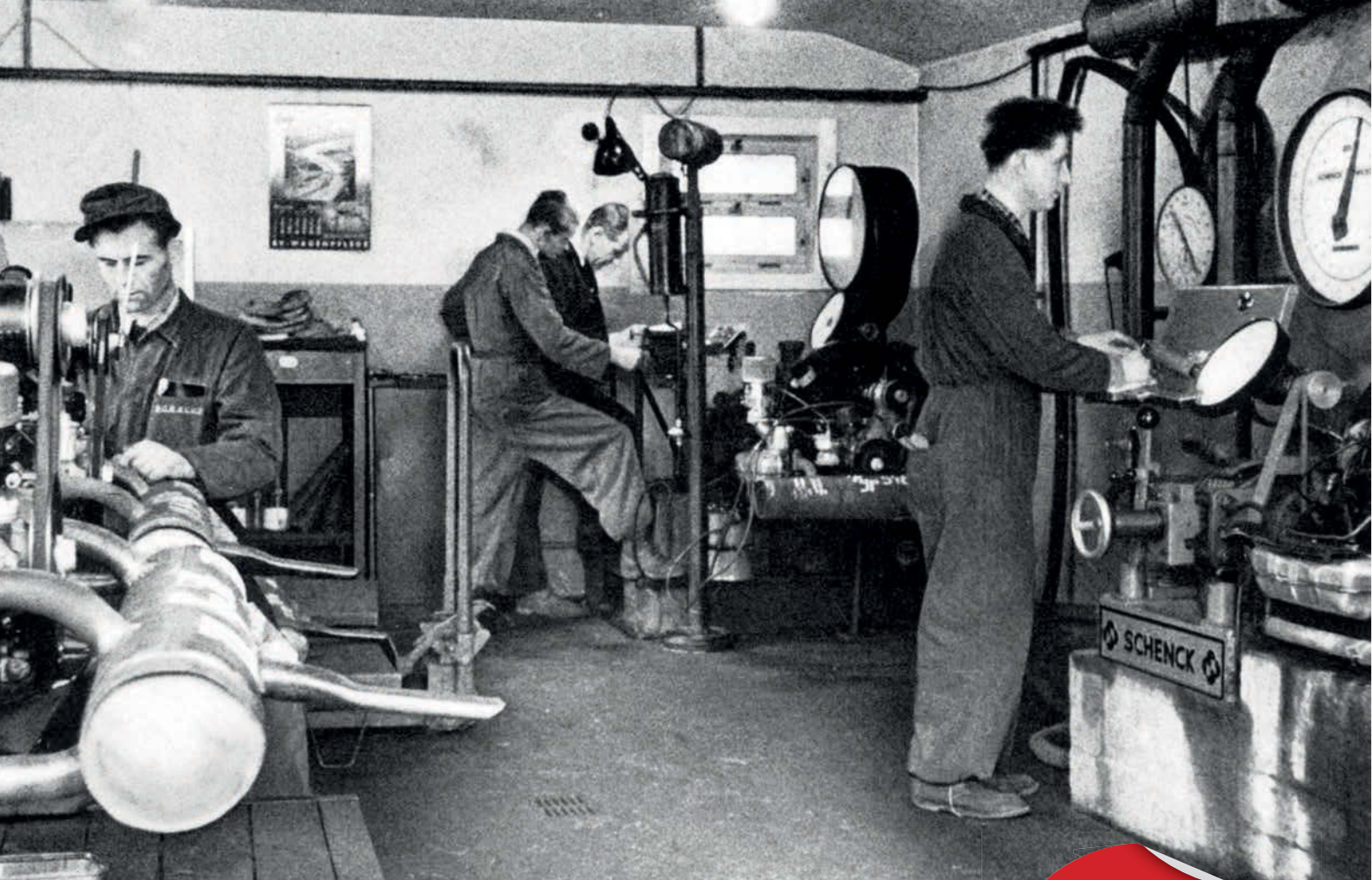
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FOR DETAILS

Starting with an engine of less than 1.1 litres could have stymied Porsche's potential for high performance. Step by step, however, the company's engineers breached obstacles to give its 356 engines more than twice their original power...

Words **Karl Ludvigsen** Photography **Porsche**

During the summer of 1950, Ferry Porsche and his colleagues realised if their cars were to provide good touring performance with less buzzing and roaring, and if they were to offer greater potential for success in competition, the air-cooled flat-four would need more swept volume. Ferry's men had already stepped up from 1.1 to 1.3 litres by enlarging engine bore with new cylinders and pistons. The next step was logical: to aim for 1.5 litres, which had been the classic capacity for fine small cars since the 1920s. This displacement was large enough to make a difference, yet not so much bigger it would place intolerable strains on the 356's core components, including its Volkswagen-derived transaxle.

Work on a "1.5-litre sports-racing engine" began

on July 31st 1950 under Porsche's head of engine development, Leopold Jäntsche. Initially assigned Type number 502, the four-cylinder unit became the "1500", an engine which would establish the common conception of the early Porsche sports car.

Two suppliers, firms known to Porsche for many years, played vital roles in the creation of the newer, larger powerplant. One was Mahle, producer of the chrome-plated aluminium cylinders which brought the Type 506 1.3-litre four-cylinder engine to life by easing enlargement of bore diameter from 73.5 to 80.0mm. "This was the limit with the basic Volkswagen engine layout," said Ferry Porsche. Moreover, because the engine had been so tightly designed, the lobes of its gear-driven camshaft, which was directly below the crankshaft, just cleared the sides of the connecting



Facing page Dynamometers in Porsche's provisional quarters at Zuffenhausen (pictured in 1950) were used for both production engine validation and development

Above Hermann Ramelow's design for a new 1.5-litre sports-racer for Walter Glöckler was spectacular, winning its class in the Freiburg-Schauinsland hill climb on August 5th 1951

Below The three engines for the early 356 had different piston crowns — the 1300's offset crown was good for concentrated combustion, but not for piston wear

rods as the crank throws swung down and around. Consequently, he reasoned there was no clear way to increase the Volkswagen-origin 64mm stroke.

Another supplier, Albert Hirth AG, rescued Porsche's engineers and their engine from this tight squeeze. Like Mahle, Hirth was a Stuttgart-based company, one rendering yeoman service to Porsche since the days of the Auto Union race cars. During and after the war, Hirth improved its method of producing engine crankshafts from separate components. These could be assembled, at the bearing journals, in such a way they could be fitted with roller bearings running inside the big end of a one-piece connecting rod.

To mate the parts — the bearing journal to the crank cheek, for example — Hirth used matching radial serrations tightened against each other by differentially threaded screws. Notches and passages allowed lubricating oil to be pumped from the main bearings through drillings to the crowded-roller bearings at the big

ends. Ferry Porsche and Karl Rabe knew Hirth's designs intimately — they had specified them as recently as 1947 for the stillborn Cisitalia Grand Prix car. Now they turned to Hirth to get a connecting-rod big end fabricated in one piece. Its complete freedom from big-end bolts saved enough space at the sides of the rods to allow a 5mm increase in the crank's throw radius, hence a 10mm increase in stroke.

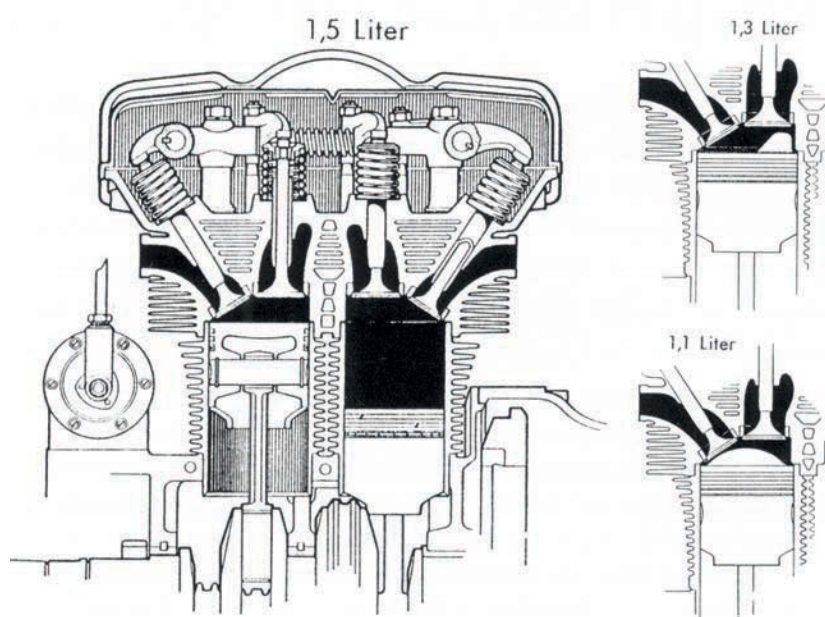
With the Mahle cylinders, the resulting dimensions of 80x74mm expanded displacement to 1,488cc. Gaining enough clearance to extend the stroke was the chief reason for Porsche's adoption of the Hirth roller crankshaft in its pushrod engine. All other considerations were secondary.

CRANK CALLER

Hirth made the crankshafts and assembled them, complete with bearings and connecting rods, for installation at Zuffenhausen. Hirth also handled overhauls of its crank assemblies. Although superficially simple, they were intricate puzzles of thirteen parts, not including the bearing rollers and connecting rods. Five steel forgings made up the crank cheeks and journals for the plain main bearings. Between the cheeks, heat-treated journal pins were gripped in torque-transmitting serrations and held there by bolts with very fine screw threads.

Created to save space and gain displacement, the Hirth crankshaft earned a place for itself in the Porsche system because it was sturdy and worked well at high revs. Even though a plain-bearing 1.5-litre engine was introduced in September 1952, the roller crank remained part of the engine repertoire until September 1957. The Hirth crank was, however, a controversial feature of the early Porsche 1500s, largely because its failures tended to be both catastrophic and conspicuous. A general impression grew to consider the Hirth as unreliable.

In European service, its life tended to be limited — more than 40,000 miles without a rebuild was considered very good. This could be extended if owners changed oil religiously, warmed up their engines and avoided low-





speed lugging in high gears. In contrast, when used in properly prepared Porsche racing engines, Hirth crank failures were all but unknown.

In the spring of 1951, the press was muttering about how a Porsche 1500 would be racing during the year, although it would not yet be offered for sale. In an internal memo dated November 14th 1950, Karl Rabe and Ferry Porsche stated "the new 1.5-litre engine is to be advanced as quickly as possible, for it must be delivered in 1951 for certain applications. The preliminary estimate of the production run for this engine is set at two-hundred units."

MORE THAN MEETS THE EYE

"Certain applications" included competition. In the Liège-Rome-Liège Rally of August 1951, the Porsche works team entered a '1.3-litre' 356 Gmünd coupe, which was actually powered by a 1.5-litre engine. Driven by Paul von Guillaume and Count Heinrich von der Mühle, the car finished third overall and raced to the top spot in the 1.5-litre class. This success was achieved even though the car had gearbox trouble toward the end of the event. It was just the kind of ailment Porsche feared with the 1500's increased torque.

After the Liège-Rome-Liège outing, several more endurance tests lay ahead for the new 1500 engine. One was informal, but serious, taking the form of a trip by Porsche enthusiast, Otto Domnick, through the wastelands of North Africa in August 1951. Domnick drove a factory-owned 356 coupe propelled by a Type 502 engine. Traveling to and from Africa by way of Spain and Gibraltar, he covered six thousand miles in four weeks. The engine performed faultlessly. The true acid test for the 1.5-litre Porsche, however, was administered in late September 1951: a record run on the Montlhéry oval, near Paris. The trial was inspired by Petermax Müller, racer of his own successful VW-based specials.

Müller already knew something about record-breaking

at Montlhéry. With fellow VW dealer, Walter Glöckler, and supported by Fritz Huschke von Hanstein and Helmut Polensky, he set new International Class G records at the venue with one of his specials in both August and September 1950, achieving speeds registering between 77mph and 80mph over distances of 2,484 to 6,210 miles. Müller now encouraged Porsche to try the banked track with its 1.5-litre car, which was beginning to produce respectable horsepower.

When it first ran early in 1951, the 1,488cc Porsche engine delivered 51bhp. By July, output was fifty-three net horsepower. With larger carburetors and a revised camshaft, however, peak power of the factory's experimental engines jumped to 69bhp in August and 72bhp at 5,100rpm in September, the month the record run was made.

The record engine's torque was 82lb-ft at 3,800rpm. Sodium-cooled exhaust valves were opened by Ernst Fuhrmann's special camshaft, with a higher blower-drive ratio of 1:1.8. Equipped with a Fram oil filter and an extra-large oil-filler cap to the reserve tank, the tuned engine

Above Wearing special magnesium wheels from race car builder AFM, the Porsche-powered Glöckler looked otherworldly on the start at the Freiburg hill climb

Below When work began on the 1.5-litre engine for the 356, Ferdinand Porsche was still around, offering advice to his son, Ferry (right) and engine chief, Leopold Jäntsche (left)





Above Drivers of the 1500 in its September 1951 records to seventy-two hours were, from left, Walter Glöckler, Fritz Huschke von Hanstein, Petermax Müller, Hermann Ramelow and journalist, Richard von Frankenberg

Below Starting driver in the 1952 Mille Miglia was Tin Berckheim, accompanied by veteran Johnny Lurani — In spite of losing three of the car's four gears, they won the event's GT class

was installed in a Gmünd aluminium coupe trimmed much as it had been for its class-winning performance at Le Mans earlier in the year. The front-wheel shrouds were made to fit flush because only a limited steering lock was needed to negotiate Montlhéry.

While Porsche prepared the car, the run was managed by Müller and Glöckler. Service was provided by the latter's mechanics, while sponsorship came from tyre supplier, Metzeler. The run began on September 30th. Sharing the driving were the managers, together with Huschke von Hanstein, Richard von Frankenberg and Glöckler's racing engineer, Hermann Ramelow. Representing Porsche in the pits were Wilhelm Hild, master engine mechanic, Hugo Heiner, and, at times, Ferry Porsche.

THE NEW CAMSHAFT'S MORE RADICAL TIMING FAVOURED THE HIGH-SPEED PORTION OF THE POWER CURVE

With high gearing allowing it to cruise at 105mph at an engine speed of 3,800rpm, the silver coupe easily took six International Class F records from two thousand miles and twenty-four hours through five thousand miles and forty-eight hours at speeds between 97 and 99mph.

The goal of seventy-two hours suddenly seemed remote when the car jumped out of fourth gear and could only continue in third. At 4,500rpm, the fastest they dared run, the drivers still maintained better than 90mph. In spite of an oil-throwing engine which enjoyed destroying fan belts, they set a new absolute World Record, in addition to a Class F record, for seventy-two hours at 94.66mph — a remarkable achievement for what was essentially a standard production 356 with engine displacement of only ninety-one cubic inches.

The run's conclusion coincided with the opening day of the 1951 Paris Salon. Recognition of the Porsche feat was not long in coming. "The record car was rushed to the Grand Palais a few hours before the show opened," John Bolster reported in *Autosport*. "It was still liberally smeared with dead flies and dirt, but attracted

a considerable crowd to the stand." This "splendid publicity stunt," as Bolster called it, went a long way toward legitimizing the young Porsche marque and its new 1500 engine.

The first 1.5-litre 356s were powered by the Type

502, which became available in the autumn of 1951. Conservatively, it was fed by Solex 32 PBI carburettors, the same type used on Porsche's smaller engines. These parts limited the 502's output to 55bhp at 4,500rpm on a 7.0:1 compression ratio. Serial numbers indicate only sixty-six Type 502 engines were built.





A special Type 502 was delivered to Glöckler's Frankfurt dealership for installation in his latest purpose-built racing car in August of 1951. It was an experimental engine with aluminium cylinders, forged-aluminium pistons and needle bearings for its wrist pins, in addition to the roller-bearing rod big ends. Burning racing fuel with a substantial dollop of alcohol, its compression ratio was 10.5:1 and output was rated at 85bhp at 6,200rpm. Glöckler's success led to a pact with Porsche, allowing the Stuttgart brand's identity to be displayed on his hand-built cars.

In October 1951, the larger 40 PBIC Solex carburettors began to find their way on to production Porsches, marking a change to the Type 527 engine with an output of 60bhp at 5,000rpm. This increase had been made possible, in part, by enlarging the venturi in each carburettor from 24 to 26mm. For competition, the venturis could be further enlarged to 29mm. Also available were Type 527 engines with 32 PBI carburettors, complete with 26mm venturis.

THROUGH THE LOOKING GLASS

During the winter of 1951, Porsche and its contracted coachbuilder, Reutter, made many changes, small and large, to the 356. Consequently, beginning March 1952, the diminutive sports car became available with the Type 527 engine. Changes were also made to adapt the 356 to future higher production volumes. For example, the 'bent' one-piece windshield, which required more costly tooling than the original two-piece design, only became economically feasible after a higher volume of production had been achieved.

These changes were warmly welcomed by Heinz-Ulrich "Uli" Wieselmann who, as editor of West Germany's influential *auto motor und sport*, powerfully inclined his readers toward the Porsche as a standard of excellence in automobiles. He relished the added power. "This 1.5-litre is no amusing toy to occasionally

drive quickly," he wrote. "This is a thoroughbred, a *pur sang de la route*, with performance already extending into regions which are still only accessible to a very small circle of drivers." In view of the 1.5-litre's ability to reach high speeds in the calm and quiet, however, Wieselmann warned the unwary that "one must change one's thinking completely if one is moving up from a normal vehicle." The top speed of 107mph was reckoned the fastest of any car being made in Germany. The same would be said of the 911 Turbo quarter-century later.

Only after the 356's new engine was available did New York-based European sports car sales specialist, Max Hoffman, begin importing Porsches in significant volume to the United States. One of the first 1.5-litres to arrive — in the late autumn of 1951 — was a cabriolet bought by Connecticut-dwelling racing driver, Bill Spear, and tested for *Auto* magazine by Briton, John Bentley. He referred to the engine as "a work of art."

These first series-built 1.5-litre Porsches soon began to make their mark in motorsport, especially in America,

Above Sunshine caught the works 356 SL (from a final batch of Gmünd-built aluminium coupes) during pre-race scrutineering for the Mille Miglia on May 4th 1952

Below For the 1952 Mille Miglia, Porsche provided a 356 with a semi-experimental 1,488cc engine, harbinger of the production models





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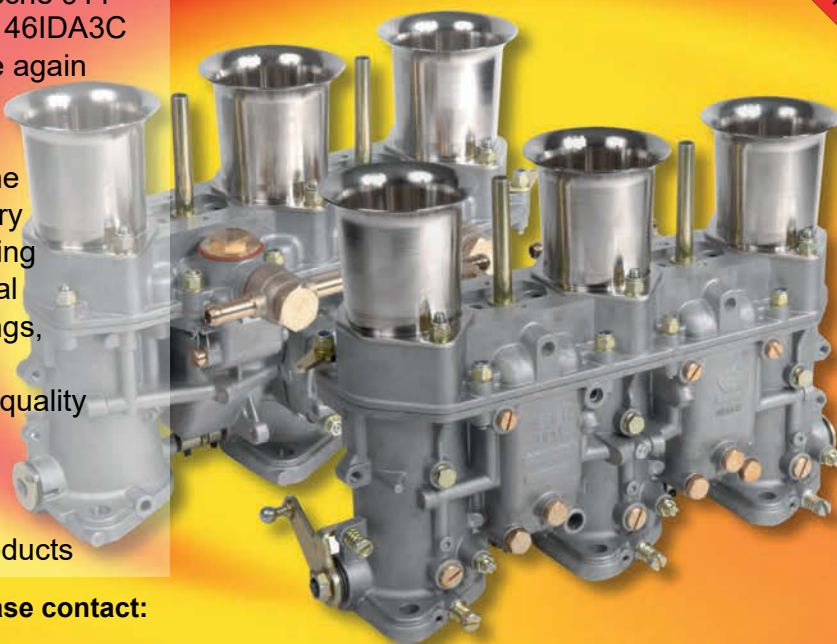
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where sports-car racing was enjoying a renaissance. Indeed, during the winter of 1951, Hoffman imported three 356 SL Gmünd coupes, works-prepared in Le Mans trim, with full fender skirts and tuned 1,488cc engines. Two of these coupes were sold to Ed Trego and Fritz Koster in time for the twelve-hour race at Vero Beach, Florida, on March 8th 1952. The Koster Porsche retired, but the Trego entry, driven by Bentley and Karl Brocken, placed seventh overall. The latter also drove the Trego car in the Pebble Beach Trophy race near Monterey, California, on April 20th. The Porsche went well until brake fade from unsatisfactory linings caused it to drop back. In this race, the same fate befell the third member of the imported trio, owned and driven by John von Neumann, who founded the Californian Sports Car Club and introduced the Porsche brand in California after selling predominantly British sports cars through his dealership, Competition Motors.

DROP-TOP CHOP SHOP

Concluding he didn't need the added weight of a coupe for American sprint-type racing, von Neumann sliced off the roof of his Gmünd Porsche and made it into an all-road roadster. With this newly open-air model, he soundly defeated the formerly dominant modified Simcas in the 1.5-litre open-class race at Torrey Pines, California, on July 20th 1952. The race for 1.5-litre production cars was won by Bob Doidge's standard 356 coupe. "These cars looked and handled so well, everyone is talking of ordering Porsches," said Road & Track. Many impressed readers and event spectators ordered their Porsche direct from von Neumann.

The first major road-race entry of the 1,488cc engine in its 70-horsepower form was the Mille Miglia on May

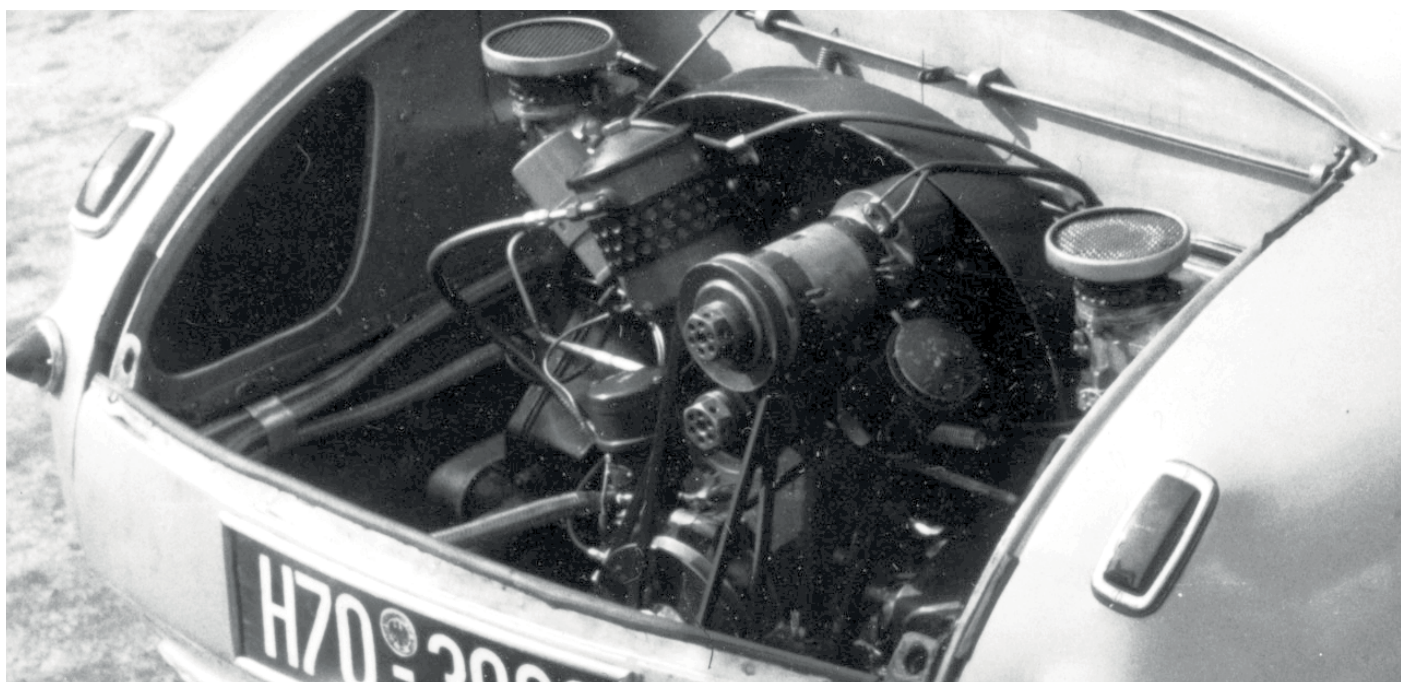
4th 1952. Constantin "Tin" Berckheim shared the wheel of the factory's aluminium coupe with another count, Giovanni "Johnny" Lurani. They finished only forty-sixth overall, having been slowed for the last fifth of the distance by the car's transmission losing all but third gear. Nevertheless, they managed to outlast their 1.5-litre sports-racing rivals to win their class. This racing experience confirmed Porsche engineers had the right specification for the competition version of the 1,488cc engine they'd been test-running since August 1951. The fearsome flat-four wore the larger Solex carburetors, of course, and a higher compression ratio of 8.2:1, but its most significant feature was the new camshaft developed before the Montlhéry record run.

Identifiable by the number 270 stamped on its driving-gear end, the new cam marked the first departure by Porsche from the valve timing used in the post-war

Above Max Nathan's success at the Nürburgring on August 3rd 1952 in the ninety-nine-mile race for standard production 1.5-litre cars was welcome validation of the new engine's toughness

Below To replace the costly and scarce Hirth crankshaft, Porsche equipped its 1.5-litre engines with connecting rods featuring caps carrying studs bolted next to their shanks





Above A new 356-based 1.5-litre Glöckler for 1952 had its engine in the tail — you can see two vee belts, one low-speed for the dynamo and a faster belt for the cooling fan

Below With its Hirth crankshaft, high compression and elevated carburetors, the Type 528 1500 Super was Porsche's most potent offering in 1952, developing 70bhp at 5,000rpm.

Volkswagen. Measured at a running clearance of 0.015 inch, the new cam had symmetrical timing of 42.5°/77.5°/77.5°/42.5°, much more generous than the VW-derived 17°/52°/52°/17°. Valve lift was increased to 9.6 and 9.25mm for the inlet and exhaust valves respectively, up about a millimetre in both instances. These were the spicy ingredients of the semi-race 1,488cc engine, which bore the prosaic designation of Type 528. During the spring and summer of 1952, some of these fours were installed in the America Roadster, a new Porsche model intended for export only. Then, in October 1952, the Type 528 made its official debut in the Porsche product line as the 1500 S, the power unit of the Porsche Super, a new 356 which became the first of many legendary road machines from Zuffenhausen.

The Type 528 developed 70bhp at 5,000rpm. Just how much the new camshaft's more radical timing favoured the high-speed portion of the power curve was evident from the fact maximum torque rating was 80lb-ft at 3,600rpm, 600rpm higher than the more mildly cammed

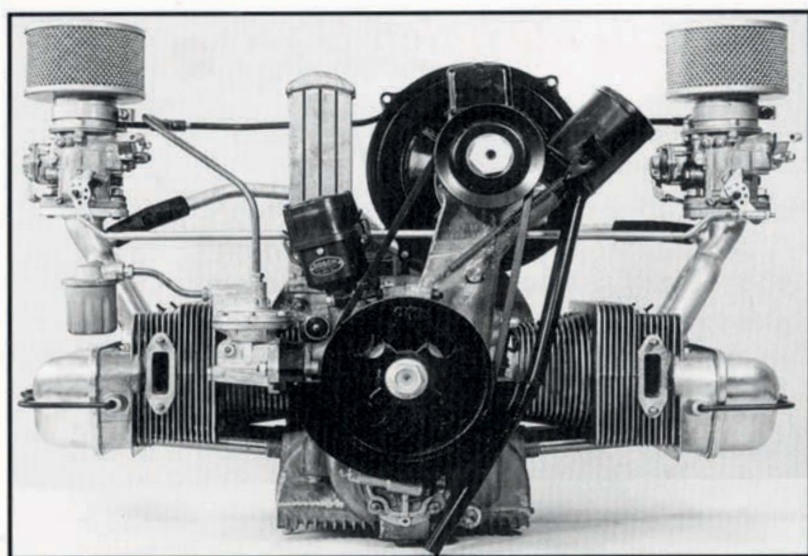
Type 527. Below 2,500rpm, the Type 528 had less power and torque than the Type 527, which kept the original Volkswagen timing.

Moving into the 1952 model year, Porsche established a clear demarcation between the 1500 (powered by the Type 527 engine with moderate compression ratio of 7.0:1 and power of 55bhp at 4,400rpm) and the 1500 Super (powered by the Type 528 with 8.2:1 compression and the higher power as above). Regarding the latter, Porsche's dealers were advised "with few exceptions, the delivery of these engines should be limited to racing drivers." The problem, suggested Ferry Porsche, was "the moment we introduced the 1500 flat-four engine, buyers wanted nothing else. Hirth simply did not have the capacity to manufacture enough crankshafts for us. We therefore had to revert to a normal crankshaft with regular bearings."

Here, the versatile brain of Karl Rabe swung into action. His was the idea to have a reversed big end with the bolts replaced by studs made integral with the caps and bolted alongside the rod shank. This gave the clearance with the camshaft needed to make use of plain bearings.

In parallel with the roller-bearing Type 528, this was the Type 527 for the 356 1500. The two continued to be the premier line-up through the 1954 model year, right up to the 356 A of 1955, when bores enlarged from 80mm to 82.5mm, heralding the age of the 1600 and its 1,582cc capacity. Power levels went up to 60bhp at 4,500rpm for the 1600 and 75bhp at 5,000rpm for the 1600 S, still with Hirth crankshafts. The last model year these units were used was 1957.

Increasing in size by forty-six percent during its lifetime, the 356 flat-four proved the merit of racing in inspiring and proving engine development. A byword from the first days of the manufacture of Porsche sports cars, open competition would continue to accelerate and validate the work of the company's engineers in the decades to follow. **CP**



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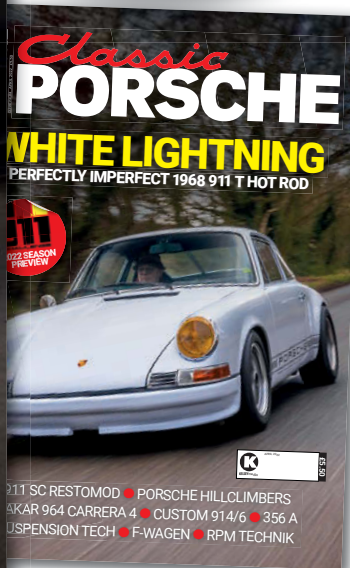
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CLEAN-UP OPERATION

They don't come much more spick and span than Uwe Kraenzmer's prized Porsche. Then again, we shouldn't expect anything less from a marque enthusiast running a business stripping muck off vehicle chassis. His intriguingly named 911 got the full treatment...

Words Johnny Tipler Photography Antony Fraser





Actors. What are they like?! We have James Dean and his 550 Spyder, known as *Little Bastard*. In *The New Statesman*, Rik Mayall famously played Alan B'Stard MP. Even Leonardo DiCaprio has got in on the act, starring in Quentin Tarantino's war movie, *Inglourious Basterds*. As for our feature car, dirty rotten bastard? Not this one! It may have been born out of wedlock, but it's pretty damn clean. What's more, there is absolutely no corrosion to speak of. Tidy performance too, as we shall see. But what's the story behind this enigmatic 911, posing as it does like an early 1970s hot rod?

Cruising the vintage vehicles on display at the Retro Classics show in Stuttgart, we're attracted by this intriguingly hued 911, oddly positioned on an exhibition stand with its back wheels mounted on a plinth and a mirror beneath the chassis. We peer at the looking-glass, expecting to see a fancy exhaust reflected, but the point — as we immediately discover — is to demonstrate the car's entire underside and running gear being absolutely eat-your-dinner-off-it pristine. The Porsche's owner, Uwe Kraenzmer, is a *saubermacher*. Translated into English, this means he's the clean-up guy, and we'll get to that in a moment. Beforehand, we'll address another rather more obvious conundrum: where you'd normally get the traditional Carrera hieroglyphs running along the flanks



of an RS 2.7, this car carries the somewhat derogatory *Bastard* moniker.

To be frank, if it's good enough for James Dean, it's good enough for the rest of us. Dean named his 550 Spyder *Little Bastard* in direct reference to the nickname given to him by his dialogue coach in the Warner Bros. studios in Hollywood. Our friend Uwe — rhymes with Hoover — applied much the same nomenclature to his 911. Why? Because the componentry installed during its restoration hails from a number of different sources, scrambling its true parentage. Some folk might consider the word *bastard* an abusive term, but Porsche deity, Walter Röhrl, is not one of them, having happily autographed the car's oil-tank trap-door.

AMERICAN IDOL

Ah, there's a clue as to the date of manufacture — of the bodyshell, at least. This particular orifice was only present for the 911 during the 1972 model year. Ostensibly, Uwe's *Bastard* is a characterful mellow green 911 which began life as a 2.4-litre E-programme 911 S, first registered in the USA in January 1972. The subtle *eau-de-nil* colour was adopted from an RSR the car's previous owner had seen racing in America. During the course of the repaint, the rear wings and wheel arches were broadened by a subtle three centimetres each side, using welded-on extensions sufficient to accommodate those splendid period-look BBS split rims.

"The updated G-series 911 for 1976 was a little broader in the rear wings," Uwe points out. "The same modification has been made to this car." He's very fond of referring to the various build programmes

identifying the evolutionary phases of 911 construction and specification. And indeed, the wings or fenders ushered in with the G-programme's impact bumpers and galvanised chassis have the perverse effect of popping it back in time, bestowing it with the more purposeful stance of an S/T from 1970 or 1971. Actually, *Bastard* is endowed with almost the same power potential as an S/T, certainly the same as an RS 2.7. This is because, in 2006, after standing idle for some time, this mean, green 911 was equipped with a 210bhp 2.7-litre flat-six (911/83) fed by mechanical fuel injection and coupled with a five-speed 915 gearbox. This is the same unit as found beneath the ducktail of an RS 2.7, though in all

Above and below Like the yellow 911 featured on the cover of this magazine, Uwe's Porsche started life as a 1972 911 S 2.4 (complete with oil filler flap on the rear quarter) and is now powered by a 210bhp 2.7-litre flat-six





Above A mix of parts from across the 911's extensive timeline, as well as a smattering of aftermarket components, have been used to create Uwe's *Bastard*

probability, the RS's Nikasil barrels had, by this engine's manufacturing date of 1975, been superseded by die-cast AluSil barrels needing no cylinder liners, together with cast-iron piston skirts.

The badge on the rear deck proclaims the car to be a Carrera, and I suppose it does qualify up to a point — it's a Carrera engine, after all — though the 2.4 shell and chassis number rather negate this claim. Do you see now why the *Bastard* epithet has a ring of truth about it? The running gear is similarly muddled, though no less effective: Bilstein dampers complement the 6J and 7J centre-lock wheels, which are wrapped in Pirelli P-Zero 205/55-ZR16s up front and fatter 225/50-ZR16s at the back, beautifully filling the arches. At nose and tail, fibreglass RS-style bumpers and valances feature

THE PROCEDURE WILL REVEAL ASPECTS OF THE VEHICLE'S CHASSIS AND RUNNING GEAR IN NEED OF FURTHER ATTENTION

prominently, though there's no RS engine lid adornment. Inside, even the suede-clad dashboard is plastic, possibly replacing a sun-cracked original, though the gauges are mostly original. The steering wheel, meanwhile, was originally fitted to a donor Carrera 3.2.

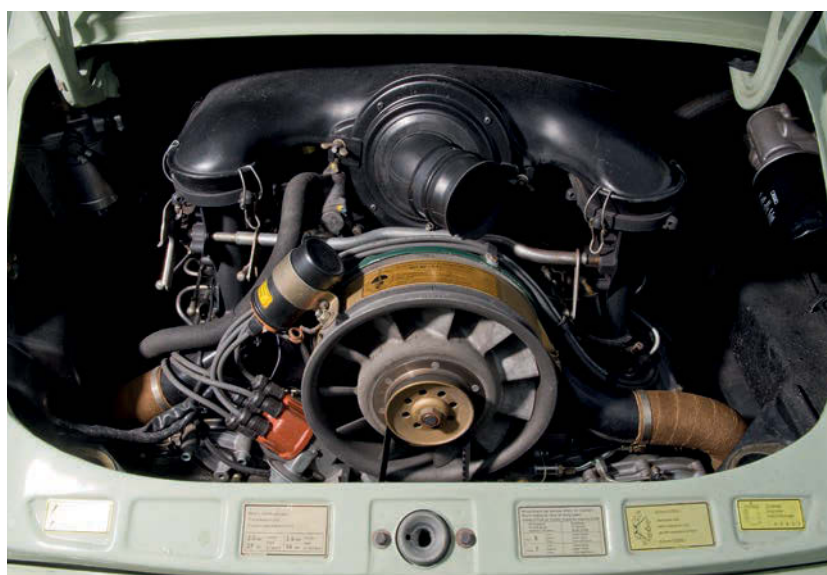
Bastard was formerly the property of a Porsche racing mechanic. It replaced a 964 Cabriolet in Uwe's garage. Much of the fundamental work was already done when he bought the car in 2011, though he and his wife Ute — more or less rhymes with Utah — then spent close to two thousand hours perfecting it. One of the big lessons he learned was how used classic parts often cost more than brand-new replacements, which partly explains the jumbled inventory. "It's better to buy new parts where possible," he reckons.

"Used classic spares can prove much more expensive. Thankfully, you can get most of the new parts you need direct from Porsche Classic and many independent retailers." I suppose being on Porsche's Stuttgart doorstep helps a bit, too.

TWO MAKES A TEAM

The bulk of the finishing-off took place at Uwe's car cleaning premises at Fellbach, just to the northeast of Stuttgart. It's not any old valeting vacuum centre — it's a serious *saubermacher* service. Uwe goes the whole hog, using dry ice to literally blast crud off the underside of vehicles. And that's what gave *Bastard* such a good start in his possession. There's no question of its owners' marriage credentials, either — Mr and Mrs Kraenzmer are very much a working partnership.

We found Uwe and Ute hard at work beneath a 928 up on the ramp in their workshop, a lofty single-storey building with floor-to-ceiling windows and a long draping curtain. Both unswervingly charming, the Kraenzmers





gave us a demonstration of how amazingly effective dry ice blasting is. Oh, and we were treated to a chemistry lesson too. Here comes the science.

Unlike shot-, bead- or sand blasting, dry ice is less forceful, though no less effective. It is essentially carbon dioxide in solid form and achieves the stripping goal by slightly different means — the dry ice pellets are relatively soft, not dense like sand or shot, and they ‘sublimate’ or liquefy faster on the surface being cleaned, the resulting heat transfer setting up a thermal shock triggering a layering of the surface deposits, causing them to flake off. There’s also a side effect in which microscopic shock waves set up as the matter changes from solid state to gas in order to help remove the deposits.

Clad in protective overalls, Uwe and Ute are armed with pressure hoses and a copious arsenal of dry ice pellets capable of servicing an entire Judas Priest tour. The system employs compressed air to propel the pellets onto the underside of the vehicle. The purging effect is remarkably thorough, making elements of the V8-powered Porsche look like new. Additionally, the process itself is ‘pure’, meaning there’s no chemical residue left behind. The catering industry uses a similar dry ice method for sanitising greasy kitchens. It’s hardly glamorous, certainly compared with the sparkling 911 that Uwe is in possession of. “It’s really dirty work,” he says, all masked up. “It’s also very loud, which is why we cover our ears.”

FLAVOUR OF THE WEEK

It takes between eight and ten hours for the treated surface to dry, after which, a protective wax coating is applied. Taking into account preparation such as blocking up holes in the floor to ensure the CO₂ doesn’t permeate the cabin interior, the full treatment takes a week. In any case, Uwe and Ute treat the metalwork a

centimetre at a time — it’s nothing like using the pressure hose at your local car wash.

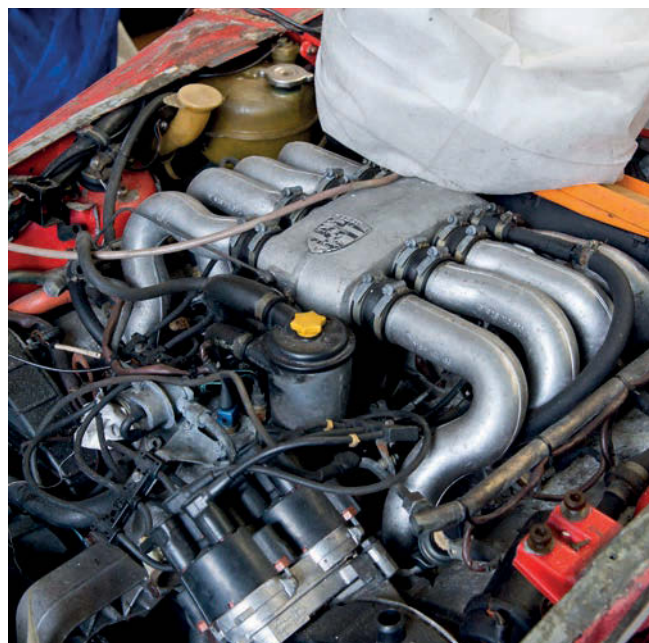
As part of the service, Uwe supplies customers with dramatic ‘before’ and ‘after’ photos. The procedure will almost inevitably reveal aspects of the vehicle’s chassis and running gear in need of further attention from other trades — the Kraenzmers spoke of cars with floor pans resembling sieves once underseal had been removed. This isn’t their concern, though customers are made aware of the possibility of what might be revealed. And in case you were wondering, Uwe’s dry ice *saubermacher* process costs between €500 and €900, depending on the condition of the car to be treated and how much preparation work needs to be carried out, including the time-consuming process of removing extraneous trim.

As for our subject 911, the only patches to speak of concern the car’s history. Uwe knows his Porsche came

Above Tipler does his best James Dean impression

Below Two-time WRC champ and Porsche test driver, Walter Röhrl, autographed the *Bastard*’s oil filler flap





Above Uwe blasts cars with soft dry ice pellets to reveal metal hiding beneath layers of decades-old dirt – during our visit, his workshop featured a 928 waiting for the treatment, which had just been applied to a Mercedes W113 280 SL ‘Pagoda’ to great effect

to Europe in 2000 and passed from the Netherlands to Germany in 2009. He’s now owned it eleven and a half years. At the time of our meeting, he’d only covered three thousand kilometres and was still running-in the rebuilt 2.7-litre engine. Many small details were taken care of in the refurbishment programme, including the fitting of a new rev counter and the more recent four-bar steering wheel. There’s an additional pair of voltage and oil temperature gauges, plus a programmable shift light on the tachometer. Away from the uprated dampers, original 2.4 suspension components were updated with forged rear semi-trailing arms (lighter and stiffer than fabricated steel items) and fatter anti-roll bars. The brakes were upgraded to 911 Turbo (930) items, while the exhaust system is also a 930 part.

ITS ORIGINS MAY BE A LITTLE CLOUDY, BUT THIS 911 CAN SHOW MOST OTHER SPORTS CARS A CLEAN PAIR OF HEELS

The aforementioned front bumper might be a fibreglass 2.7 RS facsimile, though the oil cooler is of 2.5-litre S/T specification. The lone Durant door mirror is from the 1972 911 S. The horn grilles on the front of the car are correct matte-black for the same period. Climb

inside and the cabin is distinguished by new carpeting, lightweight door cards, RS-style leather-thong pull cords, wind-up window handles, the previously mentioned

suede-trimmed dash and a pair of leather bucket seats with smart corduroy centres. There’s no roll cage, but there’s a brace running between the B-pillars, useful as a harness rail. Across the front suspension turrets, we spot a welded-in strut brace. We agree, all of this sounds like a bit of a hotchpotch, but the overall presentation and drivability of the car mark it out as something rather special. Endearing, even.

“There are so many changes to this Porsche’s original specification. It’s why the car is named *Bastard*,” Uwe smiles. “It’s an interesting and ambiguous composition, and although I didn’t implement the major upgrades, I have perfected the car by restoring whatever aspects of it I deemed in need of attention.” His work was followed by the extensive running-in period, which seems to be ongoing. At least the undulating countryside around Fellbach provides plenty of scope for easing this air-cooled Porsche’s engine into new life.

FAMILY AFFAIR

This is, in fact, Uwe’s second 911. He’s always been a car buff – he worked for Mercedes-Benz in Stuttgart for thirty years and then set up his *saubermacher* operation with Ute almost two decades years ago. Their daughter, Tabatha, has also caught the Porsche bug. “She loves riding in the 911,” he laughs. “The faster the





car, the better. She always comes along to Porsche club or Nürburgring Old Timer meetings with us. She will probably train to be a mechanic at either the Porsche or Mercedes factory." Both establishments are nearby, of course, such are the perks of close approximation to Stuttgart, though you don't have to go far to get rural—Solitude road-race circuit and Weissach are only just a few kilometres away.

Bastard is Uwe's pride and joy. When he's happy the engine has been sufficiently run in, he will contemplate weekend trackday action. In the meantime, we can have a little fun teasing the car ourselves. We drive out of Fellbach and wind our way up into the hilly vineyards overlooking the old Mercedes test track and Arena at Untertürkheim, way down below in the orbit of the Stuttgart metropolis. This 911 sounds as gorgeous as it looks, rasping flat-six snarling on the overrun as we throttle back for the bends, blaring again as we power around them. *Bastard*? This 911 doesn't deserve the

appellation one little bit! As for the ride and handling, there's no roll, and the Porsche's behaviour around the ups and downs of these Baden-Württemberg country hairpins is exemplary, just as you'd expect from an early 1970s 911 with nailed-down suspension componentry and the clout of an RS motor.

Its origins may be a little cloudy, but this 911 genuinely drives like an RS 2.7 and can certainly show most other contemporary sports cars a clean pair of heels, in more ways than one. It's a great, characterful air-cooled Porsche delighting just as visually as it performs, which is quite a transition aesthetically and mechanically from the 2.4-litre E-programme car it started out as. Everything marries up nicely, which, ironically, renders the *Bastard* epithet somewhat erroneous. An oxymoron, if you will. James Dean might have appreciated the humour, but I think I'd want to name this 911 something in recognition of its current custodian, the *saubermacher*. How about a Sauber-Porsche? No? **CP**

Above Another fantastic example of an early 1970s 911 with power and handling rivalling the Carrera RS 2.7, but without the price tag



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LONG TIME COMING



During a fifty-year career working exclusively for Porsche, Gerd Schmid worked exclusively for the company's racing department and is responsible for establishing the brand's international Cup competitions...

Words **Kieron Fennelly** Photography **Porsche**

Smilng, Gerd Schmid reflects on how lucky he was to be involved with Porsche during five decades of extraordinary motorsport success. "Can you imagine that?!" he asks. "I joined Porsche in 1962 and worked almost fifty years on the company's race and rally cars. It's unlikely you'd be lucky enough to have a career like mine in this day and age," says the man who would spend periods in the USA and Far East establishing Porsche Motorsport. Yet, when the eighteen-year-old Schmid began working at Zuffenhausen, the attraction was largely Porsche's reputation as a committed employer.

"People spoke of working for the brand in the context of being part of a large family," he remembers. He was also happy with the fact Porsche was conveniently situated only four stops from his hometown of Ditzingen on the S-Bahn railway system.

"I was already a certified auto mechanic. I went directly into the *Reparaturwerkstatt* in Werk 1," he continues, surprising us with the kind of energy and enthusiasm which would be impressive in someone twenty years his junior. He was clearly a competent mechanic — he was deputed to support Dutch nobleman and *Porschiste* stalwart, Carel Godin de Beaufort, with his outdated 718 at the 1964 Solitude Grand Prix.

Facing page Porsche employees (from left), Jürgen Barth, Gerd Schmid and Rainer Gohl, in 1990

Bottom left Gerd Schmid (back) and his colleagues assist Vic Elford at Werk 1 in Zuffenhausen, circa 1968

Bottom right Gerd Schmid photographed in front of the Porsche Museum on September 13th 2019

A year later, Schmid was promoted to Porsche's rally and racing division, then under the rule of Fritz Huschke von Hanstein. This was the beginning of the six-year period when the 911 went from a fifth-place finish in the Monte Carlo Rally to winning the event twice and dominating the European rally scene. Indeed, Schmid's first 'travelling mechanic' job was with the Elford-Toivonen 911 at the Coupe des Alpes in 1967. The following year, away from rally support, he was despatched to the 24 Hours of Le Mans to assist privately entered 907s and 910s. Also in 1968, Schmid was one of three mechanics who accompanied Porsche's entry in the London-Sydney Marathon.

"We had to fly to each stage, meet the works car and service it," he recalls. "After the car left Europe, things got more complicated — we reached the Australian outback, where travel was difficult and locating the car proved extremely problematic. For much of the time, we had virtually no idea where we were. It's not as if there was anyone around to ask." The event was an expensive undertaking for Porsche. "I had to ask Ferry Porsche to personally authorise my travel budget. It came to almost seven thousand marks!"

STATES OF THE ART

1970 took Schmid to the 12 Hours of Sebring as mechanic for the famous McQueen-Revson 908/02, the very car subsequently modified to carry movie cameras and then entered in the year's daylong enduro at Circuit de la Sarthe in order to capture footage for inclusion in the King of Cool's epic 1971 motorsport flick, *Le Mans*. Beforehand, at Sebring, the duo finished in a creditable second place. This would prove McQueen's last race.

Later, Schmid supported Gérard Larrousse's efforts in the Tour De France. In for the 1972/1974 season, he worked with privateer 917 teams and was involved with the legendary IROC championship, Roger Penske's inspired idea for an all-star race series. As outlined elsewhere in this issue of *Classic Porsche*, on the recommendation of star driver, Mark Donohue, Penske ordered fifteen specially built 911 RSR for the series.

Schmid's growing experience in the USA didn't go unnoticed back in Stuttgart, which is why, in 1977, Porsche would move him Stateside full-time with instruction to establish Porsche Motorsport in New Jersey. It was as much a commercial management and marketing role as it was a continuation of his time served as a hands-on race mechanic.

When returning to Germany a few years later, he supported customer teams racing 934s, 935s and, latterly, 924 GTRs and GTSS. Teams he advised included Brun Motorsport, as well as those operated by Richard Lloyd and John Fitzpatrick. Schmid also retained his rally connections, which proved useful when Porsche's racing director, Peter Falk, appointed him as customer service manager for the 911 SC RS project, which yielded the successful Rothmans-liveried factory rally cars run by David Richards Autosports.

Porsche's participation in Group C sports car racing took up much of Schmid's time in the 1980s. As project manager for private teams running the 956 and 962, he oversaw the assembly and servicing of all 956 and 962 customer cars, as well as the works cars. "We built the monocoques from aviation grade steel, which we brought in from the USA," he tells us. "After Porsche stopped making these racing machines, several companies continued building the 962 monocoque. From what I saw, Fabcon was the most professional among them. Put it this way, we examined one of the firm's monocoques and it was completely to Porsche's standards. Of course, Kremer Racing made four or five 962 Spyders, but by that point in time, the 962 was quite out of date, certainly as far as we at Porsche were concerned."

The 956 also gave Schmid his first taste of Japan. In 1983, the All-Japan Sports Prototype Championship — won by the same year's Le Mans victor, Vern Schuppan, in a 956 — would deliver the first of his more than a hundred trips to the Land of the Rising Sun in support of customer racing teams. As the years went by, these frequent visits to Japan included time spent overseeing Porsche's involvement in the GT2 and GT3 era.





What about the GT1 project? The decision of then Porsche CEO, Wendelin Wiedeking, to withdraw from GT1 — where Schmid had been project manager — was a big disappointment for all working at Weissach. Schmid acknowledges, however, Porsche was far from having a car which dominated its field in the way the 956 and 962 had done years earlier. “We built six customer GT1s, but by then, the water-cooled 3.2-litre flat-six simply wasn’t powerful enough for long-term success,” he concedes.

RAISE YOUR CUP

A lower-cost motorsport option soon evolved, once more with Schmid at the heart of the action. “After GT1, I became project manager for the GT3 R and GT3 RS. I carried out the same job when we ran customer GT2s, but with GT3s, we travelled further afield, setting up Carrera Cup championships in six countries and GT3 series worldwide. Additionally, I was sent to Hong Kong to establish the first Porsche Club in Asia. This became the springboard for Porsche Motorsport in China.”

The Porsche Motorsport department was set up at the southern end of the Weissach test track by Peter Falk in 1981. Since 2003, the facility has been turning out between two- and three-hundred 911 GT3 Rs per annum. “Production GT3s and Cup cars are assembled at Zuffenhausen,” Schmid explains. “The original 996 GT3 was a wonderful car. At Daytona in February 2000,

of eighty starters, no fewer than ten wore the 911 GT3 R badge. The highest placed of these Porsches finished in eighth position. If you include 993 GT2s, however, 911s comprised almost half the grid,” he beams, with more than a little enthusiasm.

To hear Schmid is to understand not just commitment, but a sense of pride. Like fellow Porsche engineers, Peter Falk, Roland Kussmaul and Norbert Singer, his was a task not only focused on getting the job done, but doing so to the highest standards.

Schmid retired in 2009, not long after his sixty-fifth birthday. Even so, like Kussmaul, he stayed on with Porsche in a consultancy capacity, unwilling to abandon the customer teams he had supported for so long. Finally, Schmid acknowledged *anno domini* and bowed out in 2012, appropriately at Porsche’s celebration of the year’s motorsport successes, a highly anticipated annual event held in Weissach, where his half-century’s service was duly feted.

Like most of the personalities who contributed to Porsche’s success as the dominant force in sports car racing, Schmid’s family home is only five or six miles away from Zuffenhausen. Needless to say, he is always pleased to visit the Porsche Museum when invited to assist its archivists with their historical research, ensuring his isn’t the only Porsche story told for future generations to enjoy. **CP**

Above From left, Fritz Spingler, Valentin Schäffer, Peter Falk, Gerd Schmid, Helmut Schmid (behind), Hans Mezger, Norbert Singer, Horst Reitter and Eugen Kolb celebrate ten years of the 956/962 on April 9th 1992

Bottom left Herrmann Briem (far left), Manfred Mönnich (next to him) and Gerd Schmid (kneeling in the middle with glasses) pose at Werk 1 with a two-litre 911 S prepared for the 1968 London to Sydney rally

Bottom right Jürgen Barth (second from right), Reginald Owen O’Grady (fifth from left) and Gerd Schmid (fourth from right) at the Monte Carlo Rally in 1968, where Vic Elford and David Stone delivered Porsche a handsome victory



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113397

PORSCHE 911



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112913

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110061

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112561

PORSCHE 912



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113516

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113125

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113608

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110220

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BURTON UPON TRENT	124 Lichfield St, DE14 3QZ	01283 564 708
CAMBRIDGE	181-183 Histon Road, Cambridge, CB4 3HL	01223 322675
CARDIFF	44-46 City Rd, CF24 3DN	01920 546 5424
CARLISLE	85 London Rd, CA1 2LG	01228 591666
CHELTENHAM	84 Fairview Road, GL52 2EH	01242 514 402
CHESTER	43-45 St. James Street, CH1 3EY	01244 311258
COLCHESTER	4 North Station Rd, CO1 1RE	0206 762831
COVENTRY	Bishop St, CV1 1HT	024 7622 4227
CROYDON	423-427 Brighton Rd, Sth Croydon	020 8763 0640
DARLINGTON	214 Northgate, DL1 1RB	01325 380 841
DEAL (KENT)	182-186 High St, CT14 6BQ	01304 373 434
DERBY	Derwent St, DE1 2ED	01332 290 931
DONCASTER	Wheatley Hall Road	01302 245 999
DUNDEE	24-26 Trades Lane, DD1 3ET	01382 225 140
EDINBURGH	163-171 Piersfield Terrace	0131 659 5919
EXETER	16 Trusham Rd, EX2 8QG	01392 256 744
GATESHEAD	50 Lobley Hill Rd, NE8 4YJ	0191 493 2520
GLASGOW	280 Gt Western Rd, G4 9EJ	0141 332 9231
GLoucester	221A Barton St, GL1 4HY	01452 417 948
GRIMSBY	ELLIS Way, DN32 9BD	01472 354435
HULL	8-10 Holderness Rd, HU9 1EG	01482 223161
ILFORD	746-748 Eastern Ave, IG2 7HU	0208 518 4286
IPSWICH	Unit 1 Ipswich Trade Centre, Commercial Road	01473 221253
LEEDS	227-229 Kirkstall Rd, LS4 2AS	0113 231 0400
LEICESTER	69 Melton Rd, LE4 6PN	0116 261 0688
LIVERPOOL	Unit 5, The Pelham Centre, LN5 8HG	01522 543 036
LIVERPOOL	80-88 London Rd, L3 5NF	0151 709 4484
LONDON CATFORD	289/291 Southend Lane SE6 3RS	0208 695 5684
LONDON	6 Kendal Parade, Edmonton N18	020 8803 0861
LONDON	503-507 Lea Bridge Rd, Leyton, E10	020 8558 8284
LUTON	Unit 1, 326 Dunstable Rd, Luton LU4 8JS	01582 726 572
MAIDSTONE	57 Upper Stone St, ME15 6HE	01622 769 572
MANCHESTER	ALTRINCHAM 71 Manchester Rd, Altrincham	0161 9412 666
MANCHESTER	CENTRAL 209 Bury New Road M8 8DU	0161 241 1851
MANCHESTER	OPENSHAW Unit 5, Tower Mill, Ashton Old Rd	0161 223 8376
MANSFIELD	169 Chesterfield Rd, South	01623 622160
MIDDLSEX	ROUGH Mandale Triangle, Thornaby	01642 677881
NORWICH	282a Heigham St, NR2 4LZ	01603 766402
NORTHAMPTON	Beckett Retail Park, St James' Mill Rd	01460 267840
NOTTINGHAM	211 Lower Parliament St	0115 956 1811
PETERBOROUGH	417 Lincoln Rd, Millfield	01733 317710
PLYMOUTH	58-64 Embankment Rd, PL4 9HY	01752 254050
POOLE	137-139 Bournemouth Rd, Parkstone	01202 717913
PORSMOUTH	277-283 Copnor Rd, Copnor	023 9265 477
PRESTON	53 Blackpool Rd, PR2 6BU	01773 702363
SHEFFIELD	453 London Rd, Heeley, S2 4HJ	0114 258 0831
SIDCUP	13 Blackland Parade, Blackfen Rd	0208 3042069
SOUTHAMPTON	516-518 Portwood Rd	023 8055 7788
SOUTHEND	1139-1141 London Rd, Leigh on Sea	01702 483 742
STOKE-ON-TRENT	382-396 Waterloo Rd, Hanley	01782 287321
SUNDERLAND	13-15 Ryhope Rd, Grangetown	0191 510 6773
SWANSEA	7 Samlet Rd, Llanamant, SA7 9AG	01792 792969
SWINDON	21 Victoria Rd, SN1 3AW	01793 491717
TWICKENHAM	83-85 Heath Rd, TW1 4AW	020 8992 9137
WARRINGTON	Unit 3, Hawley's Trade Pk.	01925 630 937
WIGAN	2 Harrison Street, WN5 9AU	01942 323 785
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