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Classic PORSCHE

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NEXT ISSUE ON SALE
FRIDAY 9TH SEPTEMBER



GOLDEN OPPORTUNITY



Funny, isn't it, how in the blink of an eye, companies can go from being seemingly unshakeable to a footnote in history. Nowhere is this as noticeable than in the ongoing war for the internet,

where Yahoo! once reigned supreme, but is now a name barely anyone under the age of forty recognises. Ranked in order from top to bottom, the currently most visited websites are Google, YouTube, Facebook, Twitter and Instagram, but how long these titans of the online world can hold on to their popularity is far from certain.

Company fragility is true in all industries. Even our beloved Porsche has found itself dangerously close to bankruptcy over the years. The late 1980s and early 1990s were a particularly difficult period for the Stuttgart marque. Antiquated tooling, sky-high development costs and models being assembled on entirely different production lines

— with hardly any shared componentry — almost brought the business to its knees, but thanks to a radical rethinking of the way the manufacturer designed and created its products (an approach massively influenced by Toyota's 'just-in-time' methodology, whereby only the items needed at a given point in the assembly cycle land at a technician's workstation) in readiness for the discontinuation of its air-cooled engines, Porsche is now the world's most profitable car maker on a per unit basis.

Before the Boxster, Cayman and 996 turned the brand's fortunes around, Porsche had spent fifty years evolving and refining the recipe for its air-cooled cars, starting with 356 no.1 in 1948 and stretching all the way to the last of the 993-generation 911s in 1998. As you'd expect, early and late air-cooled Porsches are very different vehicles, but common characteristics are ingrained in all Porsche output of this era: class-leading engineering, rock-solid reliability, sublime handling and exquisite design.

In this issue, we've paired bookends of the company's air-cooled history: the 356 Pre-A and 993 Carrera RS. Just how easy is it to detect similarities between these very different Porsches? Let's take to the road and find out.



Dan Furr Editor
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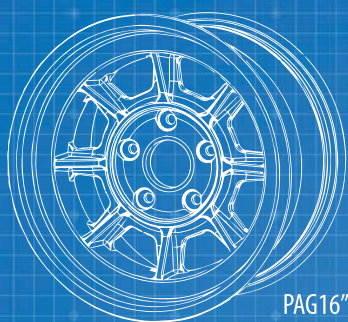
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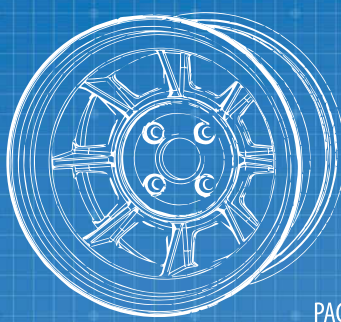
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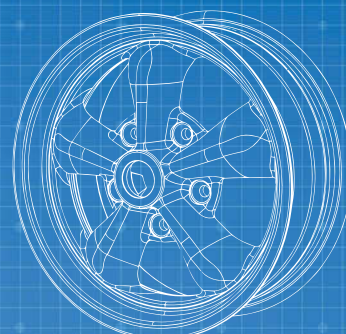
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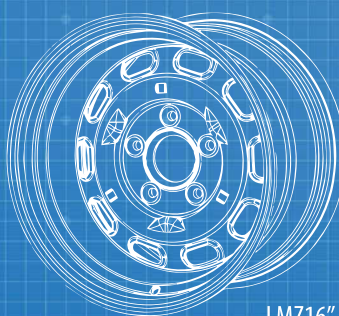


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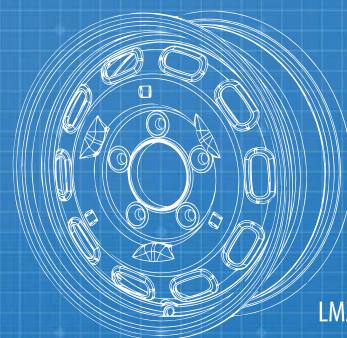


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Arena Red • Black Leather Sports Seats
18" Turbo Wheels • Electric Sunroof
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62,139 miles • 1996 (P)

£154,995



911 GT2 (996)

Polar Silver • Black Leather Sports Seats
18" GT2 Wheels • Porsche Ceramic
Composite Brakes • Carbon Interior
Package • Previously Sold & Serviced
by Paragon • 21,836 miles • 2003 (03)

£134,995



911 Turbo S (991)

Jet Black Metallic • Black Leather Sports
Seats • PDK Gearbox • 20" Turbo Centre
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Composite Brakes • Glass Electric
Sunroof • 5,747 miles • 2016 (66)

£127,995



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Chrono • 7,605 miles • 2019 (69)

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Bucket Seats • Manual Gearbox • 20"
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Previously Sold & Serviced by Paragon
6,939 miles • 2015 (65)

£92,995



911 Turbo S (997)

Carrera White • Black Leather Adaptive
Sports Seats • PDK Gearbox • 19" Centre
Lock Wheels • Porsche Ceramic
Composite Brakes • Sport Chrono
29,893 miles • 2010 (60)

£82,995



911 Turbo S (997)

Carrera White • Black Leather Sports
Seats • PDK Gearbox • 19" Centre Lock
Wheels • Porsche Ceramic Composite
Brakes • Previously Sold & Serviced by
Paragon • 39,721 miles • 2011 (11)

£79,995



911 Carrera 2 GTS (997)

Platinum Silver • Black Half-Leather
Sports Seats • PDK Gearbox • 19"
Centre Lock Wheels • Touchscreen
Satellite Navigation • Sport Chrono
19,923 miles • 2011 (11)

£69,995



911 Carrera 2 S (991)

Guards Red • Black Leather Sports Seats
PDK Gearbox • 20" Black Carrera S
Wheels • Touchscreen Satellite
Navigation • Switchable Sports Exhaust
Sport Chrono • 41,637 miles • 2012 (12)

£59,995



911 Carrera 4 S (997)

Meteor Grey • Black Leather Sports
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2010 (59)

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911 Carrera 2 (997)

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LUCK OF THE IRISH

When Kevin Hagues bought a 1966 Irish Green 912, he didn't anticipate a difficult sixteen-year journey of heartache before he could enjoy time behind the wheel...

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

Often, an individual's romantic desire to own a classic car comes without prior seat time in the four-wheeler they covet. Indeed, we've lost count of the number of Carrera 3.2 and 911 Turbo (930) owners we've spoken to who have admitted they hankered after the air-cooled Porsche sitting in their garage ever since drooling over a standout poster of the model in question when it was

in production. Now, settled in adult life, each of these lucky custodians find themselves in possession of the sports car of their teenage dreams, but did it live up to expectation? After all, enthusiasts regularly fall in love with the look of a retro ride, but the driving can leave a lot to be desired, especially if a new owner has only experience of being in charge of modern machinery.

A heavy clutch, lack of power steering and having to think about braking well in advance of coming to



a halt are all common complaints registered by those who express dissatisfaction with the purchase of the 'analogue' sports car they formerly considered their dream drive. Classic car ownership certainly isn't for everyone, no matter how in love an individual might be with the aesthetic of the vintage vehicle they've lusted after for decades. Spare a thought, then, for Kevin Hagues, who waited many years before buying his first Porsche, only to have to endure an agonising sixteen-year delay until he could finally get behind the wheel and enjoy the car as its maker intended.

"Kevin has been a Porsche guy ever since he was a kid, but the cost of acquiring a 911 was beyond his reach at the point he wanted to enter into classic Porsche ownership," explains Mike Champion, head of Oxfordshire-based independent marque-specific maintenance and restoration outfit, MCE Porsche. "Though values have rocketed in recent years, the 912 remains the obvious entry point to air-cooled Porsche ownership for anyone working with a budget unable to stretch to the purchase of a 911."

It all looked good on paper, as they say — the 1966 Irish Green 912 which caught Kevin's eye was being offered for sale by a policeman who vouched for the quality of the car. As far as Kevin was concerned, here was someone who could be relied upon to tell the truth. Sadly, as you'll discover, this was the first in a long line of regrettable misjudgements the car's now proud owner puts down to misplaced trust.

A deal was struck and Kevin was looking forward to driving his new ride home. The car represented not only the realisation of a long-held dream of being the pilot of an air-cooled Porsche, but also a statement to Kevin himself, one which confirmed the hard work and dedication he'd invested in his career was paying off. How, then, did that exciting maiden voyage drive in his short-wheelbase 912 pan out? Terribly, as it happened. Before he'd had a chance to familiarise himself with the quirks of driving a classic Porsche, the engine developed a worrying misfire just a short way into the journey. Deciding to set sail straight to his nearest Porsche indie for an urgent vehicle health check, Kevin altered course, but the flat-four at the rear registered further complaint



— the car ground to a halt and had to be recovered on a low-loader.

The garage owner promised to identify and remedy the fault, but also suggested now would be a good time to tidy the paintwork, overhaul the interior, refresh the brakes and replace worn suspension components. You'd be right in thinking getting all these jobs done in one fell swoop is a good idea. Kevin thought so, too. Unfortunately, after the car had been stripped into boxes of bits, a job which took far longer than anticipated, he was told the business was closing down as a consequence of its proprietor emigrating to New Zealand. "You'd better come and collect your car," came the news.

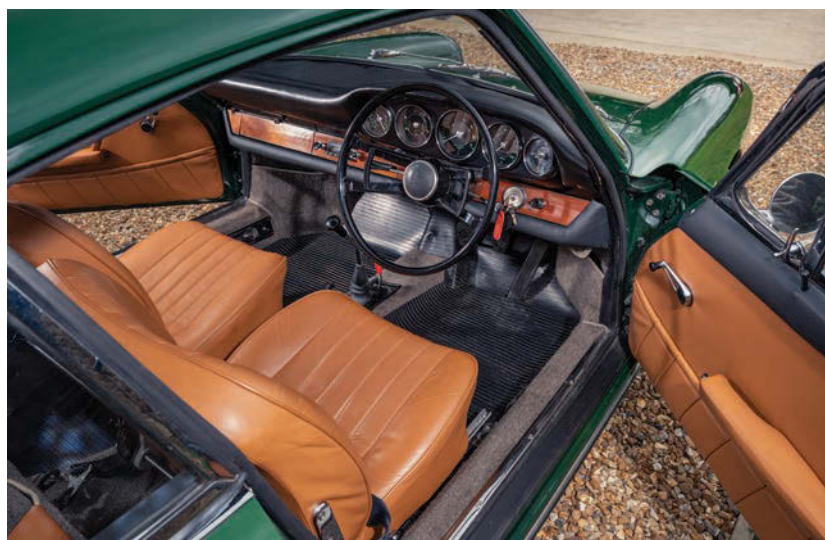
Not only was the 912 a non-runner, its internal organs were now spread between a series of hastily labelled containers. Kevin, left high and dry, was understandably beside himself. Mike picks up the story. "The unit next door to where the car had been stripped was occupied by a body shop. The guys there offered what seemed like a straightforward solution — shift the car and its removed items from one workshop to the other and they'd take care of paintwork and reassembly." Relieved, Kevin did exactly as they suggested. Sadly, it soon became apparent they were out of their depth. "There are many intricacies to be mindful of when working on Porsches of this age," Mike continues. "Reassembly isn't simply a case of bolting bits to the car. If you wish to maintain period-correct specification, you need to be aware of the differences in the design and manufacturing of parts between model years, even if the incorrect components fit without putting up a fight." Kevin's 912 making use

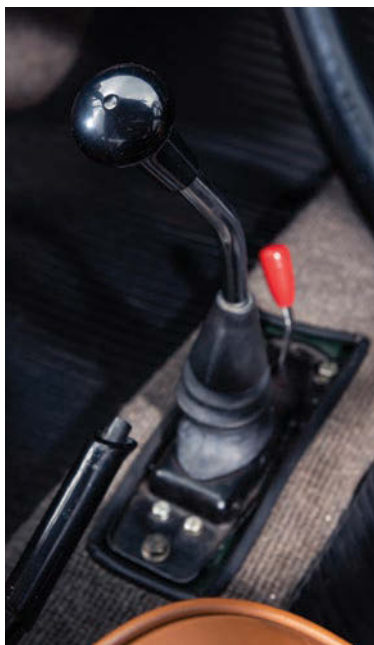
of a much later 911 windscreen and an incorrect fuel pressure regulator are prime examples of what he's talking about.

DOUBLE TROUBLE

Progress was slow, not only because of the body shop's existing workload, but also due to the fact Kevin was required to save cash for expensive engine remedial work, which, as he would quickly find out, would provide him with another headache. "The poorly flat-four was given to a recognised Porsche specialist to take care of, but in turn, this company sub-contracted the work to a third-party engine builder," Mike sighs. Sub-sub-contracting may have been acceptable if the job had

Above It might have taken sixteen years for the car to get to this condition, but hitting the road in his very own air-cooled Porsche was Kevin's realisation of a dream he'd had ever since spotting a parked 912 during a childhood school trip





Above and below Retrimmed interior looks fantastic, but required a degree of 'reverse engineering' following the body shop's ham-fisted approach to installation

been carried out to satisfactory standard, but it was not to be. "The engine still wasn't running right, even after significant spend. Kevin was stuck — he remained a relative newcomer to Porsche ownership and took these companies at their word, believing they were more than capable of what he was asking of them."

To his credit, Kevin was determined to see the car back on the road and remained committed to resurrecting the Porsche he'd had virtually no opportunity to drive, despite the fact it was depleting his bank balance at an alarming rate. At least the purchase price commanded by a 912 since his name appeared on the logbook of the gorgeous green coupe was rising, going some way to cancelling out the financial hit he was taking on what, by this time, had become a full-scale Porsche project.

THE FINANCIAL HIT HE WAS TAKING ON WHAT, BY THIS TIME, HAD BECOME A FULL-SCALE PORSCHE PROJECT

We've championed the 912 in previous issues of *Classic Porsche*, but beyond the model's low price point (when compared to a same-age 911), what is this four-cylinder model's appeal? As we've outlined before now, despite being a rear-engined sports coupé like the 356 before it, the 911 was always going to be a considerably more expensive proposition thanks to the

introduction of a six-cylinder powerplant. Concerned an increased asking price would reduce overall sales for the brand, Porsche pulled together a plan of action

intended to produce a more affordable, four-cylinder version of its new car, thereby maintaining appeal for Porsche products among less affluent buyers. To keep development costs low, many of the same components, including the body shell, were used across both models.

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

The resulting 616/36 featured cast-iron cylinder liners and a finned alloy jacket in addition to a light alloy crankcase and matching cylinder heads. A pair of twin-choke Solex carburettors and a low compression ratio of 9.3:1 meant the new 1,582cc unit developed 90bhp





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

Looking at the 912 and 911 side-by-side, it may have seemed as if buyers were being short-changed, but Porsche was keen to highlight how the four-cylinder car offered considerable benefits over the brawny six-shooter. For a start, superior 44/56 front/rear weight distribution trumped the 911's 41/59, while the 912's more neutral handling meant it was less likely to bite at the limit. Helped by its lighter engine and overall weight of just 970kg, the 912 was also more economical, returning close to 35mpg. With a silver rear badge designed to let admirers know they weren't staring at

the model's more powerful stablemate — 911s wore gold-coloured emblems — the 912 officially entered production on the 5th April 1965. At DM16,250 (£2,466), the model cost DM6,000 (£972) less than a 911. Porsche had a hit on its hands.

By the close of 1965, 6,401 912s had shifted out of dealer showrooms. This figure is almost double the 911's 3,390 sales volume for the same period. Interestingly,

until production of the 356 ended in September of the same year, Porsche limited availability of the 912 to continental Europe, but from then on, the car was available to buy in the USA. With a price

tag of \$4,700 against the top-line 911's \$6,500, sales success was assured.

Though it was built to attract buyers who couldn't stretch to the pricier 911, the 912 was virtually indistinguishable from the more expensive Porsche. As mentioned earlier, the cars shared the same body, but also the same fifteen-inch wheels and the same 165HR tyres. Moreover, the 912 used the same size brake discs and the same suspension as the 911. That said, the cars could be told apart if you knew where to look. For example, the 912 made use of plastic interior trim (where wood adorned the 911), and where there was a complement of five dash dials in the faster car, buyers

Above Following its stay at MCE Porsche, this gorgeous 912 boasts flawless operation, ensuring Kevin no longer has to put up with mechanical maladies every time he wants to hit the road

THE ENGINE WAS SPLUTTERING, THE HANDLING WAS AWFUL AND THE CABIN WAS IN NEED OF ATTENTION



Top right Mike successfully rebuilt the flat-four following various attempts by other specialists to get the engine up and running without error

of four-cylinder machine had to settle for three. Also, the 912 lacked the black plastic finish atop the 911's painted dash, a feature inherited from the 356.

NEXT CHALLENGE

The five-dial instrument cluster from the 911 became standard equipment for the 912 in 1967, while Fuchs became a cost option allowing the entry-level Stuttgart speed machine to look even more like a 911 than it already did. Heightened specification, however, attracted heightened cost — at £1,974, buying a 912 in the UK would save buyers only £462 over shelling out for a 911. Wind the clock forward and Kevin's 912 was proving anything but cost-effective. Big spend through ill-placed trust in so-called specialists was bleeding him dry. At least the cabin furniture, newly retrimmed by Southbound, was in excellent order. The body shop's installation of Southbound's work? Not so much.

"The engine build was a travesty, but the fitting of the interior was also very poor," Mike recalls. "As I said earlier, the complexity of these supposedly simple Porsches can present real problems if you don't know what you're doing. Of course, none of this matters if you care little about the car being period-correct and just want to jump in and drive, but Kevin wanted his Porsche to be as close to perfect as possible." Regrettably, after a decade at the body shop — work on the 912 was carried out around the firm's other jobs and whenever Kevin was in position to throw chunks of hard-earned cash at the build — the car was a far cry from its master's vision of Porsche perfection, but at least he was able to take comfort from the fact the body and paintwork had been completed to a high standard, even if the engine was spluttering, the handling was awful and the cabin was in need of attention.

As if Kevin hadn't suffered enough bad luck, yet





another self-proclaimed expert offered to step in and right the car's mechanical wrongs, only for ten months to pass with little activity. In a case of once (twice?) bitten, twice (three times?!) shy, Kevin, who by now had enough experience to recognise a mechanic who could walk the walk, but not talk the talk, took the decision to bring the car home and bide his time. The 912 wasn't running right and "handled like a pig", but at least it looked pretty sitting in his garage. "He was so invested in the project, he forgave the car for its faults," Mike reasons. "This was a shame, because after all the time which had passed

since the excitement of buying his first Porsche, he'd yet to fully experience just how great a 912 can be."

Three years passed. Deciding the time had come to bite the bullet and get the car running properly, Kevin handed it to one of the UK's Porsche Classic Partner Centres. During a six-month period, the engine was removed and the carbs were once again overhauled, but thereafter, the same operating problems persisted. Surely, there must be *someone* out there who could get this 912 running right? Enter MCE Porsche. Thanks to many years restoring Zuffenhausen sports cars of this

Above and below The beauty of the 912 is in its simplicity, not least its four-cylinder engine, which can be used to its full performance potential on the public road





Above Mike carried out corrective bodywork to ensure period-correct parts were installed in place of items incorrectly used during previous repair

vintage, including many 912s, Mike immediately identified incorrect engine supporting hardware, as well as discrepancies with work carried out prior to the green coupe's arrival at his base near Banbury, citing inaccuracies with the position of the water reservoir and the installation of a later front latch panel as two clear examples of where work needed to be done if the car was to be returned to its original specification.

"The steering was horribly loose," he frowns. "There was loads of play due to the use of incorrect universal joints. Additionally, the suspension was configured incorrectly. Meanwhile, the carburettor seals had dried out and the diaphragms were porous, necessitating yet another rebuild. The dynamo wasn't charging and half the engine tinware wasn't bolted down. Most of the dashboard instruments didn't work, the wiper motor had packed up, the dash core was distorted and the rear-view mirror was in the wrong place. Don't get me wrong, the car looked great, but there was still a huge amount of work to be done."

JOURNEY'S END

The windscreen had to be removed in order for the dashboard repairs and refitting to be executed. Correct glass was installed during reassembly. The engine, which was once again liberated from the rear — this time, for a full and final overhaul — returned to its natural habitat working without fault, its only deviation from factory specification being an alternator system cleverly housed discreetly inside the original dynamo body. Finally, after sixteen years of frustration, Kevin was able to hit the road in his 912 and enjoy it start, idle and run without having to endure backfiring or mechanical hesitation. His attachment to the car might have encouraged him

to tolerate its poor performance in the past, but no such compromises were needed following its exit from the MCE workshop. Quite staggeringly, this was the first time Kevin had driven his 912 from one destination to another without a hint of breakdown.

Those with less resolve might have thrown in the towel a long time ago, but the ill fortune Kevin experienced prior to finding MCE hasn't deterred him from further Porsche ownership. Safe in the knowledge he's finally

found a marque specialist who knows what they're doing, he's recently bought a couple of 911 doer-uppers, each now occupying a space in the MCE job queue. What advice would

AN ALTERNATOR SYSTEM CLEVERLY HOUSED DISCREETLY INSIDE THE ORIGINAL DYNAMO BODY

Mike give to anyone thinking of doing the same, though? "Ask an independent specialist like myself to carry out a thorough inspection of your prospective purchase before parting with your cash," he stresses. "Kevin suffered sixteen long and painful years with this 912, and though he's now hugely enjoying an authentic classic Porsche driving experience, it has been a long time coming."

Mike also suggests being clear on what you want from an air-cooled Porsche before going shopping. "Deciding whether you desire period-perfect specification or you're happy to modify will help narrow down the selection of cars you look at and will therefore save you time and money in the long run. In the case of chasing factory specification, there's little sense in buying a car configured to the contrary, only to pay for reversal of work done previously, particularly if it has been done to a high standard. Instead, hold out for the *right* air-cooled Porsche and buy the best you can afford. Mechanical integrity is obviously key, but do your research, enlist the help of a trusted specialist and you'll stand the best chance of getting hold of a classic Porsche meeting your requirements." Noted. Time to hit the classifieds. **CP**

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'What has rolled out of the MCE workshop after many months of dedicated hard work is an absolute gem! Mike's passion and knowledge for all things 911 seems limitless. He was nothing but professional in the way all aspects of the build were carried out and the whole process has been a pleasure. I've now had the car back home for a couple of weeks and it's quite wonderful in the way it drives, and just as much pleasure is brought by simply looking at the quality of Mike's work.'

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SUCCESSFUL TENTH LE MANS CLASSIC SETS THE SCENE FOR NEXT YEAR'S CENTENARY CELEBRATIONS

After four years of suspense, the tenth edition of the Le Mans Classic thrilled participants and spectators alike. Taking place between 30th June and 3rd July, the event was bathed in summery sunshine and joyful conviviality. The 750 race cars entered into the spectacle at Sarthe all previously distinguished themselves at the 24 Hours of Le Mans between the 1920s and 1980s and were divided into six grids, each attacking the track at full tilt, revisiting the legendary Hunaudières straight, Indianapolis curve, Tertre Rouge, Mulsanne and Arnage bends.

Racing icons, such as the Bugatti T35, Jaguar D-Type, Lotus 15, Ford GT40, Lola T70, Chevron B31 and, of course, many classic Porsches, stunned those in attendance. The event was punctuated by supporting races, such as the Group C battle, a field comprising some fifty cars celebrating the category's fortieth anniversary. Group C raced between 1982 and 1993 and is considered by many specialists of the discipline to represent the golden age of endurance racing.

Beyond sporting results, what matters is the passion which radiated brightly across the event, set to a soundtrack of lyrically roaring engines. A feast for both eyes and ears, attendees were able to see and hear 917s and a Ferrari 312 P (of which there are only two left in the world), as well as the Mazda 787B, complete with its unique high-pitched screaming rotary engine, which powered the car to victory at Le Mans in 1991.

PILLARS OF STRENGTH

Many of the best-known historic Porsche specialists were in attendance, ensuring the 200,000 event visitors were treated to a spectacle of exotic racing air-cooled classics. Tuthill, for example, enjoyed a class win in Grid 4 with Guy Ziser and Oli Webb driving a two-litre 911. The result was significant, not least because this was the best a two-litre 911 has ever finished in a Grid 4 race at the Le Mans Classic. A superb achievement. Our congratulations go out to the team and the drivers.



Tuthill revealed 904 pilot, David Clark, made waves by racing two cars using ARAMCO synthetic fuel. This was the first time a historic race car has been run on this type of fuel in Classic Le Mans history. Clark reported both cars ran "faultlessly" on eFuel, which is not only a great step for classic motorsport, but provides Tuthill with useful data in the pursuit of preserving the use of air-cooled Porsches long into an ever-changing automotive future. Reassuringly, as you'll read across the following pages, Porsche is committed to developing synthetic fuel to keep its new and legacy combustion engines running for the long-term.

A partner of Le Mans Classic since its creation in 2002, Richard Mille has developed a timepiece dedicated to the event. The RM 029 watch 'engine' — a skeletonised automatic movement — offers a 24-hour display, fitting with the French enduro's history. The movement is housed in a 49x40mm body made of Quartz TPT, combining white and green, the emblematic colours of the Le Mans Classic. Limited to just 150 pieces, the celebratory timepiece is now available to order at richardmille.com.



1956 550 SPYDER 'BARN FIND' SET TO ROCK GOODING & COMPANY LONDON AUCTION

Gooding & Company has announced a group of exceptional consignments for its highly anticipated upcoming London Auction, set to take place in conjunction with the Concours of Elegance at Hampton Court Palace later this summer. A 1912 Rolls-Royce 40/50 HP Silver Ghost Tourer, a 1937 Bugatti Type 57C Ventoux, a 1960 Ferrari 250 GT SWB Berlinetta Competizione and a 1965 Alfa Romeo Giulia TZ are set to attract significant attention when the event takes place on 3rd September. Of more interest to readers of *Classic Porsche*, however, will be the extraordinary 1956 550 Spyder joining the star lots set to go under the hammer at the royal palace, which dates back to 1514 and was built for Cardinal Thomas Wolsey, chief minister of King Henry VIII.

"To have the chance to unveil this 550 Spyder publicly for the first time in over three decades is especially exciting. It will be an unforgettable experience to witness such a historically significant Porsche see the light of day for the first time in a very long while," said Gooding & Company European Sales Consultant, Joe Twyman. A purpose-built competition car which elevated Porsche's motorsport status in the early part of the company's long and fruitful history, the 550 Spyder quickly became one of the world's most important race cars, clocking significant achievements at the Nürburgring, Le Mans, Carrera Panamericana and Buenos Aires. This particular 550 Spyder, chassis 550-0079, was completed on 2nd February 1956 and was subsequently depicted in a promotional photograph taken outside the Porsche factory and published in a bid to demonstrate the wide range of colour options available for 550 buyers.

Chassis 0079 was originally finished in red with white darts. The car's buyer was Rita Rampinelli, a notable Swiss female racing driver who briefly competed with her new Porsche before passing ownership to fellow Swiss competitor, Heinz Schiller. Schiller campaigned the car across Europe at many well-known circuits, including Monza and Avus, as well as in his home country. The car was

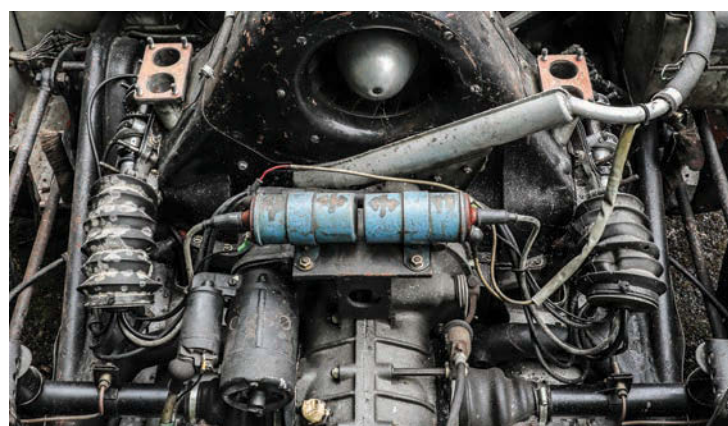
THE CAR PASSED THROUGH THE HANDS OF FORMER PORSCHE WORKS DRIVER, JO SIFFERT

then owned by a third racing driver, Edouard Margairaz, who mainly entered the Porsche in hill climb events.

From 1957, the 718 RSK was even more successful than the 550 Spyder and yielded the 160bhp RS 60 variant, powered by the normally aspirated Type 547/3 flat-four designed by Porsche for participation in Formula One. In light of this improved specification, during the 1960s, 550 Spyder chassis 0079 was forward-dated with many RS 60 components, thereby bringing the car's performance in line with newer Porsche racing metal. The modifications included a new engine and RS 60 bodywork, which the car still wears today.

The accompanying paperwork suggests chassis 0079 eventually passed through the hands of famed Swiss Grand Prix winner and former Porsche works driver, Jo Siffert, and was later owned by Herbert Kuke, who sold the car to the consignor's family in July 1982. This unusual 550 Spyder has remained in its current UK ownership since then, taking up residence in a private collection consisting of many other classic cars mainly kept out of the public eye.

Having not seen the light of day for nearly thirty-five years, save for a brace of appearances at the Oldtimer Grand Prix and a historic race at Zolder back in the late 1980s, chassis 0079 is being presented by Gooding & Company as a 'barn find' (insofar as it was kept in a barn and is in as-found condition) and, thanks to its fascinating history and robust provenance, presents a truly unmissable opportunity for collectors of classic Porsche road and race cars. The price? Gooding & Company has set the lower estimate at £1,250,000, rising to an upper estimate of £1,750,000. Interested parties seeking further information are encouraged to speak to the auction house's team members and register to bid. Both can be done by visiting goodingco.com. Good luck and happy bidding!



COURTESY MATHIEU HEURTAULT

NICK HEIDFELD'S 959 S VISITS PORSCHE CLASSIC FOR FACTORY RECOMMISSION

Known to Formula One enthusiasts as 'Quick Nick', German racing driver, Nick Heidfeld, is a fan of high-octane action both on and off the track, as demonstrated by his personal Porsche. The stunning white 959 Sport is one of only twenty-nine examples built and had covered little more than 2,500 miles from new when it arrived in the Stuttgart workshop of Porsche Classic for recommissioning. Yep, although barely broken-in, this 959 was already in need of an extensive technical overhaul. "If such a technologically innovative car is not driven regularly, storage damage is, unfortunately, unavoidable," says Uwe Makrutzki, Head of Factory Restoration at Porsche Classic. "The powertrain and chassis have to be overhauled in their entirety. Our experience has shown any reduction to the scope of work leads to problems down the road." This knock-on effect of inactivity is true of any classic car, not just the technological tour de force that is the 959, widely regarded as the greatest sports car of all time and a model which went on to have a huge impact on all Porsche production following model launch.

When the super sports car's time on assembly lines came to an end, Porsche Classic took ownership of all 959 testing and restoration tools from every area of the factory. "Almost all 959s have returned to us at least once in their life," says Makrutzki. "Overhauling one of these cars is always a very special mission for our team." In the case of Heidfeld's 959 S, initial diagnosis revealed, among other things, that the engine management system had been modified with updated software under a previous owner's rule. Following Heidfeld's approval, Porsche Classic technicians restored the ECU unit to its factory state of tune.

TO ENSURE THE REPAIR WORK IS A SUCCESS, MAKRUTZKI ADVISES REGULAR OUTINGS

With an overhaul of the nuts, bolts and electrics complete, the car was once again ready to hit the road. "I've had the privilege of driving many high-performance cars, but being in charge of this high-tech legend is something special for me," says Heidfeld, a former driver for Prost, Sauber, Jordan, Williams and, as a product tester, Pirelli. "To me, the 959 has always been amazing. I remember, back in the mid-1980s, this model being hailed as the fastest production car in the world and by far the most advanced. Even today, it drives like a much more modern vehicle."

To ensure the recommissioning and repair work is a long-term success, Makrutzki advises Heidfeld takes the car on regular outings. This is advice all owners of classic Porsches would do well observe. "Covering sixty miles a month or more in mixed operation provides protection from damage which can be caused by your Porsche standing still. Feedback from our customer base has proved this to be true."

For many automotive enthusiasts, the 959 is one of the most fascinating sports cars of the last century. In 1983, Porsche presented the *Gruppe B* concept study, designed to meet regulations for the FIA's spectacular race and rally class. In the 1986 Paris Dakar Rally, all three participating 959s finished the event, taking first, second and sixth place, while the 959's racing derivative, the 961, finished seventh in the year's 24 Hours of Le Mans, taking a victory in the IMSA/GTX class.

Only 292 examples of the 959 were built in series production from 1987 to 1988. The Sport version features larger turbochargers operating with higher boost pressure, delivering 508bhp (a hike over the base model's 443bhp). Unlike the non-S 959, the Sport has no self-levelling suspension, air-conditioning, central locking system, electric windows, right-hand side mirror or rear seats. These deletions were made to reduce weight.



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HCVA CONFIRMS SUPPORT FOR SYNTHETIC FUELS

The Historic & Classic Vehicles Alliance (HCVA), a not-for-profit organisation created to support the historic vehicle sector, has joined forces with industry specialists involved in the development of synthetic fuels. The HCVA sees synthetic fuel research as essential if the sector is to achieve the government target of 'net zero' by 2050. Many readers will know Porsche is working hard to develop eFuels to enable the continued development of new combustion engines, but also to keep the existing world fleet on the road. "Climate protection has to be seen holistically," says Porsche CEO, Oliver Blume. "This is why we need to be open in terms of technology. Electromobility is an important track, but at the same time, we must remember there are more than a billion existing vehicles worldwide. They will be on the roads for decades to come. eFuels are an effective solution in this regard, plus they can enable all vehicles to play a role in reducing CO₂, regardless of the powertrain type in use."

The aim is for existing and new combustion engines to be powered with eFuels in a virtually carbon-neutral manner — your classic Porsche won't have to be converted or have extra equipment retro-fitted for this type of fuel to work. In this regard, the switch will be even more seamless than when moving from four-star to unleaded petrol in the late 1980s.

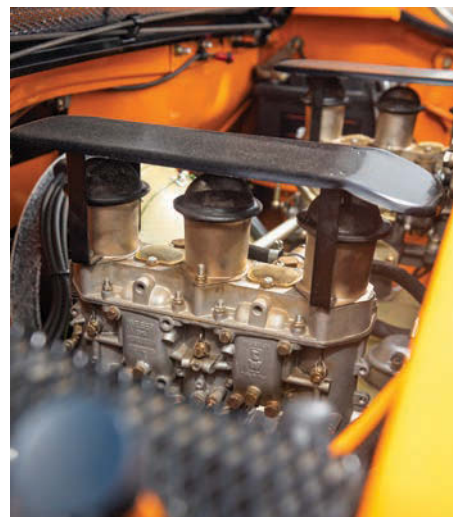
"Our cars are driven for a very long time," emphasises Michael Steiner, Member of the Executive Board of Porsche Research and Development. "This is why we are committing to the development of eFuels. This technology is important, not least because the combustion engine will continue to dominate the automotive world for many years to come. If we want to operate existing cars in a sustainable manner, eFuels are essential." Porsche's commercial collaborators in the venture are headed up by Siemens, along with energy firm ANE, an Italian

energy company named Enel and, last but by no means least, ENAP, a petroleum company based in Chile. This location is central to the enterprise — the German government is keen to invest in energy projects outside *das land der dichter und denker*, providing they result in sustainable and renewable energy which can be imported to supplement what's already produced within Germany's borders. Proving its commitment, the country's Federal Ministry for Economic Affairs and Energy has already announced Siemens will receive a grant of €8m (circa £6.9 million at the time of writing) to help fund its project with Porsche.

GLOBAL AMBITION

Why specifically Chile? The area chosen for the plant is said to have "excellent wind conditions" which can be used to turn Siemens Gamesa turbines. The electricity these generate will then power electrolyzers, which split water into its constituent parts of oxygen and hydrogen. Because this process is achieved using sustainable power, the hydrogen is referred to as 'green hydrogen', a highly desirable end result — most hydrogen created today is known as 'blue hydrogen', extracted from methane in natural gas (instead of water) and, therefore, not as environmentally sound. In fact, new research suggests this method of hydrogen extraction could be more harmful than burning coal.

The HCVA plans to seek extra funding to help with ongoing research into synthetic fuels. "Using sustainable and synthetic liquid fuels is clearly vital for the future of classic motoring," says Guy Lachlan, HCVA's Managing Director. In the longer term, it's not expected Blume's team will continue to lead a fuel production facility, but instead hand the reins to manufacturing partners, having developed the technology and fuel to suit its own needs. "There's a groundswell of support from legislators, who increasingly understand investment must be deployed in liquid fuels," Lachlan confirms.



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Change your 964 or 993's tired standard air-con control panel for a modernised version from Porsche parts and accessories producer, CarBone. Featuring a clean new design, this complete dash insert replaces the standard air-con switch panel, substituting the factory sliders with intuitive rotary knobs. The panel is illuminated, meaning adjusting cabin temperature settings won't result in you taking your eyes off the road, and installation is straightforward, as per CarBone's mission to ensure its products are as close to 'plug and play' as possible — in this instance, all you need to do is connect a single plug to the air-conditioning control unit. Available as a standard switch panel or as a 'backdated' version (the latter fully integrated into the dashboard, much like the air-conditioning controls of a Singer build), each CarBone air-conditioning control panel is offered with either silver knob rings or a black anodized finish (pictured).

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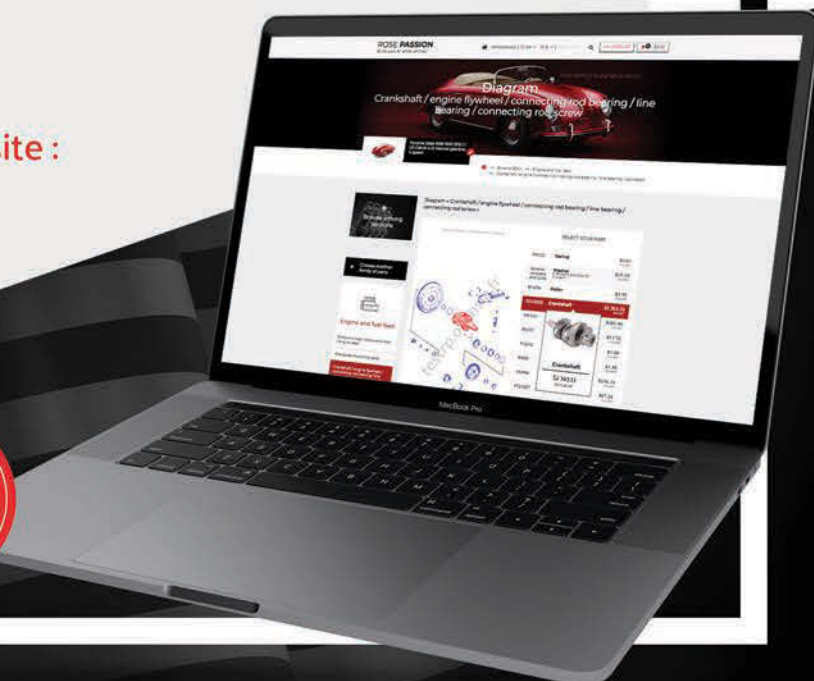
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STUTTGART CLASSICA MINI 911 BONNETS

Hot on the heels of the small-scale 911 presentation model showcased in last month's issue of *Classic Porsche*, air-cooled Porsche accessories brand, Stuttgart Classica, has added to its bulging portfolio of parts with another fun addition to an enthusiast's office, living space or mancave. Measuring thirty centimetres in height, this 'mini 911 bonnet' is available in plain glass-reinforced plastic (GRP) for you to colour-code to your car, though Stuttgart Classica is keen to stress the part can be painted to match your provided Porsche paint code prior to despatch. Alternatively, a lacquered carbon-fibre version is available at additional cost. Supplied with a presentation stand and stick-on Porsche crest, this diminutive 'frunk' can be ordered direct from the Stuttgart Classica website.

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EXOTICSPEED RCF CARBON-FIBRE STRUT BAR FOR 964/993

This full carbon-fibre strut bar for the 964 and 993-generation 911 brings together two seemingly contradictory attributes: the product is incredibly light and yet, at the same time, is extremely rigid. Connecting the two front suspension strut towers, the product further stiffens the front of the host 911, reducing torsional movement of the bodywork when cornering, and so increasing the precision of steering response. The bar's brackets are made from aerospace-grade aluminium alloy and are CNC-machined, while the bar itself is finished in lacquered carbon, adding an updated look to the luggage compartment of any 964 or 993. The product is competitively priced and is suitable for all production variants of the last two generations of air-cooled 911, including Turbos and normally aspirated AWD cars.

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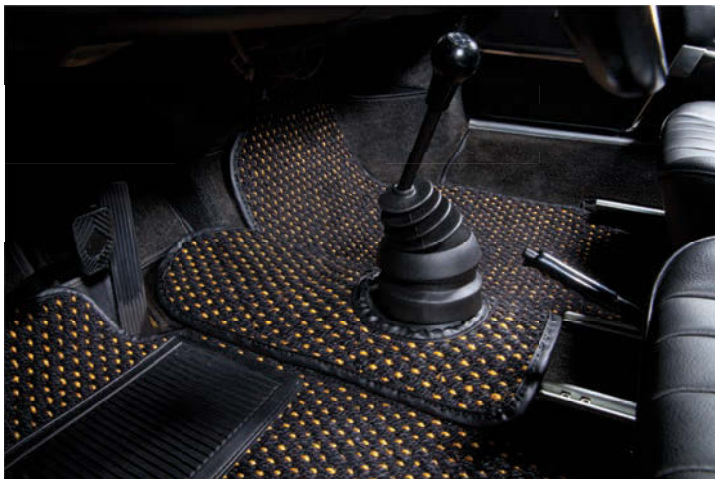
BRUN MOTORSPORT 1966-2009

Tall, slim, with jet-black hair and a thin black moustache, Walter Brun could have been cast in a pirate movie or western, but instead starred in his own story — one involving Porsches and endurance racing. Born in Lucerne, Switzerland, in October 1942, Brun opened a disco, ran a champagne business and, in the mid-1960s, drove mountain and circuit races successfully, becoming European Mountain Champion in 1971. With his Brun Motorsport racing team, he set new standards in the German Racing Championship and the World Sports-Prototype Championship, campaigning a string of 962s and employing the international driving elite of the day. Fittingly spread across no fewer than 962 pages spanning three hardcover volumes (with cloth binding, embossing and a protective slip case), this expansive look at the life of Walter Brun and the team he managed features 1,200 photographs and illustrations and can be pre-ordered as either a German or English language edition. Limited to 350 copies is the Edition Walter Brun, signed by the man himself, while a special Collector's Edition limited to ninety-nine copies is personally signed by fourteen Brun drivers, including Jochen Mass, Manuel Reuter and Hans-Joachim Stuck. Pre-order the standard version before the official release date of September 2022 and enjoy a €50 discount.

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NEW DANSK ENGINE COVERS FOR CLASSIC 911/912/964

New from Dansk, the Porsche parts division of parent company, JP Group, is a comprehensive collection of engine covers catering for owners of the classic 911, 912 and 964. As far as the latter is concerned, left, right, rear and corner engine covers for Carrera 2 and Carrera 4 models are available. The same is offered for all earlier 911s, including three- and 3.3-litre versions of the classic 911 Turbo (930). Rear tin to cater for cars with and without air-conditioning pipework is also listed as part of this new family of engine covers, which many enthusiasts will want to take advantage of when carrying out an overhaul of their 911's flat-six. Owners of 911s making use of Sportomatic transmission should check the part numbers of their car's factory engine covers before cross-referencing against these new Dansk parts, which have been manufactured to match OEM standards in both design and surface treatment, and can be ordered from popular independent Porsche parts suppliers, including Design 911 and FVD Brombacher. Check with each retailer for part numbers, special offers and other promotions.

Price: TBC

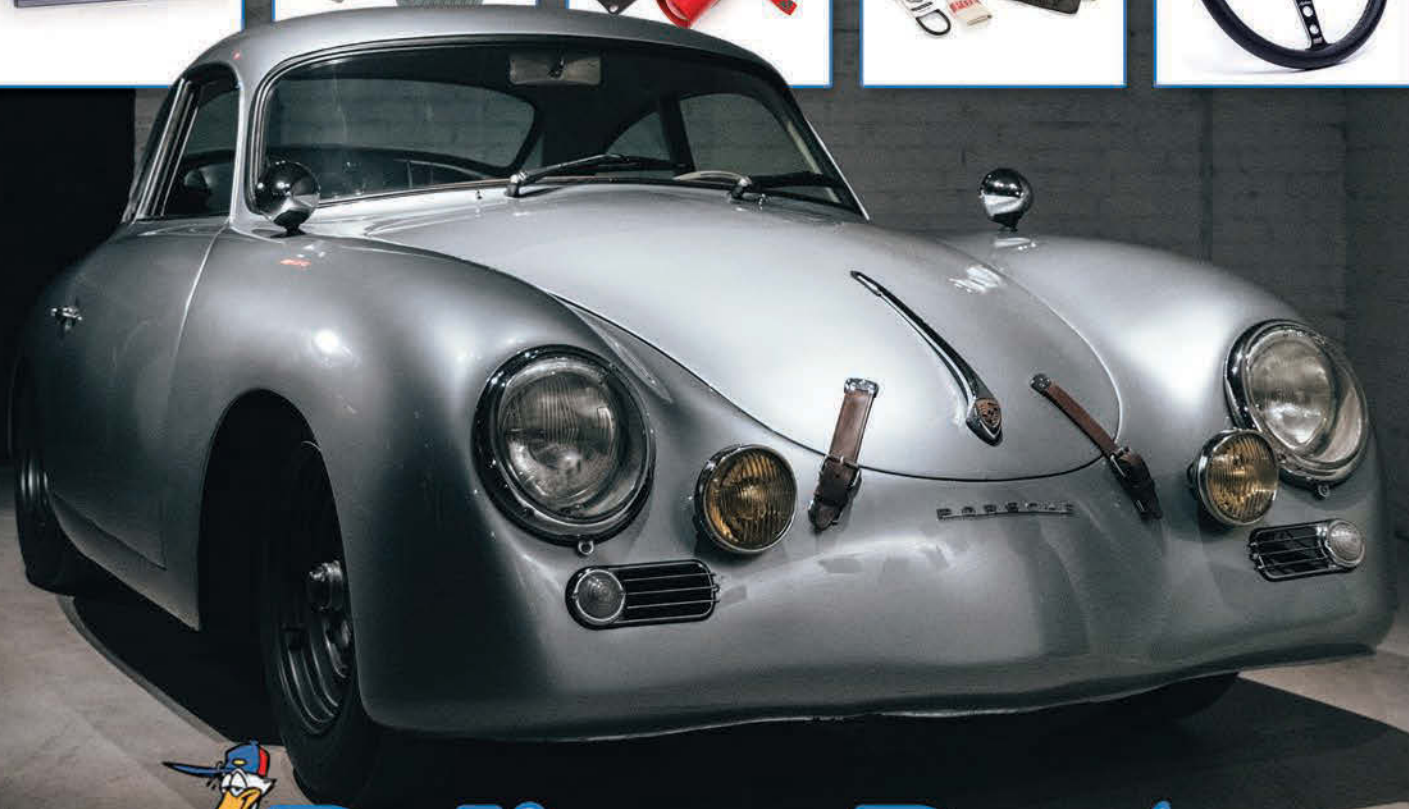
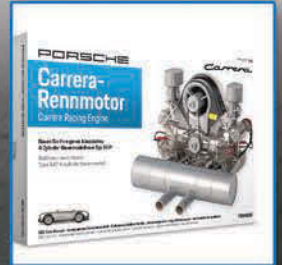
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ANDY PRILL

Traditionally held every two years, the Le Mans Classic returned to Circuit de la Sarthe for its tenth outing following a frustrating COVID-induced absence. The event was a huge success and will be back again in 2023 to commemorate the centenary of the 24 Hours of Le Mans. Porsche is sure to be at the centre of the celebrations...

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



After four years, the sights and sounds of hundreds of classic racing cars returned to Circuit de la Sarthe for the Le Mans Classic. It was completely worth the wait, not least because of a veritable feast of support races to whet the appetite for the twenty-four hour main event. Fans of historic motorsport returned in droves.

In fact, do not believe I have ever seen more people at this event or, indeed, the modern 24 Hours of Le Mans. Their patience was rewarded — once practice started at 9:30am on the Friday, there were cars on track to entertain all the way until 4:00pm on the Sunday afternoon.

962 romped away with the lead until a safety car intervened at the worst possible moment, allowing a Jaguar one-two-three podium lockout in the process! Even so, this race was an amazing celebration of Group C — currently in the throes of its fortieth anniversary — and took me back in time to the 1980s, when I enjoyed my first very adventures at Le Mans.

The all-Porsche support race featured seventy-five cars, in which 904s and early 911s raced together with 935s. The sight and sounds will last long in the memory. The main race was as challenging as ever. With five cars in each of four paddocks, I'm sure this event is harder to compete in than the modern 24 Hours of Le Mans. Our guys more than earned their



There was a short break to grab sleep between the completion of night practice at 3:30am on Saturday and the support races getting underway at 9:30am, proceedings kicking off with Endurance Racing Legends. This highly anticipated race featured the most modern cars on track. Sadly, no Porsche GT1 was there to race at the front, but no less than twenty-three assorted 993 GT2s, 996 GT3 Rs and 997 GT3 RSRs participated in a sixty-eight-strong field.

The next race featuring Porsches was possibly the largest and most representative Group C event to date, in which the best part of fifty cars battled on the legendary circuit. Let's not forget this is where the 956 and 962 made their mark with six consecutive overall victories in the 24 Hours of Le Mans between 1982 and 1987. This race was just as thrilling as I hoped it would be — the Vercoutere/Kelleners

spurs. There was far too much on track action to report here, but rest assured Porsches featured in all five post-World War II plateaus. For me, plateau no.5 was the one to watch — it was wonderful to see a 917 being raced in anger at the very venue giving rise to the legend in 1970.

A PERSONAL HIGHLIGHT WAS DRIVING IN THE MIDDLE OF THE NIGHT BEHIND A 1974 911 RSR 2.1 TURBO

A personal highlight of this year's Le Mans Classic was driving in the middle of the night behind a 1974 911 RSR 2.1 Turbo. I couldn't help but focus on the super-hot football-sized turbocharger glowing red as a rain light.

Witnessing the bright orange flame-outs on every gear change was also a magical experience, especially from the cockpit of an RSR 3.0.

My next racing will be at Laguna Seca for the Pre-Reunion and the Rolex Monterey Motorsports Reunion, where I have the honour of being on the advisory board. I'll be driving the first 911 to win an FIA race. Stay tuned!

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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 row of car models is displayed: 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 'Suspension' table shows various components like springs, shocks, and control arms. The 'Brakes' table shows brake pads, discs, and calipers. A sidebar on the right displays 'PACKAGE CHARACTERISTICS' with 'RIDE COMFORT' at 41 and 'PERFORMANCE' at 63. An 'Add To Cart' button is located at the bottom of the customization section.

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ALEX MANOS

Max Hoffman's vision of a stripped-back, more playful 356 resulted in a Porsche which delivered an individual and unique driving experience, one proving immensely popular in the years following model introduction. The Speedster would go on to prove itself a breed apart from every other vehicle being produced in post-war Europe...

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



During a time when an automotive manufacturer's clients played an equally important role in the development of its cars as the in-house engineers building them, the 356 evolved rapidly — new model variants arrived annually to meet the demands and expectations of sales teams and Porsche's growing customer base. The 356 continued its developmental journey until the point of its replacement, the 911, but during Porsche's early, formative years, when new markets were opened and new models created to appease small, but discerning (and commercially important) groups of customers, Porsche managed to keep control of its product development strategy. Engines received more power, disc brakes were introduced and suspension was tweaked in direct response to feedback from buyers, who keenly relayed to Porsche their impressions regarding the 356 driving experience.

essentially a stripped-down 356 Roadster with a low-profile windshield, didn't come from Porsche itself. Rather, it was the brainchild of Max Hoffman, who was the impetus for some of the most iconic sports cars of the mid-twentieth century. Indeed, the Mercedes-Benz W198 300 SL 'Gullwing', BMW 2002, 507 roadster, the Alfa Romeo Giulietta Spider and many more were all Hoffman ideas. Needless to say, he was the driving force behind the introduction and promotion of MG, Porsche, Alfa Romeo, BMW, Jaguar, Mercedes-Benz, Fiat, Austin-Healey and others into the USA.

At his insistence, the first 356 As were sold in North America as Porsche Continentals. He desired a distinctive brand name, rather than merely a factory type number. This led to a lawsuit from Ford, maker of the Lincoln Continental. Accordingly, by 1956, the equivalent 356 was being sold as the Porsche European, but the car was expensive. The Speedster, on the other hand, was a low-cost, low-weight version of the 356 Cabriolet and sold for



New York-based European sports car importer, Max Hoffman, was chief among those eager to let Ferry Porsche know about changes the Stuttgart manufacturer could be making to its cars. Recognising the need for a lightweight 356 designed specifically for the buoyant North American club racing scene, Hoffman set in motion a chain of events resulting in the 356 Speedster, a Porsche designed to enjoy weekend circuit life before returning to weekday commuting. Suffice to say, convincing Ferry to produce a lightweight production 356 for track work was a master stroke.

Sleek and comfortable, the 356 Speedster immediately ensured its place in history as one of the most visually pleasing automobiles ever produced.

It's one of the all-time great sports cars, too. I absolutely love it when one of these early Porsche drop-tops comes into stock at Beverly Hills Car Club. Those sumptuous, subtle curves — there's nothing else quite like them!

It was in late 1954 that the 356 Speedster first appeared. Today, the car has a considerable cult following, but few know it was the first road-going Porsche to offer the Type 547 'Fuhrmann' four-cam flat-four engine as an option. As I've just outlined, the idea for the 356 Speedster, which was

just under \$3k. The light body helped top speed reach more than 100mph.

Sporty black leather-wrapped fibre-glass buckets replaced the standard seats, a minimal folding top was added and side windows were discarded in favour of side curtains. The Speedster featured a lightened body and special gearing, as well as a simplified dashboard, with clocks limited to a speedometer and a temperature gauge. This 356 was about as basic as was feasible, with minimal trim, including a large, two-spoke steering wheel and a floor covered in thin black carpet. The model was an immediate hit — initially, only 200 units were built, but the next year, sales grew to more than five times that figure. Ironically, the 356 Speedster, despite its lack

of amenities, is now worth significantly more than the much better-equipped 356 A.

The Speedster would only be offered for sale from 1954 until 1959, after which it was replaced by the less

INITIALLY, ONLY 200 UNITS WERE BUILT, BUT THE NEXT YEAR, SALES GREW TO MORE THAN FIVE TIMES THAT FIGURE

attractively named Convertible D. General production of the 356 series continued until April 1965, overlapping 911 production by a year.

Of the 76k 356s produced, approximately half survive. Lay your hands on one — Speedster or otherwise — and you'll be in possession of pure Porsche history. Don't hesitate to let me know if I can help with the search!

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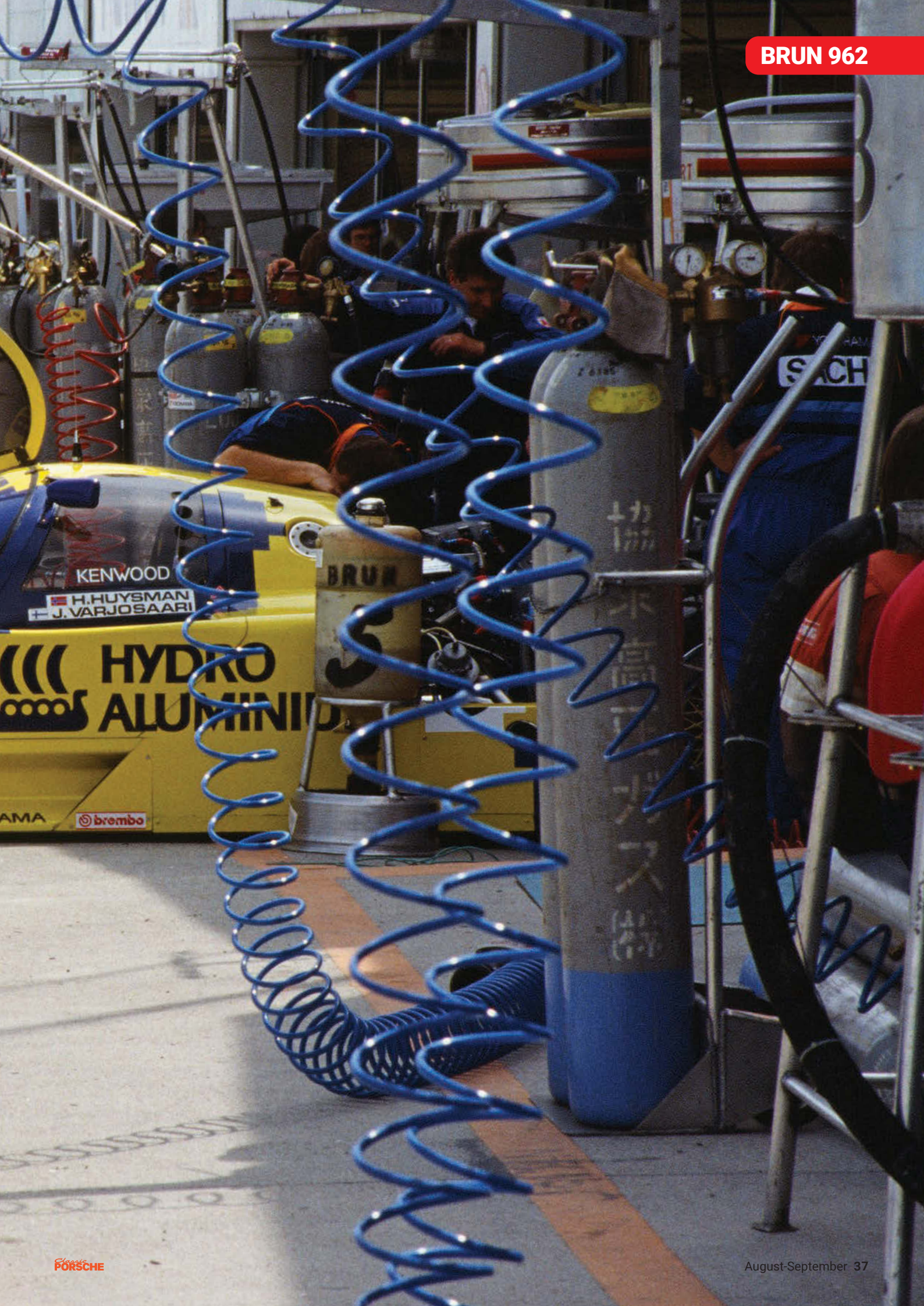


ANALOGY OF A WINNER

Recently restored following many years on static display in private collections of historic race cars, this Brun Motorsport development of the 962 is back on track...

Words Richard Holdsworth

Photography Bob Taylor, Lynton Hemer, Aaron Mordue, John Lemm, Porsche, Richard Holdsworth, Classic Revival





Above and below The Brun Motorsport team building 962-003BM in their workshop

Porsche had enjoyed a decade of astonishing racing success in the 1970s, but as the decade came to a close and a new era of track action beckoned, the company needed to think differently about its motorsport programme. The 924 GTP showed promise at the 1980 24 Hours of Le Mans (the highest-reaching of the three works entries scored a sixth-place finish), encouraging the Stuttgart concern to enter a further development of the front-engined, water-cooled coupe into the French enduro in 1981, but to ensure all bases were covered, the works team also resurrected the tried and tested 936. It was a shrewd move — with Jacky Ickx and Derek Bell at the wheel, the no.11 936 won the event with a convincing fourteen-lap lead.

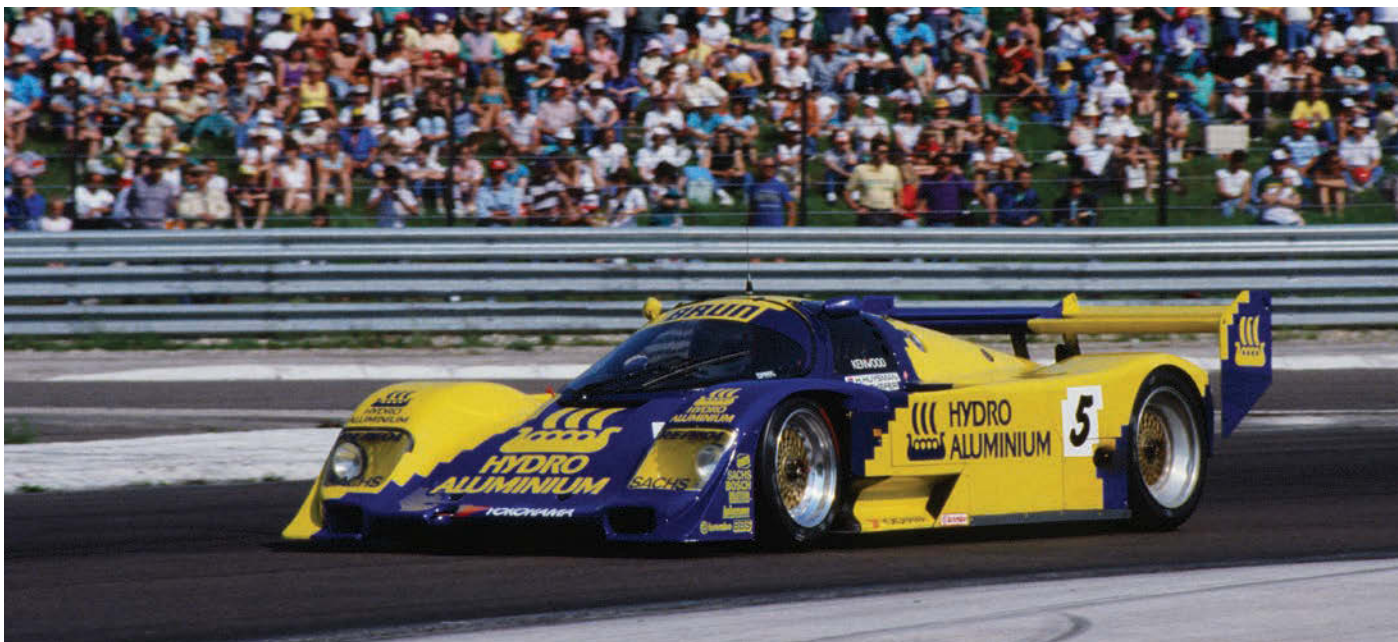
The lone entry from Porsche's transaxle family of products was developed in secret with hopes of entering three cars into the GTP class and challenging for overall victory. Serving as a preview of the 944, it was hoped this rolling showcase of Porsche engineering would give the soon-to-be-launched production model a serious start in life, but while the race car's turbocharged 2.5-litre engine was seriously powerful — it topped 500bhp in initial testing — it couldn't deliver big performance reliably for the duration of an endurance race. There wasn't time to develop the unit further, which is why Porsche instead reduced performance in the name of reliability. Essentially, the team scaled back its ambitions for the car (which would go on to be referred to as the 944 LM and recognised as the blueprint for the 944 Turbo). Even so, it finished a creditable seventh overall with Walter Röhrl and Jürgen Barth sharing the controls.

Having been appointed Porsche CEO earlier that year, Peter Schutz was well aware of the front-engined race car's shortcomings and was keen to ensure the works

team had a fighting chance of winning at Le Mans. He rightly recognised a development of the 935/76 2.6-litre twin-turbocharged flat-six originally destined for Indycar racing in the USA (but ruled out by altered regulations) might be a potential Le Mans winner in a sports race car chassis, hence three 936s being resurrected from the Porsche Museum and equipped accordingly. The cars were re-named 936/81 and, as we've just outlined, the Jules-sponsored works entry took top honours.

1982 saw the introduction of Group C, a watershed moment in world sports car racing. Naturally, the new formula would be a good hunting ground for Porsche, but it also held big appeal for the Zuffenhausen brand's rivals. Consequently, pencils in the Weissach research and development centre were sharpened. The result was the ground-breaking 956. The Indy flat-six type-engine installed in the 936/81 and delivering approximately





Above Running in Hydro Aluminium colours at the 1989 World Sports Prototype Championship round at Dijon, where drivers, Harald Huysman and Oscar Larrauri, brought the car home in ninth place, five laps behind the winning Jaguar XJR-9

Below A quick pitstop for fuel, new tyres and driver changeover at Dijon

635bhp through a five-speed gearbox would be the power unit for Porsche's new motorsport machine. Its monocoque aluminium chassis was a first for the works team, as was the model's trick dual-clutch transmission, which would be seen in future Porsche race cars and, eventually, the brand's dealer showroom offerings.

STRONG START

The new race car's debut was the Six Hours of Silverstone on 16th May. Though the Porsche won its class, it finished second overall behind a Lancia LC1 and was followed close behind by the Joest Racing team's modified 936. Clearly, there was more work to be done. Extra effort bore fruit at Le Mans a few weeks later, when Ickx and Bell's 956 led from start to finish. The two sister cars followed close behind. Porsche had taken all three podium places on the 956's debut, an achievement which attracted the attention of many privateers, including Walter Brun. International Motor Sports Association (IMSA) GTP regulations, however, ruled the 956 didn't comply with safety standards — the 956's layout meant

the driver's feet were ahead of the front axle centreline. Thus, the 956 was re-designed by way of extending its wheelbase and moving the front wheels ahead of the pedal box. The car was reborn as the 962.

The aluminium monocoque was further strengthened by the fitting of a steel roll cage, while a single turbocharger was used in place of the 956's twin-K27 setup. This was a necessary move to comply with IMSA demands banning the use of two turbos, but by the middle of 1985, Jaguar was becoming a direct threat to Porsche's supremacy in Group C. The 962 needed more power, which is why the works team turned to renowned North American Porsche tuner, Andial. The result was the arrival of a 3.2-litre fuel injected flat-six for IMSA GT, though it wouldn't be until the 1986 season that the earlier 2.6-litre engine was replaced by an Andial-specified boxer of either 2.8, 3.0 or 3.2 litres with a duo of turbochargers for the World Sportscar Championship. Host Porsches were designated 962 C in order to distinguish them from their IMSA GTP counterparts, but in 1987, IMSA banned the 3.2-litre unit. Under threat of Porsche withdrawing from the series, the manufacturer's water-cooled twin-turbocharged engines were subsequently allowed to race, albeit with restrictions in place.

By the late 1980s, Porsche was working on the 962's successor. A Le Mans prototype developed in partnership with Tom Walkinshaw Racing, it would go on to be released as the WSC-95. By this time, Brun Motorsport had achieved huge success with Porsche sports-prototypes and, due to ongoing close collaboration with the boffins in Weissach, found itself permitted to take on the mantle of further improving the 962 — with the blessing of Porsche, Brun developed an even more aggressive version of the IMSA and Group C monster, taking the fight to the Mercedes-Benz, Jaguar and Nissan factory teams.

Walter Brun, himself a competitive racing driver, made his fortune from, among other enterprises, slot machines, going on to establish Brun Motorsport in





1983. The team's no.33 956 took fourth place (six laps behind the winner) in that year's 1,000km of Spa. A year later, the team achieved fourth- and seventh-place finishes at Le Mans, before scoring overall victory with a Jägermeister-sponsored 956 at the 1,000km of Imola later that season. Brun Motorsport's crowning glory, however, came in 1986, when the team won the overall World Sportscar Championship with the 962, beating the factory Jaguar and Porsche teams by achieving overall victories at Jerez and Spa and finishing second at Le Mans. Brun Motorsport also competed in the IMSA series. The team's best result was at Watkins Glen, where a Brun 962 finished second overall.

Walter Brun knew first-hand there were flexing problems with the 962's chassis — the way he addressed this challenge was by turning to John Thompson, a renowned race car preparation specialist whose company, TC Prototypes, had developed many competitive cars for F3, F2, F1 and Indy. Thompson immediately set about developing a new 962 chassis employing a carbon-aluminium honeycomb monocoque construction. Eight such cars were built between 1987 and 1990. The example you see here is chassis 962-003BM.

The era's leading aluminium producer, Norsk Hydro ASA, was brought in as a technical partner. The company

jumped at the opportunity of showing what aluminium could do for race car construction, thus leading the way for the material's introduction in the manufacture of everyday production cars. "The opportunity of working with Brun Motorsport brought a focus on the environment through aluminium replacing steel, thereby reducing weight and fuel consumption in many cars on the road today," stated Norsk Hydro management years after the event.

Dressed in the Norwegian company's Hydro

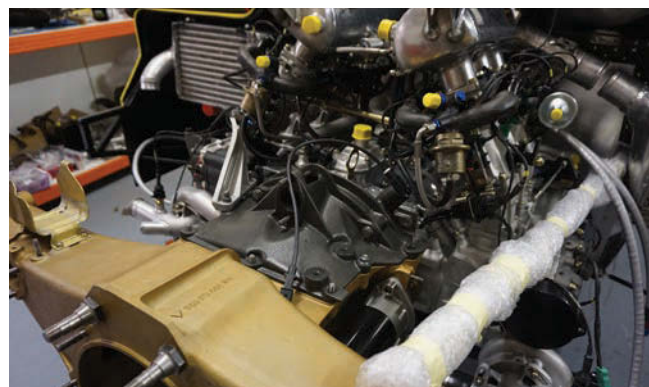
Aluminium sponsor graphics, 962-003BM competed in the full 1989 World Sportscar Championship. In Mexico, the car crossed the line in second place

with Harald Huysman and Oscar Larrauri at the wheel. Huysman was also sponsored by Norsk Hydro. This was the final time a 962 finished as high as second in a World Sportscar Championship event.

In From-A Racing colours, the car competed at Le Mans in 1989, qualifying ninth (third of the 962s racing) and ran strongly until gearbox problems forced retirement after just fifty-eight laps. The billed drivers were Roland Ratzenberger, Walter Lechner and Maurizio Sandro Sala. Back at Circuit de la Sarthe the following year (and back in Hydro Aluminium livery), 962-003BM suffered in qualifying, resulting in the car starting the race toward the back of the grid, though impressive

Above Cockpit back from paint and ready for reassembly at the Classic Revival workshop

CLASSIC REVIVAL'S WORKSHOPS PLAY HOST TO A LEYTON HOUSE CG911 F1 AND A MARCH 742 F2 UNDERGOING FULL RESTORATION



Above Modern MoTeC ECU is hidden inside the original Bosch Motronic engine management case

Right Attention to detail is shown in the gearbox shift linkage actuation mechanism

Below The car's engine, gearbox and final drive is rebuilt and reinstalled

drives from Huysman, Massimo Sigala and Bernard Santal secured a remarkable finish in tenth place.

FLUID DYNAMICS

A short while later, 962-003BM was tested by rally superstar, Carlos Sainz, as a consequence of Brun Motorsport's partnership with Spain's Repsol oil company. The car was also used to test a V12 F1 engine Brun was developing for the 3.5-litre Group C formula. Brun Motorsport was dissolved in 1991, though, leading 962-003BM to pass into the hands of Willy Koenig, who used the Porsche for three Interserie races that year. In 1995, the car was acquired for a private historic race car collection in the UK. In the early 2000s, ownership shifted to Henry Pearman, curator of the Historic Porsche Collection of Group C race cars.

962-003BM hadn't turned a wheel in competition since the early 1990s, but this was about to change — in 2016, the car moved to the other side of the world and took up residence in New Zealand. Classic Revival, a company

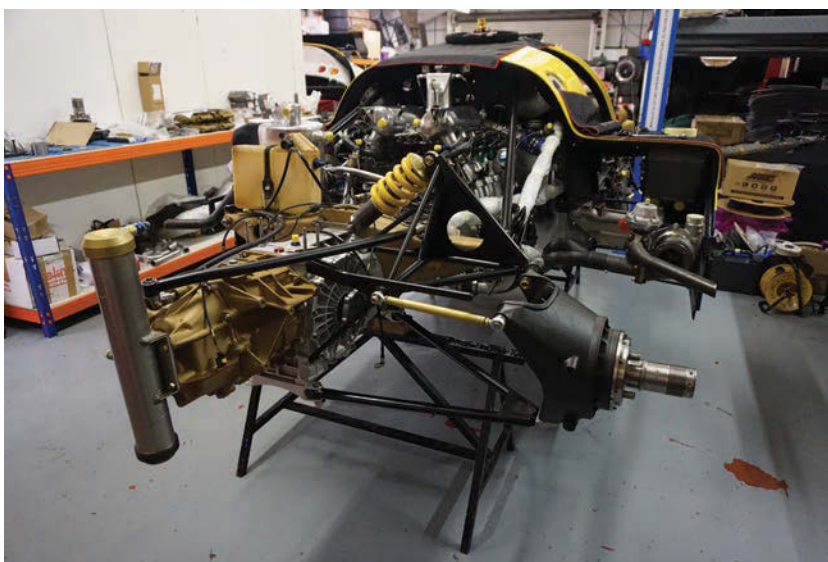
renowned for its repair, restoration and rebuilding of high-performance race cars, took 962-003BM and treated it to full restoration in readiness for the Porsche's return to the track.

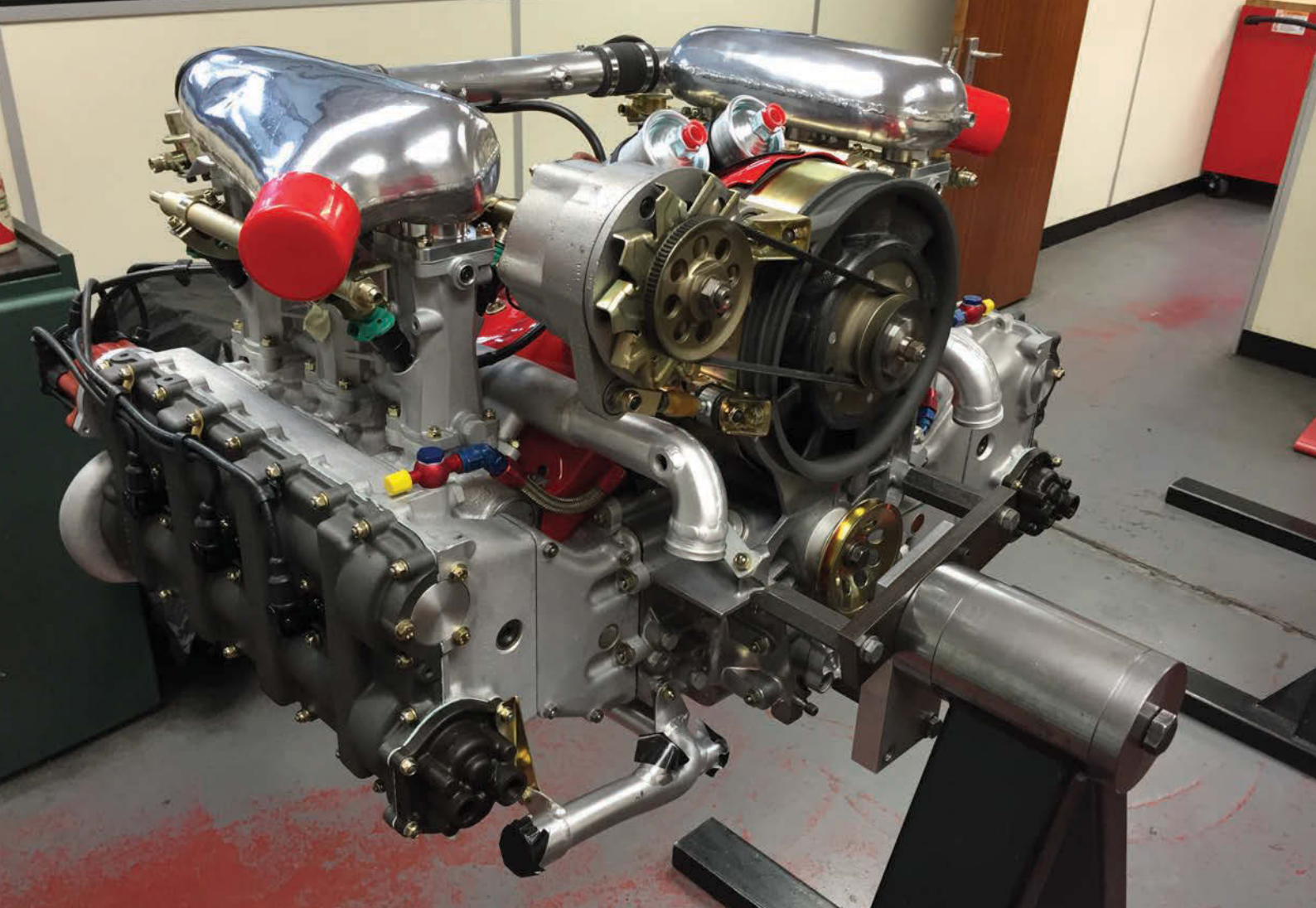
Classic Revival has enjoyed many successes in competition, including winning the New Zealand Supercup Championship two years on the bounce with a Rook Racing RSR 3.8 (the very 911 which won the 1993 24 Hours of Spa). The company has also twice won the New Zealand Tasman Revival Formula 5000 Championship, first with an ex-Al Unser Lola T400 in 2014 and again in 2018 with an ex-Danny Ongais Lola T332. Classic Revival paid two visits to Laguna Seca in 2018, first with the T332 for the Monterey Motorsports Reunion, where it finished second overall in a field of nearly fifty cars, and again for Rennsport Reunion VI, using 962-003BM to finish third overall, first in class.

At the time of writing, Classic Revival's workshops play host to a Leyton House CG911 F1 and a March 742 F2, both undergoing full restoration. An ex-Ivan Capelli Leyton House from 1989 is being prepped for upcoming demonstration runs, as is an ex-Schnitzer 1990 Group A BMW M3. Additionally, a single-owner March 76B Formula Atlantic racer is being readied for running after lying dormant for four decades. With this amazing roster of historic race cars in their care, it's safe to assume Classic Revival boss, Paul Higgins, and his sons, Andy and David, were able to offer 962-003BM a good home.

They discovered the car's chassis had never been damaged, a condition partly due to the fact the Porsche had been well looked after by Brun Motorsport's drivers and had spent much of its post-race life on static display in museums or as part of private collections. The plan was to afford the car a ground-up restoration for Peter Auto's Europe-based Group C Racing revival series. As much of the original car would be retained — anything replaced was saved to ensure original specification could be reinstated later down the line, if desired.

The engine was shipped back to the UK, where it was





meticulously rebuilt by Xtec Performance Engineering in Stafford. The company fitted MoTeC electronics hidden in a replica Bosch ECU case. Apart from massively improved fuel and ignition management, the modern MoTeC ECU gives the driver the advantage of full data-logging capabilities, thereby ensuring 'vitals' of the costly twin-turbo flat-six can be constantly be monitored.

In the interests of reliability, the entire wiring loom was replaced, as were driveshafts, CV joints, wheel bearings, brake hats and discs. Other than the original titanium hardware, which was fully crack tested, every nut and bolt was replaced. At the same time, new fuel, oil, brake and clutch lines and fittings were installed, along with new radiators, new water-cooled ball-bearing turbos, rebuilt brake calipers and master cylinders, a new fire safety system, new fuel cell and new fuel pumps. A new steering column (to enable the use of a removable steering wheel) was installed. Finally, the gearbox was fully rebuilt with a new crown wheel and pinion.

FAMILY AFFAIR

The work was completed in 2018. 962-003BM was swiftly entered into the year's Le Mans Classic, where it was driven by the father and son team of Paul and Andy. In preparation for the event, the Higgins crew took

the car to the well-attended 2018 Spa Classic and, after the Porsche's star turn at Sarthe, it was shipped to the Monterey, California, for Rennsport Reunion VI at Laguna Seca, where it completed every lap of every session without missing a beat.

In 2018, 962-003BM was invited to be part of Porsche's seventieth anniversary celebrations at the Goodwood Festival of Speed, where it was driven by Paul and guest-driven by period 962 pilots, Stefan Johannsson and Anthony Reid. A trip to Adelaide

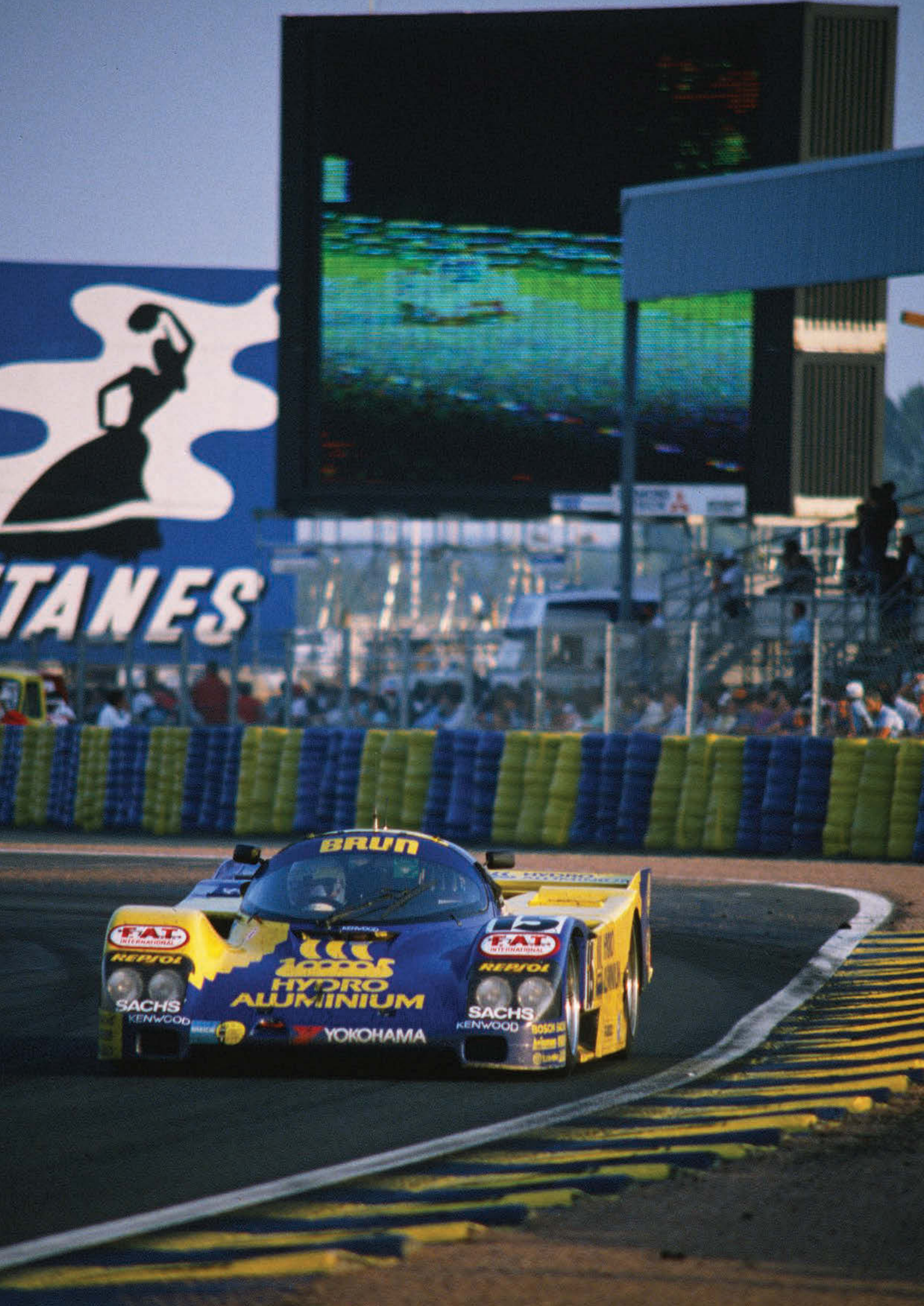
Motorsport Festival with Andy at the wheel followed. V8 Supercars driver Craig Lowndes, and ex-F1 star, Ivan Capelli, shared the driving.

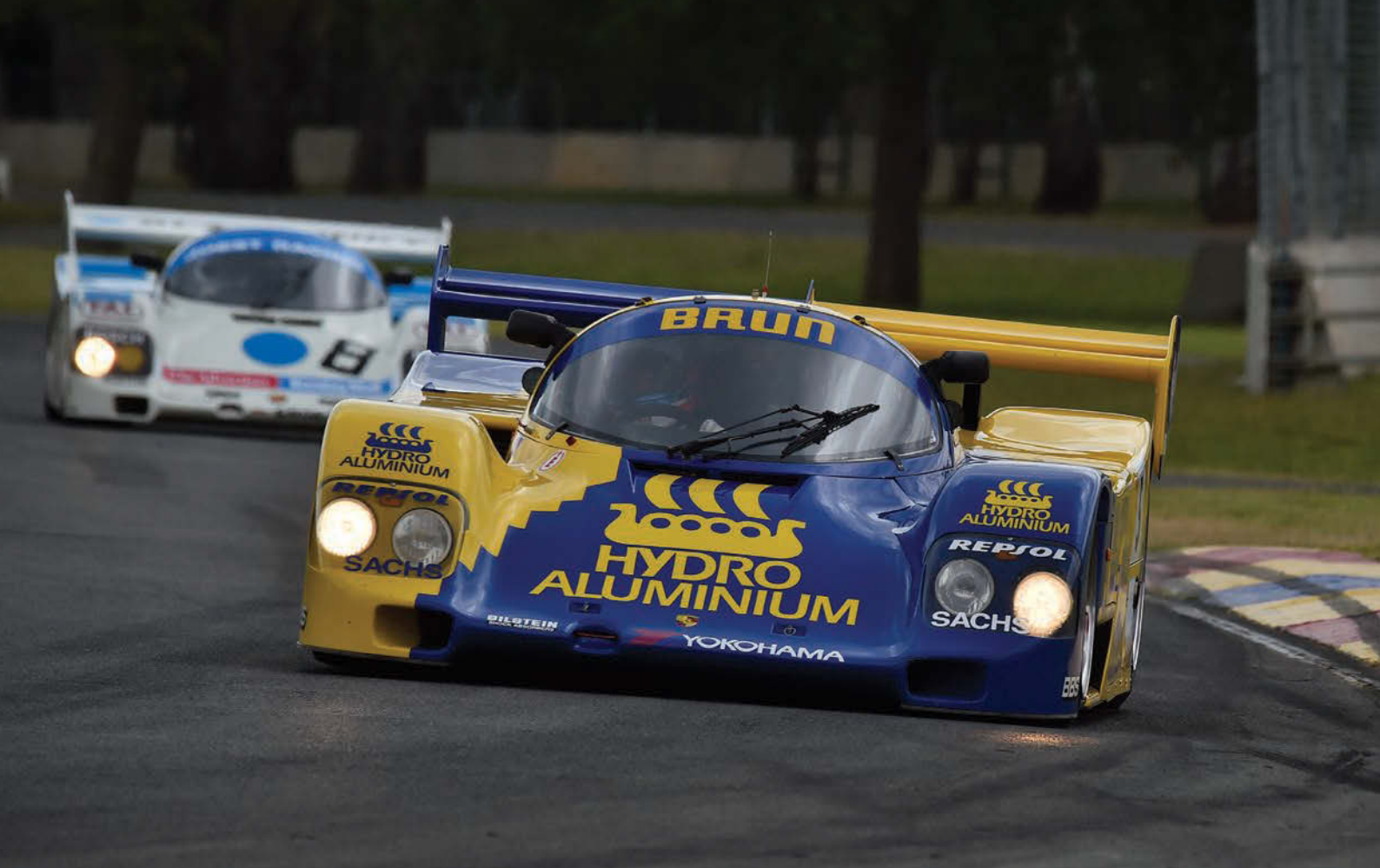
Let's bring the colourful story of 962-003BM up to date. Duncan Mackellar, Managing Director of Mackellar Mining, a company founded by his father, Alastair, some fifty years ago, secured ownership of the car and shipped it across the Tasman Sea to his base in Queensland, the Sunshine State of Australia. Now fully restored and once again carrying Hydro Aluminium colours, this 962 is the natural progression for Duncan, a man who has raced a wide variety of cars in Australia and the United States, as well as wowing Goodwood crowds in an AC Cobra. During a motorsport career spanning more than twenty years, Duncan has also campaigned many Porsches, as well as

Above The freshly rebuilt engine ready for installation

Facing page Following a brief spell running in From-A Racing livery, followed by an even shorter stint wrapped in Repsol colours, 962-003BM returned to Hydro Aluminium battle dress in time for the 1990 24 Hours of Le Mans

THIS 962 IS THE NATURAL PROGRESSION FOR DUNCAN, A MAN WHO HAS RACED A WIDE VARIETY OF CARS





a McLaren M8E, a Japanese Rouse, plus an Eggenberger touring car based on the Ford Sierra.

I first met him at the 2018 Classic Car Weekend at Phillip Island Circuit, a track located south of Melbourne. Back then, he was driving a 1990 BMW E30 M3, which had originally been in the possession of the Schnitzer Group A touring car team. When we chatted, Duncan had just stepped out of the car, having set the Phillip Island lap record for Group C & A Historic Touring cars up to three litres. When we met again at this year's Phillip Island Classic Weekend, he was driving 962-003BM and was also competing in an open-wheel Formula racer for cars up to 350bhp.

MUSCLE POWER

"There are many similarities between these two cars, but, of course, there are also significant differences. Both cars have a large amount of downforce, which takes some nerve and, of course, a serious amount of seat time if you're looking to get close to each car's limits. I find the steering in the 962 to be very light at slow speed, but incredibly heavy at higher speed," he says, before sharing a story he was told about Porsche factory drivers asking team boss, Norbert Singer, to introduce power steering to the 962. "He told them to quit moaning and spend time at the gym instead!" Duncan laughs.

"Despite the effort required to keep control of the 962, it's certainly well-mannered and much more comfortable than the single-seater, albeit a little claustrophobic. These characteristics are no surprise given the 962 was designed for daylong races. One thing I found when driving at Phillip Island is how there isn't much increase in the car's speed down the main straight, after the fast turn twelve and then into turn one. Perhaps only an

additional 30mph or so? This is credit to Porsche and Brun Motorsport's focus on cornering ability – if you come onto the main straight at 130mph, you can pass through turn one at 137mph, no problem."

What about the modern electrics? "Power is progressive thanks to the MoTeC ECU and the work of engineers at Xtec. This Porsche feels lively. In high-speed corners, if you can get the car to turn in, you can keep the power on and the aerodynamics do the rest, allowing you to explore the near 750bhp on offer. It's amazing how this car sticks to the track. This 962 really is beautiful to drive, as well as look at. I can't think of a better race car." He's not alone – the 962 (coupled with the 956 before it) is widely regarded by many motorsport enthusiasts as the greatest race car of all time. 962-003BM makes it easy to see why. **CP**

Above Restored 962-003BM putting in a shift at the Adelaide Motorsport Festival

Below Duncan setting a lap record at Phillip Island Circuit



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1956 Porsche 356 Pre-A 1500S Speedster stock #15143

Presenting this beautifully restored 1956 Porsche 356 Pre-A 1500S Speedster featured with a matching numbers engine however the transmission has been replaced at some point in its life. Available in Signal Red with a black interior. The Speedster comes equipped with a 4-speed manual transmission, Flat 4 Cylinder 1500S engine, dual carburetors, numbers matching deck lid & hood, soft top, steel wheels, chrome hub caps, spare tire, tool kit, and jack. Also includes a Certificate of Authenticity copy as well as a service receipt copy for a major service done in 2021 at a cost of \$2,176. An excellent opportunity to jump into the ownership of this iconic Speedster that is mechanically sound. **For \$350,000**



1962 Porsche 356B 1600 Super Sunroof Coupe #14854

Presenting this 1962 Porsche 356B 1600 Super Sunroof Coupe featured with matching numbers however the transmission has been replaced at some point in its life (Porsche Certificate copy included). Available in Oslo Blue with a black interior. The 356B comes equipped with a 4-speed manual transmission, Flat 4 Cylinder 1600S engine, dual carburetors, wood steering wheel, sunroof, and Porsche hub caps. Also includes receipts totaling over \$2,000. An extremely sought-after sliding sunroof Twin Grille T6 that is mechanically sound. **For \$86,500**



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 #8407 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 \$98,500**



1968 Porsche 912 Targa #15196

Presenting this rare one owner 1968 Porsche 912 Targa featured with matching numbers and finished in a color scheme of Black with a black interior. This car is equipped with a 5-speed manual transmission, 4-wheel disc brakes, dual carburetors, steel wheels wearing Michelin tires, jack, tool kit, and spare tire. Also includes the owner's manual booklet and an extensive collection of service record receipt copies totaling over \$23,000 dating from 1977 through 2016. An extremely collectible short wheelbase 912 that has been with the same owner since new and is mechanically sound. **For \$49,950**



1969 Porsche 912 Coupe #14927

Presenting this long-wheelbase 1969 Porsche 912 Coupe featured with matching numbers and is available in its factory color code #8303 Onix Blue with a black interior. The 912 Coupe comes equipped with a 5-speed manual transmission, dual carburetors Porsche hub caps, 4-wheel disc brakes. A gorgeous colors combination air-cooled Porsche 912 that is mechanically sound. **For \$56,500**



1969 Porsche 912 Coupe #15081

This long-wheelbase 1969 Porsche 912 Coupe featured with matching numbers is available in Desert Beige with a black interior. The factory color is Irish Green (color code #8606). Equipped with a 5-speed manual transmission, dual carburetors, 4-wheel disc brakes, and a spare tire. The last and most desirable year of the Porsche 912. A well-priced German sports car that is mechanically sound. **For \$39,950**



1970 Porsche 911T Coupe #14792

Presenting this striking 1970 Porsche 911T Coupe that is available in Grand Prix White with a black interior. The 911T comes equipped with a 5-speed manual transmission, a Flat 6 Cylinder engine, Zenith carburetors, a wood steering wheel, luggage rack, 4-wheel disc brakes, steel wheels, Porsche hub caps. Also includes the matching numbers bare engine case, service documents, and receipts totaling over \$50,000 invested in the vehicle. A highly desirable air-cooled Porsche that is mechanically sound. **For \$67,500**



1970 Porsche 911E Coupe #14969

Presenting this extremely original 1970 Porsche 911E Coupe featured with matching numbers and is available in its factory color code #2223 Tangerine with a black interior. The vehicle comes equipped with a manual transmission, Flat 6 Cylinder 2.2-liter engine, 4-wheel disc brakes, Fuchs wheels, and spare tire. A highly desirable Tangerine 911E Coupe that has been taken care of by the previous owner since 1975. The vehicle has been sitting for a few years and is currently not running but has a free turning motor. **For \$86,500**



1974 Porsche 911 Coupe #14935

This desirable 1974 Porsche 911 Coupe featured with matching numbers is available in its factory color code #908 Grand Prix White with a black interior. The vehicle comes equipped with a 5-speed manual transmission, Flat 6 Cylinder 2.7-liter engine, air conditioning, 4-wheel disc brakes, Fuchs wheels, jack, and spare tire. An excellent original blue plate California that is car mechanically sound. **For \$58,500**



1972 Porsche 911T Targa #15381

Presenting this striking 1972 Porsche 911T Targa featured with matching numbers that is finished in a rare exquisite color scheme of Viper Green that is the original factory color #225 combined with a black interior. Equipped with a 5-speed manual transmission, Flat 6 Cylinder 2.4-liter engine, 4-wheel disc brakes, Fuchs light-alloy wheels with Dunlop D60 A2 tires, rubber bumperettes front / rear, leather covered steering wheel, jack, tool kit, aluminum door sills, chrome rocker panels, vintage VDO Kienzle clock, and a spare tire. Also includes the owner's manual booklet, maintenance book with stamps, and service receipt copies totaling over \$31,000 dating from 1988 through 2000. An extremely sought-after 911T that is an original blue-plate California car in a stunning color combination and has been with the same owner since 1997. A one-year-only external oil filler door 911 that is mechanically sound. **For \$125,000**



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, G50 Group option: S trim, heated rear glass, sway bars, S 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 \$98,500**



1973.5 Porsche 911T CIS Targa #14626

This matching numbers 1973.5 Porsche 911T CIS Targa is available in its factory color combination of Gemini Blue Metallic with a black interior. The vehicle comes equipped with a 5-speed manual transmission, Flat 6 Cylinder 2.4-liter engine with CIS fuel injection, rubber bumperettes, leather-wrapped steering wheel, fog lights, chrome rocker panels, aluminum door sills, 4-wheel disc brakes, Fuchs wheels, and spare tire. A beautiful color combination 911T CIS Targa that is mechanically sound. **For \$72,500**



1973.5 Porsche 911T CIS Targa Sportomatic #15259

Presenting this stunning 1973.5 Porsche 911T CIS Targa Sportomatic featured with matching numbers that is finished in its beautiful factory color combination of Gold Metallic with a black interior. The 911T comes well-equipped with a Sportomatic transmission, 2.4-liter engine, air conditioning, 4-wheel disc brakes, Fuchs wheels, fog lights, jack, and a spare tire. Also includes a Porsche Certificate of Authenticity copy, owner's manual booklet, and service receipt copies for an engine rebuild in addition to other work completed totaling over \$42,000 dating from 2016 to 2018. An astonishing Porsche that is ready to be enjoyed and is mechanically sound. **For \$86,500**

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JOURNEY OF DISCOVERY

Amazed by the capabilities of his wife's 987 Boxster S, Andrew Douglas bought an accident-damaged 1972 911 S 2.4 and embarked on a personal mission to restore the rare Porsche to its former glory, adding a genuine Carrera RS 2.7 engine along the way...

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

Andrew Douglas might be in charge of one of the most beautiful air-cooled 911s we've seen in a long time, but Porsche ownership wasn't something he ever thought he'd ever indulge in. "My wife loves these cars," he smiles. "Back in the 1980s, when we first met, she carried a photograph of a Carrera 3.2 in her Filofax. She viewed Porsche products as something to aspire to. In contrast, as someone into big bangers from British and American manufacturers, I couldn't see the appeal of a small German sports car."

He counts an Austin-Healey 3000, a Sunbeam Tiger, a classic Ford Mustang fastback and GTs from the Gordon-Keeble stable among the cars he owned before hopping into the lean, green, Stuttgart-crested speed machine seen here. So, why the change of heart?

The game-changer was his wife's 3.4-litre 987 Boxster S. "After hankering after a 911 for many years, she finally got the opportunity to test and buy one, but didn't gel

with the car at all. The Boxster, on the other hand, was a revelation. She's owned this Porsche for the past fifteen years and adores it. Naturally, I was keen to discover what all the fuss is about. I was immediately bowled over by how good her Porsche is at, well, everything." Reliable, quick, fast, brilliantly engineered, good-looking, offering fantastic handling — thanks to lightweight construction and an engine mounted amidships — and available at a pleasing price point, the 291bhp 987 Boxster S 3.4 is currently one of the Porsche scene's best buys, but, reasoned Andrew, did the qualities he appreciated in the devastatingly good drop-top stretch all the way back through the Zuffenhausen portfolio? There was only one way to find out.

"In terms of truly outstanding air-cooled Porsches, friends told me the Carrera RS 2.7 was the car to own," he recalls. "Unfortunately, it's a model way beyond reach for the budget I had to play with. Instead, I decided to buy a 1972 911 S 2.4." We've waxed lyrical about this particular 911 in recent issues of *Classic Porsche*, but for





the benefit of those of you new to the magazine or air-cooled Porsches in general, here's a recap.

STRENGTH IN NUMBERS

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 (MFI). 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 mechanics 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.

As an automotive enthusiast with an engineering background, Andrew was impressed by Porsche employing this unorthodox response to customer feedback regarding the 911's wayward back end. Whether it worked or not, he tells us, is beside the point. And so, when he spotted a 1972 911 S 2.4 doer-upper in the classifieds of Beverly Hills Car Club — which is neither in Beverly Hills nor a car club — while on a business trip in China back in late 2015, he wasted no time in securing ownership and had the car shipped from the USA to his home in the UK.

The 911 in question had been the subject of questionable modification over the years, but this was,

Above Green Metallic was the car's factory colour and, following decades it spent painted white and yellow, has now been reinstated with a top-notch respray over heavily corrected bodywork

Below The engine lid badge might say 2.4, but there's a very different engine living at the rear of this 911





Above and below Garry Hall at Gatwick-based Porsche interior trimmer, Classic FX, took care of the interior retrim

in fact, one of the car's plus points, certainly as far as Andrew was concerned. "It rolled off the Porsche assembly line painted Green Metallic, the very colour the bodywork now wears, but when my name appeared on the logbook, the body was white over yellow and equipped with a ducktail. All aluminium trim was painted black." The car hadn't run for a decade ("not this side of the millennium") and the body was bent because of accident damage. "It had experienced a heavy smack at the rear, which caused corresponding damage at the front. As a result, the chassis was banana-shaped, revealed when it was put on a jig. It amazes me the front and rear screens were in situ — considering how warped this thing was, they really shouldn't have fitted!"

Where many buyers might have found themselves crying into their polishing cloths, Andrew didn't care about the condition of the car he'd acquired. Granted, he wasn't aware of how badly deformed the body was at the point of purchase, but, as he is keen to point out, neither was Beverly Hills Car Club. Besides, his intention was to strip and rebuild whichever air-cooled 911 he ended up

buying — do it once, do it properly. "My intention was to buy a classic 911 and take it down to the very last nut and bolt. Thankfully, when this example was reduced to bare metal, there was very little rust discovered."

Enter Barry Carter, classic Porsche body restorer extraordinaire. Long-term readers will know this metalwork artisan's name from previous issues of *Classic Porsche* — we've featured a few of the beautiful early 911 and 912 restorations he's worked on, including the 'sports purpose' 911 owned by Darren Tompkins and featured on the cover of the July 2016 edition of the magazine. Barry worked on Andrew's 911 S shell for three months, unpicking previous repair work and restoring the body to 'as new' condition. "It's just as good, if not better, than when Porsche built the car," he beams. "The fresh body was treated to new wings and rear quarters panels, which are all genuine Porsche parts, and the underlying chassis is now pretty much as it left the factory. Crucially, Barry is fanatical about panel gap accuracy. I couldn't be happier with his work."

The car's original specification is impressive. Green Metallic (factory paint code 224, fact fans) was a special order, as were the wing-mounted fog lamps, power windows and colour-coded tinted glass. All of the latter remains, aside from the windscreen, which was replaced under a previous owner's rule. Indeed, Andrew confirms the period green glass is date-matched — though the front passenger window has suffered a small nick, he has no desire to replace old for new unless breakage forces his hand.

Full leather interior was also specified by the original buyer. For its day, this was truly top-of-the-range stuff, and though Andrew toyed with painting the car a shade of orange from the RS colour palette, his sympathy for maintaining originality wherever possible informed his decision to give the go-ahead for a fresh coat of the hulk-like hue to the restored body. The paint was expertly applied by DC Coachworks at St. Leonards-on-Sea and makes this 911 look as though it was born yesterday.

Elsewhere, various components were refurbished





Above Genuine Carrera RS 2.7 lump gives Andrew's 911 a serious dose of extra shove

or replaced with parts matching the car's factory specification. The front seats, for example, were originally figure-hugging, big-bolstered pews, but had long since been replaced with much softer comfort seats. Rather than buy new facsimiles of the former, Andrew located serviceable second-hand originals and handed them to Garry Hall at Porsche trimming specialist, Classic FX, based near Gatwick airport in Surrey. He was promptly tasked with revitalising the car's entire cabin. "Garry did a marvellous job," Andrew tells us. "The restored

seats, carpets, door panels, rear quarters and headlining are fantastic. Importantly, the size and spacing of perforations in

the fresh leather is exactly as Porsche dictated when the car was new."

Koni UK was given the job of rebuilding the struts and shocks, while Tuthill was handed a set of steel trailing arms bent out of shape and preventing the Fuchs five-leaves from fitting properly. "The guys at Tuthill checked and straightened the arms," Andrew continues. "The brake calipers are standard S parts, though were completely refurbished before being installed with new discs and Carbon Lorraine pads." He admits there are a few "odds and sods" added to his 911 in a bid suit his own tastes (you'll note the RS steering wheel, 'hockey

puck' horn push and wider wheels at the rear), but on the whole, everything is as it was in 1972. Well, almost everything — the one area where Andrew couldn't ensure originality was in the engine bay, not least because the 2.4-litre flat-six in place when he bought the car wasn't the powerplant it was making use of when new. Indeed, from his research, he suspects the non-runner was fitted to a Sportomatic-equipped 911 and installed simply to weigh down the back end of the car in the interests of making it look good come sale time. Without having to

worry about matching numbers, however, he was free to fit whichever air-cooled 911 boxer took his fancy. Three-litre SC lump? What about a more modern and more powerful Carrera

3.2 motor? It didn't take long for his love of the Carrera RS 2.7 to dictate proceedings, but rather than have the 2.4-litre unit he inherited with his purchase built to RS specification ("that engine now sits on my garage floor"), he took the plunge and bought a genuine RS flat-six. Yes, you read that correctly.

"It was a replacement engine manufactured by Porsche for an original RS put through its paces as a rally car," Andrew explains. "When I was first made aware of the part's availability, it was being advertised as fully rebuilt, leading me to believe getting my 911 up and running would be a straightforward task."

THE TOP END HADN'T BEEN ASSEMBLED CORRECTLY, RESULTING IN CONTACT BETWEEN PISTONS AND VALVES



Above Being a rare 1972 911 S 2.4 means the car features an oil filler flap beneath the offside rear quarterlight

Unfortunately, the process proved anything but — when fired up, the 2.3-litre sixer sounded more like a poorly diesel than a smooth-running RS. Investigation proved the top end hadn't been assembled correctly, resulting in contact between pistons and valves. Faced with an uncommunicative seller, Andrew had little choice but to commission extensive remedial work, not something he'd factored into his budget or project plan.

PICK UP STICKS

Carrera Performance in Horsham came to the rescue. Dedicated to the restoration of air-cooled Porsches, the company was well placed to take care of the urgent engine corrections. Thankfully, the transmission — original to the car — was in better order, though Andrew was less than enamoured with the later shift tower installed by a previous owner. Our man decided to install a 1972 shifter in its place. At this point in our story, it's worth noting the fact he'd yet to drive a 911 of any

description, let alone one of this vintage. Clearly, his dedication to what had become an ambitious restoration project was unwavering, and the amount of period parts accumulated during the build equally impressive, but what if the finished product didn't live up to expectation? After all, this is man used to driving V8 American muscle. How would he fare in a comparatively dinky German sports car with its engine hanging out the back?

"Being a Porsche configured for the US domestic market means this 911 is left-hand drive, which doesn't bother me," he reveals. "I've driven plenty of left-hookers in the past. It's not a big deal. What did alarm me was the gear shifting. I'm used to heavy-but-positive action when changing up and down gears, but this 911 has quite possibly the worst gear change I've ever come across. I reinstated the later shifter, which has made things slightly better, but shifting is still pretty horrendous when compared with seat time in my other cars." Andrew's time behind the wheel of a 911 got off to a less than





successful start, then? "Throw on the gearstick is very long. I'm toying with the idea of fitting a short shifter to improve matters. I should point out, this is my only gripe with the car, though I don't mind admitting I took to the hot seat with some trepidation. Would I find out what 911 hype is about? Would I enjoy driving the car?"

MAKING AN IMPRESSION

The answer was in the affirmative. "It's amazing!" he cries. "In terms of build quality and engineering, the classic 911 is worlds away from the British cars I've owned of a similar age. The Porsche's roadholding is incomparable — this thing just squats down and grips! It's also an extremely agile car with very accurate steering. You have to treat it with respect, but my 911 rewards by giving me a huge amount of pleasure through fabulous handling. Other than the gear shifts, which I hope to improve through experimentation with different parts, the driving experience is nothing short of fantastic." The potent RS engine must help matters? "Hit 4,000rpm and this 911 takes off like a rocket!"

Keeping him informed of what's going on under the engine lid are gauges rebuilt by Reap Automotive Design. Based in London, the company restores classic Porsche dashboard instrumentation and produces modern alternatives customised to individual vehicles. Customers including Porsche Cars Great Britain, Aston Martin and Nissan. The original dials in Andrew's 911 were painstakingly rebuilt by the Reap team in readiness for his maiden attack of the asphalt in the car he now lovingly refers to as Shrek, hence its registration number, bought from a children's entertainer after being predictably turned down by footballer, Wayne Rooney.

Before the pandemic, Andrew and his wife mapped a

road trip to the Alps city of Innsbruck, capital of Austria's western state of Tyrol, from their home in East Sussex. Due to the events of the past couple of years, their holiday was put on hold, but with imminent resurrection of their plans, the ogre-coloured classic will be called into action for the trip. "I can't wait to dart around mountain passes in this Porsche," Andrew says, excitedly. His intention is to incorporate a visit to the Porsche family seat at Zell am See, host to Scholls Prielau, the idyllic former residence of writer Hugo von Hofmannsthal, and located just two hundred metres from the north shore of Lake Zell. Since 1980, Scholls Prielau has been owned by members of the Porsche family, who converted the building into a country hotel for lovers of Austrian hospitality and cuisine. Yep, it's on our bucket list, too.

In advance of the trip, the car will be making its way to Lee Colbran, a time-served former member of the Paragon Porsche team, now proprietor of marque specialist, Octane Garage. Andrew has employed Lee's services to keep the 911 in tip-top mechanical order moving forward — all of the car's necessary maintenance and servicing work is carried out at Octane Garage's Crowborough workshop. Before this RS-powered stunner sets sail across the English Channel, however, there's plenty to keep Andrew occupied at home.

"Can I let you into a secret," he smiles, a tone of schoolboy mischief detectable in his voice. "I'm in the process of restoring a 1944 Type 166 Volkswagen Schwimmwagen, the amphibious military personnel carrier which can trace its roots to the Ferdinand Porsche-penned Type 128 vehicle of similar design." Delving into Porsche's past even further than the air-cooled 911?! It's safe to say Andrew has been well and truly bitten by the bug. **CP**

Above Andrew installed bigger Fuchs wheels and tyres at the back of his stunning classic Porsche

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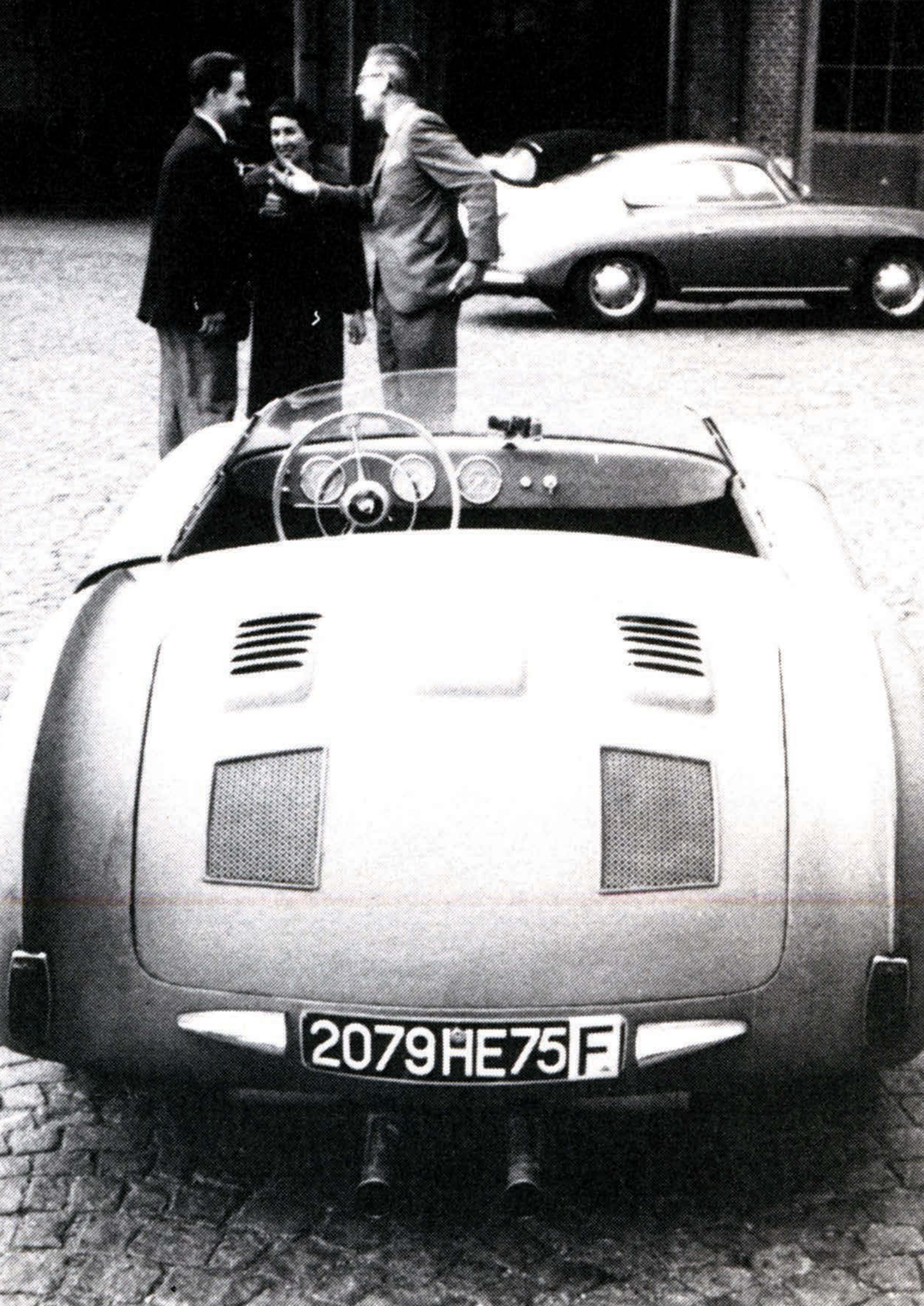
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RACE AND CREATE

A fine French driver turned to Zagato to create a lightweight racer from a brand-new 356 Carrera Speedster. The result proved its merits in the 1958 Tour de France Auto, only to come a cropper at Reims in 1959...

Words **Karl Ludvigsen** Photography **Porsche, Zagato, Ludvigsen Partners**

Born in Paris in 1927, Claude Storez became one of the most successful French racing drivers of his era. Financial support for his sporting pastime came from his role as a partner in a printing company operated by his father, who shared his son's enthusiasm for motorsport. In Storez's first season, which occurred during the year of his twenty-third birthday, father and son partnered in the Liège-Rome-Liège Rally, driving a Citroën prepared by René Bonnet. That same year, 1950, Storez the Younger raced a Simca at Montlhéry. He returned to action in 1951, driving a Simca in the Tour de France Auto, once again sharing driving duties with his father.

In 1952, Storez began competing seriously, both with a Simca Sport and a 356, his first contact with the marque he favoured in future. In September that year, he raced his Porsche in the Tour de France Auto and the Coupe d'Automne. Bonnet recognised

talent when he saw it and invited Storez to become works driver for Deutsch-Bonnet's 1953 season. Partnered by Marc Gignoux, Storez competed at Spa and in the Tour de France Auto in the team's blue 750cc DB-Panhards.

In 1954, DB-Panhards again figured in the Storez season. This was the debut year for the Monomill Championship, a one-make series contested by identical Panhard-powered front-drive single-seaters. Storez enjoyed successes in the series and began 1955 well with a win in the first race at Dakar. Monomill, however, was prematurely abandoned after the 1955 24 Hours of Le Mans disaster.

In September 1954's Tour de France Auto, Storez appeared with Porsche's Herbert Linge in a 550 Spyder. This was early Spyder 550-08, equipped for the occasion with a tuned 1500 Super engine to cope with the event's 4,000-mile duration. Hans Herrmann's 1954 Mille Miglia winner, this historic Porsche was bought by Storez after

he and Linge placed second overall in the Tour and won their class.

Powered by a fabulous four-cam, the car finished second in class with its new owner at the wheel when entered into an October race at Montlhéry. This Spyder, already a veteran with 11,577 miles on the clock when Storez bought it, was the mount of its master whenever he wasn't racing for DB, to which he brought a 750cc class win in the 1955 Mille Miglia, placing thirty-fifth overall. The Porsche was his ride at Tunis, Agadir, Spa and Dieppe. In the last of these, organized at the end of the Dieppe Rally, Storez won both his heat and the final.

The 1956 season began with a circuit race at Tours at the end of the Touraine Rally. In 550-08, Storez was placed second behind a Gordini and ahead of a Ferrari Mondial. He was third in class in the Prix de Paris at

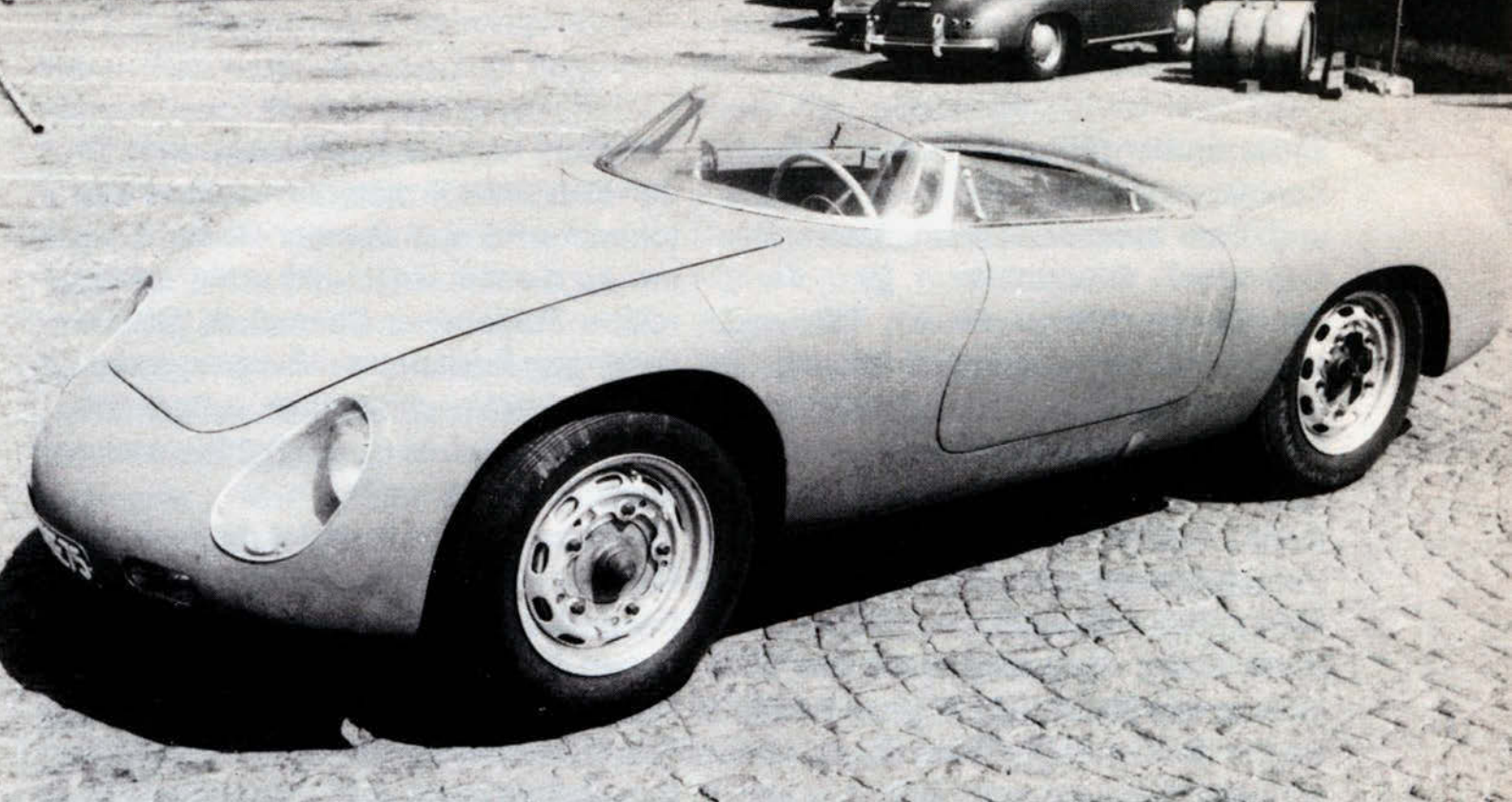
Montlhéry and eighth in May's Spa Grand Prix. That was his last finish in 550-08, from which he stepped up to production Spyder 550-0027 in June — recognition of his talent by Porsche

THE EXTENT OF DAMAGE TO THE CAR WAS SO SEVERE, IT HAD TO BE RETURNED TO ZAGATO FOR RECTIFICATION

found Storez sharing a works Spyder with Richard von Frankenberg in the Reims twelve-hour race for 1.5-litre cars. They were outright winners.

For rallying in 1956, Storez was in partnership with Robert Buchet, who was running a 356 Carrera. Before retiring in the 1956 Tour de France Auto, the pair paced smaller cars in a 356 which Motor Sport described as "a 1954 Porsche stripped of all unnecessary weight, fitted with aluminium panels and a very healthy engine." This was, in fact, an astutely modified 356 Carrera, which startled the works team due to the car's unexpectedly rapid pace. Unsurprisingly, fine form at this level in races and rallies found Storez a French Champion in 1956. He repeated in 1957 and, in 1958, was French Champion in Formula 2. A year earlier, Buchet and Storez teamed up for the Tour de France Auto, in which their 356 Carrera Speedster took them to sixth place overall behind four Ferrari 250 GTs and a Mercedes-Benz 300 SL driven by Stirling Moss. This was a dramatic demonstration of the

Facing page His new racer in the foreground, Storez and his wife were greeted by Porsche motorsport and press relations manager, Fritz Huschke von Hanstein, at the manufacturer's base in Zuffenhausen, where the Zagato-bodied Speedster received final touches



four-cam Porsche's potential.

With GT racing increasing in prominence, Storez decided to equip himself well for 1958. Buying a 356 Carrera Speedster, he drove the car to Milan. There, he huddled with Carrozzeria la Zagato s.r.l., the coachbuilder whose record in clothing great sports-racing cars reached back to the Alfa Romeos of the 1930s. Founded in 1919 by Ugo Zagato, the company was being managed with the support of his sons, Elio and Gianni, by the 1950s. An important customer was Carlo Abarth, famed for his Fiat-based motorsport machines.

The idea was for Zagato to rebody the Speedster in order to get it down to the homologated weight and make the car as aerodynamically slippery as possible. This was meat and drink to the Italian firm, whose work was observed with interest by Porsche — Ugo's team limned a shape for the Speedster platform combining the firm's aerodynamic expertise with its flair for attractive lines.

SLIPPERY SPEEDSTER

An all-new body could be significantly narrower than the 356 Speedster, with its voluminous flanks, thereby reducing frontal area and its associated drag. Notable features of the aluminium skin were generous front-wheelhouse openings, faired and shielded headlamps, rear-hinged 'suicide' doors for easier entry, bespoke venting to feed the carburettors and subtle rear finning for stability. Too low when delivered, the wraparound windscreen was raised and given a wiper for the driver.

When the rebodied Carrera was ready in the late summer of 1958, it was delivered to Zuffenhausen in primer. There, the car's mechanicals, including its Type 547 'Fuhrmann' four-cam, received final tweaking, after which the body was painted white with red fins, recalling the colour flashes marking the tails of early Spyders. By any standard, this was a great-looking roadster with potentially decisive advantages over its more conventional Porsche stablemates.

While Zagato's work was given its finishing touches, Porsche once again paired Storez with von Frankenberg, this time for an attack of Le Mans in a works 718 RSK. The dynamic duo's race ended when another car crashed into the Porsche during a wet night. Soon afterward, a factory 356 Carrera was delivered to Reims for the twelve-hour race for GT cars, which took place on July 5th. Entered by Auguste Veuillet, head of French Porsche distributor, Sunauto, the car's pilots were the now familiar team of von Frankenberg and Storez. They delivered in spades, winning the two-litre GT category and placing sixth overall behind five Ferraris 250 GTs and ahead of two more.

With his Zagato-bodied 356 Carrera Speedster finally ready, Storez sent his cousin, Michael Maniani, to collect the open-top speed machine and drive it from Stuttgart to Paris. This request backfired when Maniani was involved in an accident only six miles out of Zuffenhausen. Although Maniani was little injured, the extent of damage to the car was so severe, it had to

Above Seen in the Porsche works courtyard, the Storez Carrera Speedster was fresh from its rebodding in aluminium by Zagato and featured narrower flanks with wind-cheating lines

Below At the 1957 24 Hours of Le Mans, Storez drove the no.34 works 550 Spyder, which had been running as high as fifth before running ran out of fuel near Maison Blanche — Storez pushed the car back to the pit entrance, but could not refuel (the car being inside its thirty-lap window), meaning it couldn't complete the final lap in the required time to be classified, though crossed the line a respectable eleventh overall





Above Mentored by his father, Leon, Claude Storez began racing with a Porsche 356 in 1952 and was French Champion in 1956, before going on to compete in a Carrera Speedster in 1957

Above right Painted white with red flashes on its rear fenders, the Storez Carrera Zagato looked the goods among the entrants for the Tour de France Auto in September 1958

Below Although retiring from the Tour de France, the Storez Porsche showed its potential in a race at Reims, where it was quicker than all, save for the winning Ferrari 250 GT



be returned to Zagato for rectification. Thankfully, the reimagined Porsche was ready for Storez and Buchet's entry into September's Tour de France Auto. Although failing to finish the demanding event, the car left its mark — in the race at Reims, a track which favoured high-speed capability, Storez beat all competitors, save the Ferrari 250 GT of eventual winner, Olivier Gendebien. The combination of Zagato and Porsche looked a winner.

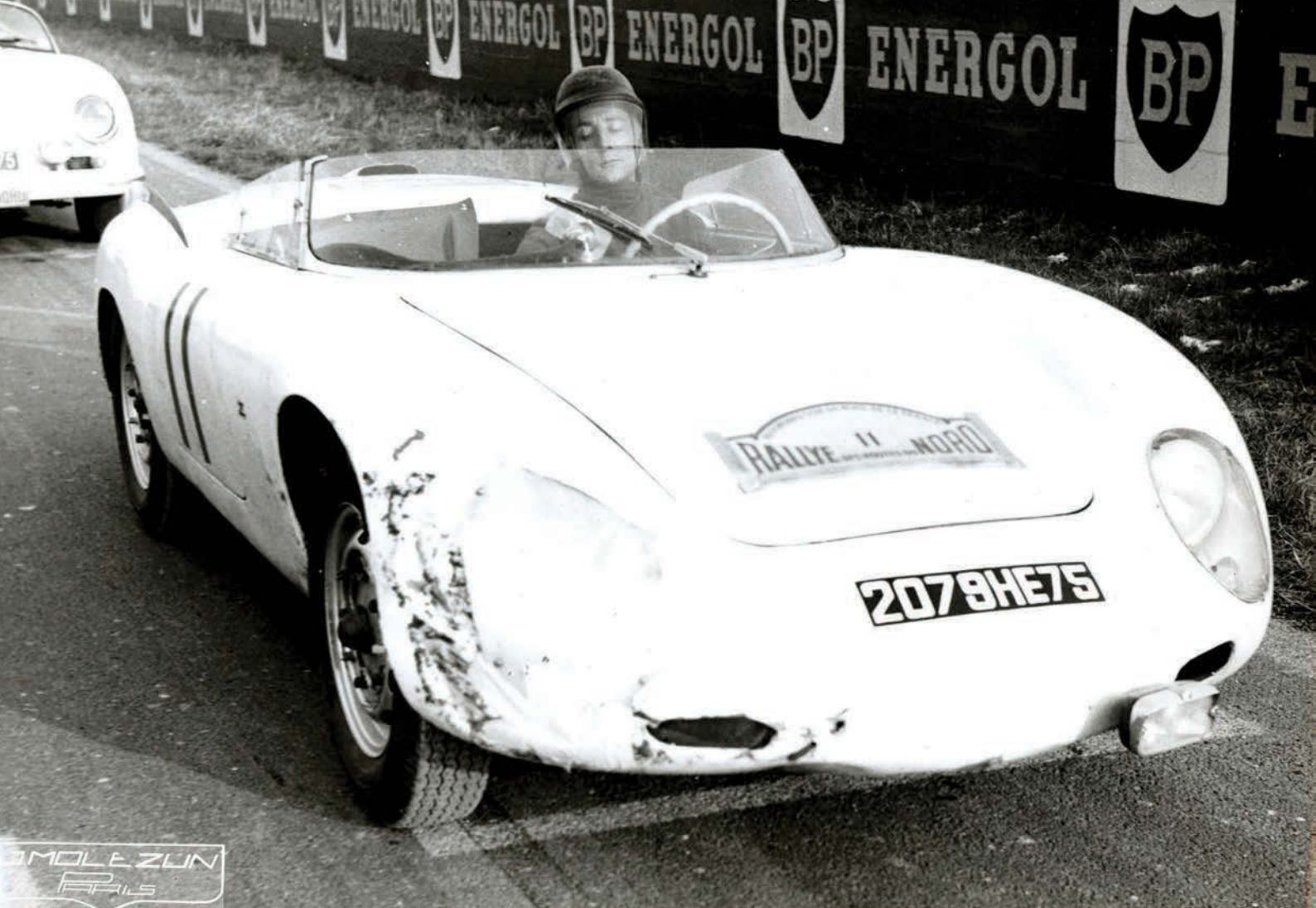
DANGEROUS GAME

It was cloudy and chilly on February 7th 1959, the day Storez brought his unique 356 to the Rallye des Routes du Nord, an event he often supported. Essentially, it was a shorter version of the Tour de France Auto, with stops for racing on notable circuits in the north of France. One of the tracks was Reims, Storez's familiar stomping ground. En route to the venue, his car suffered

accident damage to its right front bodywork. Although the affected area was visibly hammered out in time for the start, hindsight suggests the quick fix might have introduced a fatal flaw. Indeed, a report from the period suggested Storez had fitted larger-diameter tyres before the race, perhaps to give higher gearing on the track's fast straights. Under braking conditions, this could have caused the rubber to make contact with unfinished elements of the hasty repair, provoking a sharp swerve.

Storez and his Zagato-bodied Speedster were doing well in the race, thrusting among much more powerful machinery on the fast Reims road course. On the downhill stretch toward the right-hand corner at Thillois, he braked at some 120mph. The white roadster lurched sharply right and charged off the asphalt into a deep ditch, rolling several times and hurling its driver out. Storez, widely recognised as one of France's finest





drivers, died shortly after his helicopter ride to hospital. He was just thirty-two years old.

Badly mauled, the peculiar Porsche was not called back to life. Not, that is, until 2012, when American racer, Herb Wetanson, contracted with Zagato to produce a replica of the car many came to know as the 'Speedster Z'. Wetanson was a Porsche pusher of old, having raced successfully in a 906, which he converted to a roadster. Completed in September of 2012, the replica is a worthy testimonial to the initiative of Storez and the skill of Zagato, in spite of being silver (instead of white)

and glossy to a fault. While the Speedster Z has gone down in history as a lost legend, less known is the fact a blueprint to create a coupe-bodied version of the car was created in the year of Storez's passing. Though the original sketch came to nought, Zagato's recent Sanction Lost programme saw the Rho-based brand's archivists dig through a mountain of photographic material relating to the 356, whereupon they uncovered the long-forgotten drawing, sketched on the 11th September 1959 at the request of Porsche in response to how impressed factory engineers were with the Speedster

Above In February 1959, Storez entered his unique Carrera Speedster in the Rallye des Routes du Nord, even though the car displayed damage it suffered in an earlier race when it lined up to start at Reims-Gueux

Below The Zagato-bodied Porsche was not resuscitated after Claude Storez's fatal crash at Reims





Above More than half a century after Storez's death, Zagato made a Speedster Z replica at the request of client, Herb Wetanson, leading to a limited-run of nine Zagato Speedsters, one of which is owned by Coldplay bassist, Guy Berryman, who keeps the super-rare car alongside a restored 1967 911 S

Overleaf Karim Al Azhari's Zagato Speedster Z and the engine bay of the unique car which inspired it — note the louvers above the air filters of the 356 Carrera engine

Z's performance at the hands of Storez. Indicating a then advanced step in Zagato's approach to 356-based builds, the proposed tin-top, complete with oh-so-period-style optional rear quarter fins, became a reality six decades later — limited to just nine units, the 356 Zagato Coupe was put into production alongside a matching number of Speedsters.

Coldplay bassist, Guy Berryman owns one of the latter. It occupies space in his garage alongside an immaculately restored 1967 911 S, a 914/6 converted to GT specification and a totally original 1968 911 which once belonged to Porsche modifier and founder of Rennenhaus, Clay Grady. What have Berryman's experiences of driving the

Zagato Speedster been like? "It's a great car," he told Porsche. "It's light as a feather and so open. Plus, it's the car which has given me the greatest road trip of my life so far." He goes on to talk about the day he collected the Speedster from Zagato's base in Milan. "I travelled

there with my friend, Magne Furuholmen from the pop band A-ha. We then drove up through the lakes, across to Chamonix and all the way down the Alps to Nice.

We encountered the most inclement weather you could possibly imagine. There were many lightning storms and visibility was down to about four metres on the twisty mountain roads. People in modern cars had decided it was unsafe to carry on, but we had to be to Nice by a specific time.

A LASTING LEGACY INSPIRING AUTOMOTIVE DESIGNERS AND PORSCHE ENTHUSIASTS TO THIS DAY



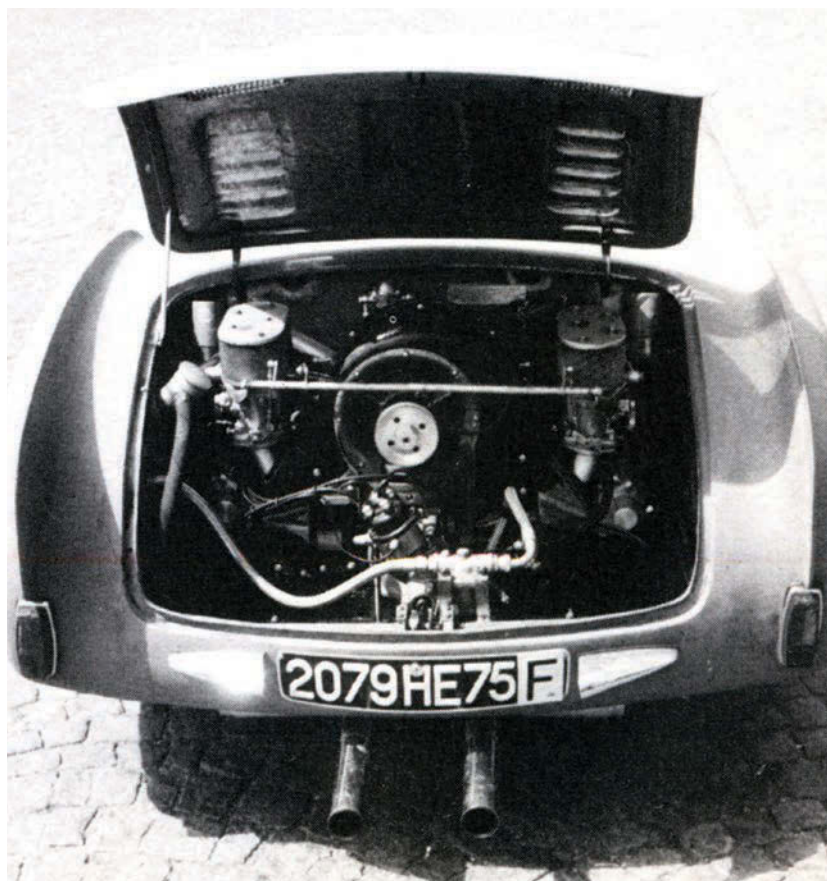


We donned bright yellow raincoats and drove on, the Speedster filling up with water the nearer we got to our destination! Each night, when we got to our hotel, we'd have to ask for a bucket to scoop water out of the car."

EASTERN PROMISE

In the United Arab Emirates, Karim Al Azhari acts as an ambassador for Porsche. Not only is he a collector of Porsche vehicles and an accomplished racing driver, he's also president of the UAE's Porsche Club. Among his many exotic Stuttgart-crested cars — a collection including a Carrera GT, 991 GT2 RS, 911 Turbo (930) Flachbau, 993 Turbo and a 944 Turbo — is one of the nine Zagato Speedsters.

In the January 2021 issue of *Classic Porsche*, we featured the only coupe originally designated in Europe. Utilising the underpinnings of a 1960 356 B T5 and owing more than a passing nod to the styling of the 718 RSK, every mechanical component and all running gear was restored to mirror the exact specification applied by Porsche at the point the donor car rolled off the assembly line, while the body was painstakingly created to match Zagato's original Storez-inspired sketch. He may not have lived long enough to see his career celebrated, but his innovative approach to modifying the 356 has left a lasting legacy inspiring automotive designers and Porsche enthusiasts to this day. **CP**



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POWER PLAY

Since 1987, Jenvey Dynamics has been at the forefront of fuel injection throttle body design and manufacturing for motorsport and historic vehicle applications. As the company looks forward to an even brighter future, we look at its products for air-cooled Porsches and reveal exciting news for 964 owners...

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

Currently celebrating its thirty-fifth anniversary, Bridgnorth-based fuel injection throttle body manufacturer, Jenvey Dynamics, was established as a consequence of company founder, Richard Jenvey, finding it difficult to obtain engine components for his personally owned race cars. "If he couldn't get hold of a part, he'd make it," smiles Richard's son, Mike, who took over the running of the family business in 2006.

An eye for detail, exquisite precision engineering and a passion for innovative design have been hallmarks of Jenvey Dynamics ever since the business was launched as a design consultancy serving all corners of the motorsport industry, his reputation galvanised by impressive performances in the ModSport Championship, which he won driving a Lotus Elan, and the World Sportscar Championship, which he contested in a Lotus Esprit S1. Richard was also a familiar face in the paddock at endurance racing events, including the

24 Hours of Le Mans, which he entered in 1979, sharing driving duties in the Cosworth-powered Dorset Racing Associates Lola T297 with Pink Floyd drummer (and avid Ferrari collector), Nick Mason, finishing eighteenth overall and fourth in class.

Mason's participation in the event was somewhat overshadowed by the arrival of Hollywood actor, Paul Newman, in the twin-turbocharged Dick Barbour 935. The bright red Porsche finished second overall, pipped to the post by the Kremer 935 K3 piloted by Klaus Ludwig and the Whittington brothers. This sparring for the top spot between teams campaigning 935s is now regarded as one of the most captivating battles in the history of the French enduro, but away from the headlines, Richard scored an important win with the Lola — come race end, having covered more than 2,143 miles, the car had used just 810 litres of petrol, awarding the team top honours in the Le Mans Index of Fuel Consumption. It was a fitting achievement for a man whose work in the field of fuel injection and throttle bodies would go on to ensure

Facing page Jenvey Dynamics Heritage throttle body kits have been available for two-bolt 911 applications for some time, but just as we went to print, the company announced an exciting new Heritage kit for three-bolt fitment with a 41mm port

Below Mike Jenvey has a string of national motorsport championships to his name and used to race a heavily modified 911 in Britcar





victory for many championship-winning race cars.

At the time of his appearance at Le Mans, Richard was working for his family's paint business, but following the sale of the company, and after recognising there was strong demand for the parts he was producing, he turned hobby into profession. His big break came with the success of a fuel injection throttle body design project in the early 1990s. "It was a commission which fit perfectly with his preference for challenging and interesting engineering. Importantly, the end result was fun to

STRONGER PERFORMANCE, BETTER EMISSIONS, STEADY IDLE, EASIER COLD STARTS AND MORE RELIABLE OPERATION

manufacture," says Mike, keen to stress all operations were carried out in-house. "I remember building the prototypes during the year I spent working for my

father between leaving school and attending university. Prior to then, the company had been involved in the production of all manner of engine componentry, such as engine blocks for

motorsport applications, but following the success of the fuel injection throttle body project, and with the commissioning client's consent, the focus of the business immediately switched to further developing the

Above and below Jenvey Dynamics boasts its own foundry, meaning all stages of product development and manufacturing are conducted in-house, ensuring quality control every step of the way





Above Ingots of aluminium waiting to be turned into throttle bodies, as well as their supporting hardware

Below Working through the various stages of product refinement after initial manufacturing has taken place, a process which is updated every five years



design with a view to producing fuel injection throttle bodies for a wide range of engines."

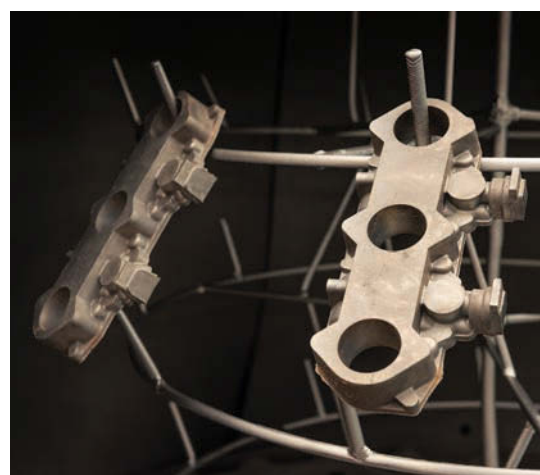
From 1994, Jenvey Dynamics extended its product offering to cater for the entire engine induction system, including manifolds, fuel rails and fittings, air horns and all supporting hardware. Mike confirms the engineering architecture adopted by Richard in period is at the core of Jenvey Dynamics designs today, but, as you'd expect, the way the company designs and manufactures its goods, as well as the technology and materials available, has evolved significantly. "We evaluate our catalogue every five years," he explains. "Our aim is to regularly identify where we can make our output lighter, simpler in design and how we can further streamline our manufacturing processes." To put this in perspective, the firm's core throttle body is now a whopping fifty percent lighter than it was when first launched.

BRIGHT FUTURE

3D printing is one of the more modern technologies Mike's team has embraced. "We're able to use this process to make prototype parts and test components prior to manufacture. We've even created 3D-printed manifolds, which have been subsequently put through their paces at the track and dyno-tested on race engines." Prototype air horns are another obvious

candidate for 3D printing. The production takes place entirely in-house alongside 3D computer-aided design, tool and pattern making, prototyping and CNC machining. Impressively, Jenvey Dynamics also boasts its own foundry. "For every product leaving our factory, a minimum eighty percent of its parts will have been made right here in our own factory," Mike says, proudly. This includes all main throttle body components, such as housings, spindles, butterflies and levers. And, of course, managing every step of the design and production process first-hand ensures stringent quality control can be exercised at all times. This is obviously important for maintaining high standards of manufacture, as well as research and development, all of which are vital for success in any form of motorsport, but taking care of every step of the process in-house also ensures confidentiality during the creation of commercially sensitive bespoke components following client request.

While Jenvey Dynamics product range has expanded, so too has the company's customer base. "Our clients are predominantly in the field of motorsport, a reflection of the firm's origins and the passion for racing exhibited by many members of our twenty-four-strong workforce," Mike tells us. Like his father, he's no stranger to track action, having competed in a heavily modified 911 in the Britcar endurance series. In fact, Mike has won





six overall national motorsport championships and his Sports 2000 machine won *Autosport* magazine's National Race Car of the Year award in 2009. This determination for excellence is the cornerstone of the company's success.

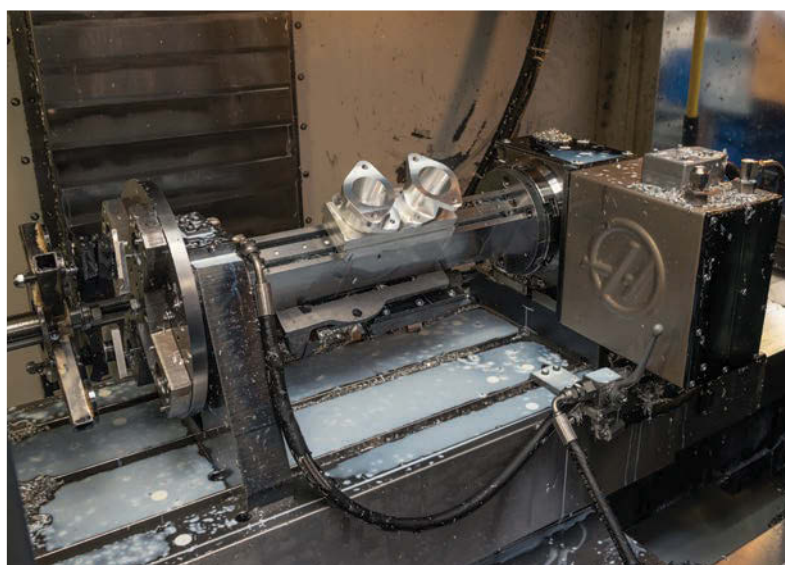
STANDARD APPEARANCE

In the 2010s, however, when the values of classic cars reached new highs, Jenvey Dynamics drew the attention of many owners interested in applying modern fuel injection to their historic road cars, primarily in the interests of reliability and ease of operation. The sticking point was a desire to maintain a factory look beneath the host vehicle's bonnet or engine lid. In response to this concern, 2016 saw the release of the Shropshire firm's first Heritage fuel injection throttle body kit, suitable for

DCOE applications. The product was engineered to keep an engine bay looking as its manufacturer intended — fuel injectors, the fuel rail and other tell-tale hardware, including sensors and wiring, is carefully hidden from view. Such was the Heritage kit's success, Mike's team began developing marque-specific variants, including IDA3 kits for air-cooled 911s.

As we reported at the time of launch, the company has made its Heritage line available for the two-bolt flat-six with 35mm (two-litre to three-litre engines) and 39mm (Carrera 3.2) port sizes married to a 42mm and 45mm throttle body respectively. The smaller throttle bodies use 250cc Bosch injectors, whilst the 45mm throttle bodies use 350cc injectors from the same brand. 60mm long airhorns are available with a bolt pattern matching the original. "We collaborated with famed air-cooled Porsche

Above Jenvey makes throttle body kits and associated apparatus for all makes and models, from Alfa Romeo to Volkswagen, though Mike reports constant demand for Heritage throttle body kits from Porsche owners





Below The firm's Heritage throttle body kits are designed to maintain an OEM look in the engine bay of the host vehicle, with all electronic components cleverly hidden from view

tuning outfit, Rothsport Racing, during the development of these kits," Mike reveals. "This relationship saw our Heritage offering for 911s extensively dyno-tested on Jeff Gamroth's own Porsche, with the resulting data fed straight back into the project, enabling further refining here in the UK, where we were able to confirm fantastic performance and drivability gains. The end result is a throttle body which looks perfectly at home when bolted to the top of an air-cooled flat-six, yet manages to function in a manner previously reserved for more modern induction systems."

Why make the switch in the first place? Stronger performance, better emissions, steady idle, easier cold starts (there's no choke to rely on when switching your carburetted air-cooled classic to modern fuel injection) and more reliable operation when the engine is warming up are just some of the benefits. Improved economy is also a big selling point. Put it this way, an Aston Martin

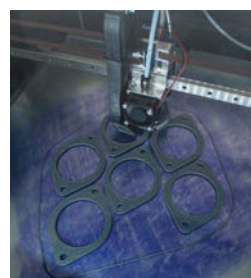
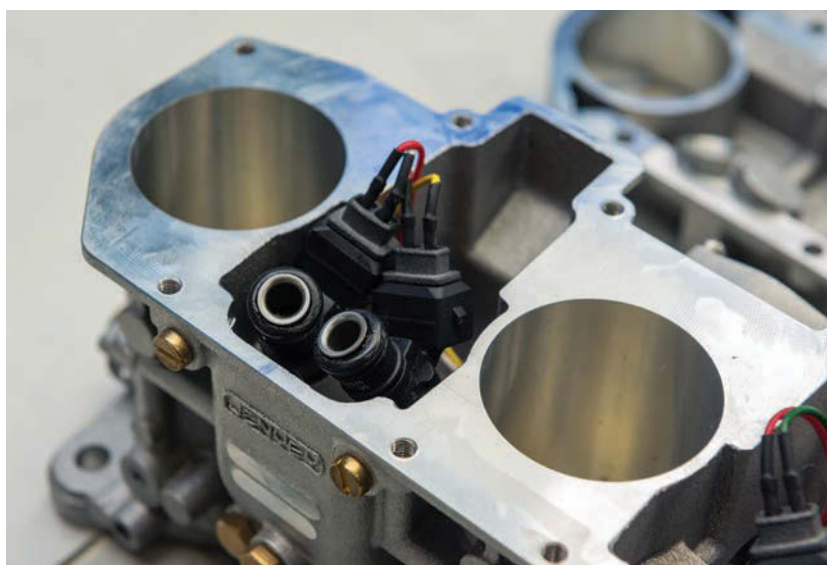
A THREE-BOLT HERITAGE FUEL INJECTION THROTTLE BODY KIT WITH A 41MM PORT SIZE IS NOW AVAILABLE TO ORDER

DB6 owner making use of Jenvey Dynamics Heritage equipment recently reported a rise in fuel economy from 14mpg to 24mpg. Most customers experience a minimum forty percent gain, some registering much higher. "The advantages of modern, electronic fuel injected intake systems are simply too hard and too numerous to ignore," says Mike. "A reliable, unbroken

flow of air, extremely accurate control via an advanced standalone ECU, easy starting in all seasons and, of course, more power and economy, are obvious plus points.

The sole downside

on an air-cooled Porsche installation, up until now, has been the aesthetic — many owners of classic 911s have been dissuaded from adopting throttle bodies due to an unwillingness to compromise the factory look of their car's engine bay. With the increase in popularity of the classic Porsche market and heightened demand for the benefits of an electronic fuel injected intake system, however, our IDA3 Heritage throttle body design





addresses improved performance with satisfyingly OEM visuals.”

NEXT GENERATION

964 owners feeling left out need not fret — we’re delighted to report a three-bolt Jenvey Dynamics Heritage fuel injection throttle body kit with a 41mm port size is now available to order. Utilising 45mm throttle bodies and a cross-linkage clearing the host 964’s standard fan shroud, this exciting new package entered production days before this issue of *Classic Porsche* went to print and followed extensive testing with 3D-printed parts. Adopters of this system can expect the aforementioned benefits owners of older air-cooled 911s have been able to take advantage of when using Heritage kits. In short, we’re talking vastly improved drivability and much better fuel consumption. Included with each purchase is a manifold with heat insulators, IDA3 Heritage throttle bodies, electronic fuel injectors, integrated fuel rail, cross-bank floating linkage (to allow for engine expansion), throttle position sensor and a set of air horns.

For high-performance race engines, Jenvey Dynamics can create custom components, accommodating any bore size and taper (a decreasing diameter as it gets closer to the cylinder head, forcing air to accelerate in order to pass through, resulting in progressively enhanced air speed, which is ideal for high-revving engines). In fact, of the big sellers from the company’s current product portfolio, bespoke single throttle bodies (ordinarily ordered in quantities of four or six) for motorsport use are up there with DCOE throttle bodies to replace original carburettors. The Heritage

line-up has also proved a runaway success. “We also supply everything an owner might need to support this equipment, such as fuel pumps and pressure regulators,” says Mike, before revealing exciting news regarding another Jenvey Dynamics launch. “Obviously, to take full advantage of what one of our Heritage fuel injection throttle body kits has to offer, you need to invest in a programmable ECU. For the 911, we’re developing a turnkey package, including the Heritage kit, loom, sensors and ECU with base map. This is everything needed to convert an air-cooled 911’s fuel system to a modern injection setup. We’ll be revealing the finished kit at this year’s Classic Motor Show, scheduled to take place at Birmingham’s National Exhibition Centre between 11th and 13th November.”

An excellent way of simplifying the switchover, this complete conversion solution equates to an owner only having to have the supplied ECU mapped to extract peak performance from their classic 911’s engine following hardware installation. As with all Jenvey Dynamics output, the kit will be available for international delivery direct from the company’s newly redesigned webstore.

New approaches to product design and development are an important aspect of the Jenvey Dynamics success story. Needless to say, in today’s rapidly changing automotive world, Mike’s team is gathering a huge amount of data relating to eFuels and hydrogen technology. “A hydrogen-powered car needs a control system in place to limit or increase the amount of the chemical between the engine and fuel cell, meaning throttle regulation is just as important now as it ever was,” he reasons. There are fun times ahead — here’s to the next thirty-five years of Jenvey Dynamics! **CP**

Above Jenvey Dynamics has made sure to offer the Heritage throttle body kits available for three-stud 911 engines with 41mm port size, offering the complete kit (manifolds, throttle bodies, injectors, throttle position sensor, integrated fuel rail, linkage and air horns) for direct sale from the company’s recently relaunched online store, which you can find by pointing your browser at store.jenvey.co.uk

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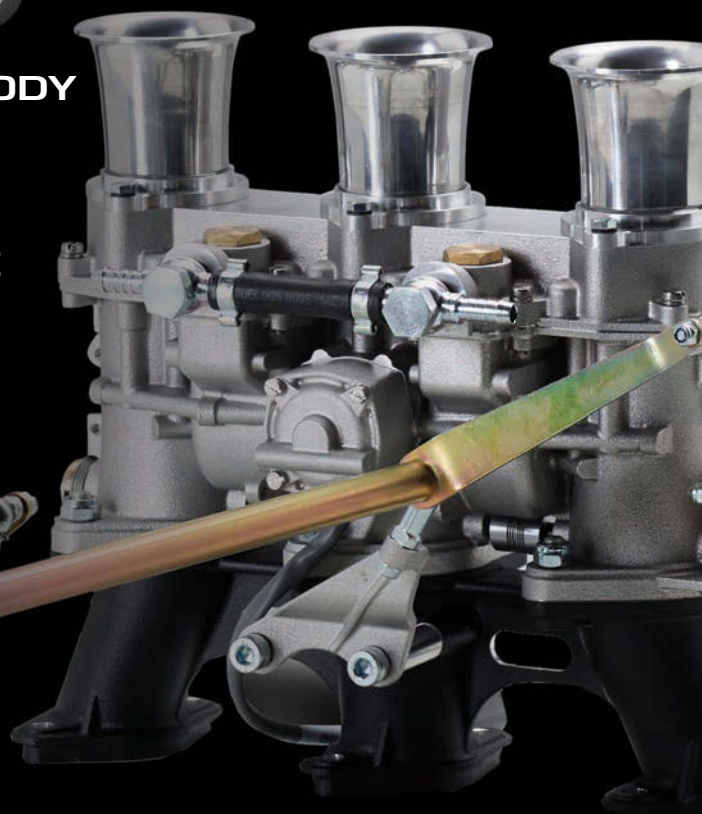
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GENERATION GAP

Four decades separate these two Porsches: the 1953 356 Pre-A represents the first of the air-cooled line-up, while the 1995 993 Carrera RS is the culmination. We turn back the years in the lee of Donington racetrack...

Words Johnny Tipler Photography Dan Sherwood







Without air-cooled engines, the Porsche line-up would look and feel very different. Sure, Porsche had a water-cooled front-engined line-up from the 1970s and eventually got around to water-cooled flat-sixes and flat-fours in the mid-1990s, but air-cooled cars represent the very spirit of Porsche. With this in mind, we decided to bring together fantastic examples of the 356 and 993 in an effort to showcase the brand's air-cooled legacy. Aficionado, Richard Allen, was happy to oblige us with the two fabulous specimens you see on the pages before you. I went to see him at Melbourne (the village after which the eponymous corner on Donington Park race circuit is named), where he stores some of his car collection at a free-range chicken farm. No poultry excuses or fowl play. Ahem.

When bookends meet: what we have here is a very early example of the air-cooled fraternity, and also one of the very last. The elephant in the room is the vast array of roadgoing 356, 911, 912 and 914s which existed in the meantime, and this is without getting side-tracked by sports-racing prototype exotica. So, these two feature cars are counterpoints, highlighting the inexorable progression from 55bhp to 300bhp and, in this case, from 1,500cc to 3,800cc. What unites them is the quality and finish of the engineering, from bodywork to mechanicals, which is as good as it gets on each of their contemporary stages.

In its day, the 356 was a quick car, fabulous looking and a successful racer, even though hamstrung in cornering by its rear swing-axle — the moment the wheel

stands up vertically, you feel it, immediately knowing you don't want to go much further. "In 1953, this was the car to cross continents," Richard remarks. "You could drive anywhere in it. There would have been relatively very little traffic, meaning you could have a good go on a bendy road."

In Porsche numerology, the retrospectively designated Pre-A obviously precedes the A, B and C-series 356 model lines. The 1,096cc 356 came out in 1949, its box-section pressed steel bodyshells built by Reutter Karosserie (as in this case) and supplied at the rate of nine a month. By 1952, the original split-screen 356 was now endowed with a bent screen, a one-piece glass pane bent in the middle and accommodated accordingly in the car's roofline. Drum brake diameter was increased to 280mm, a fully synchromesh four-speed gearbox was installed and the Porsche emblem we know today was created. Our subject car was made in 1953, the same year the 550 Spyder was class-winner in La Carrera Panamericana, a victory leading Porsche to annex the Carrera nomenclature for its sports models.

PORSCHE PUZZLE

This 356 Pre-A is Azure Blue, with grey corduroy upholstery — a perfect colour combination. The cord cloth is so sumptuous you want to wear it, or at least get strides made in the same material. Richard bought the car as a project from Bedfordshire-based independent Porsche sales and restoration specialist, Export 56, back in 2013. He tells us getting the car to where it is today was something of a labour of love. "It wasn't quite completely in bits," he recalls. "The body was nearly as it

Above Though fiendishly difficult and expensive to restore, the 356 Pre-A's body is firm proof Porsche design language was right first time, developing the Beetle shape for a new, exciting era of sports car manufacturing



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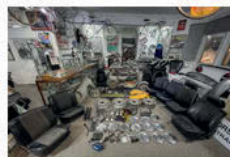
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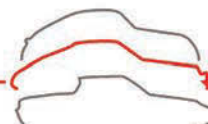
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is and the back seats were in, but there was no engine, no gearbox and the suspension needed rebuilding. The front clip had issues, but at the end of the day, this is a 1953 Pre-A, which was what I wanted. Paint and bodywork repairs to sort out the front end were carried out by Norfolk Premier Coachworks a few years ago."

He's got a thing about rarity. This Pre-A is definitely that — only 1,997 examples were built in 1953, though across five years, Pre-A production totalled 9,146 units. "My very first car was a Beetle," Richard continues. "If you lift up this car's lid, the crankcase, gearbox and steering equipment is VW. The Pre-A is very different from the 356 A, though, as hinted at by the headlights being set lower than they are in the later model." Indeed, the car Richard describes as "the best jelly mould you'll ever see" is very sophisticated when you start noticing the little details. The Pre-A wears a single grille in the engine lid, for example, while the subsequent 356 A features double grilles to augment cooling.

The aluminium doors shut with a satisfying clunk, while the rear three-quarter windows are hinged on the B-posts. "There's nothing on this car, engineering-wise, not of the period. It doesn't have the original engine, but the unit now powering the car is only twenty serial numbers along." The flat-four he inherited with this Pre-A was supplied in boxes. "Prill Porsche Classics subsequently pieced it all together and I now keep it in storage as a spare. I then bought another engine, which was also originally fitted to a 1953 Pre-A. Remarkably, this powerplant is also about twenty serial numbers

away from the original. The bottom half of this particular boxer was assembled by a guy in America, while the rest of it was built by Robert Gant at Gantspeed. It has since covered close to two-thousand miles."

Two experts of the model were involved, then, but why did Richard swap one rebuilt 1953 engine for another? "Although the car's bodywork didn't take very long to do, the engine work was horrific — when the cases were put together, the walls for the crank were five thou' oval. Andy Prill's machinist got ill, and while we waited for him to recover before remedial work could begin, I found the completed bottom-half online and bought that. The

Above Rebuilt flat-four is only twenty serial numbers away from the boxer originally fitted to the car





Top right Interior is basic, but surprisingly comfortable, even by modern standards, and includes everything you need to get out and drive

seller turned out to be the president of the Karmann Ghia Club of America, but he also built blueprinted Porsche engines. I'd got most of the other required components in storage, which is why I commissioned Gantspeed to build a complete engine out of all these different parts. It took two months." Thus, Richard has a spare 1953 engine, plus two 1953 gearboxes.

This blue beauty hasn't subsequently sat idly in his garage. "I've driven the car to Goodwood, Scotland, to the Norfolk coast, plus regular runs round and about. It'll do 70mph on a motorway, faster than lorries, which is probably the most important thing. The seats are dead flat, making this a comfortable Porsche,

although the passenger must hang on around corners, else they'll slide off the seat!"

1953 Pre-A production is known as 'the year of the corduroy,' referencing the aforementioned inviting

upholstery material peculiar to 356s made that year, prior to which, and afterwards, predominantly vinyl or leather was used. Richard's car's seats, side panels, door panels and ceiling have

ONLY 1,997 EXAMPLES WERE BUILT IN 1953, THOUGH ACROSS FIVE YEARS, PRE-A PRODUCTION TOTALLED 9,146 UNITS

been reupholstered in the gorgeous original grey cord, having previously faded to brown in sunlight.

All 356s have the last two digits of their chassis number stamped on every panel, enabling you to gauge originality. Lift the bonnet, for instance, and on the hinge





on the left we see number 99, also visible in the rear grille and on all the doors — this Pre-A's chassis number is 51299. Richard assesses his car's metal is at least ninety percent original. "The floor is factory, as is most of the inner wing material, although the previously mentioned front-end damage commanded corrective work."

I contemplate the cabin appointments. The translucent Perspex sun visors are exquisite in their 1950s quirkiness. The large-diameter steering wheel is a Moto-Lita, an early sport option, which rests on the driver's thighs. There are no seat belts, no washers, no

fuel gauge. Regarding the latter, Richard makes use of a piece of steel about a foot long. He sticks in the petrol tank and it tells him how much petrol is remaining.

Extraordinarily enough, there's a cigar lighter to go with the much-polished ashtray. Cabin heating issues from little vents in the inner sills. It's always on, so pull the lever back to warm up, close it to stay cool. Behind my left shoulder, in the rear compartment, is the engine lid release knob. The way the back seat works is ergonomically satisfying, folding up into a luggage platform. The instrument binnacle includes ignition,

Below Despite being forty-two years apart from one another, the evolution of Porsche vehicle design is clear to see





Above RS cabin is a stripped back affair and features firm Recaro buckets to hold occupants in place when the car is being thrown into bends

handbrake and oil pressure lights, with oil gauge, and oil temperature gauge in Centigrade on one side and Fahrenheit on the other. This is probably because the USA, a key market for Porsche, measures temperature in Fahrenheit (21°C equates to just shy of 70°F). There are no external mirrors and no radio. Where you'd expect the latter to be is an eight-day clock.

As well as the clock winder, there's a reserve fuel tap located way under the scuttle. It's too remote to be switched on safely by the driver whilst

in motion due to being an arm's length away. There are three positions: down for on, left to replenish, right for off. "You have to remember which is which, of course, because there's a mechanical pump at play," Richard explains. "If you suck all the fuel out, it takes ages to pull fresh fuel back through. You also need a decent battery

THE LARGE-DIAMETER STEERING WHEEL IS A MOTO-LITA, AN EARLY SPORT OPTION, WHICH RESTS ON THE DRIVER'S THIGHS

because this car makes use of a six-volt system."

Each 356 Pre-A was assembled with a full synchromesh gearbox, which was extremely unusual at the time. It's a great unit to operate, like playing with a wand as it slots into place. Going for third in this left-hooker, you're on the verge of interfering with your passenger but, more pertinently, you can shift into

first when you're in motion, proving useful when coming up to a junction or whatever.

The sleekness and purity of the Pre-A lines are among the most beautiful of all small coupés. There

are subtleties in play, such as the triple curvature of the front panel, hidden, alas, behind the bumper. "Porsche had an understanding of airflow and aerodynamics from the off," comments Richard. "Putting the engine at the back, for instance, means you can lower the front of the car. Wind resistance is therefore quite low in a 356s, and, of course, with the engine in the back, you've always got superior traction. I've yet to drive this car in snow, but I would imagine it would be brilliant, what with its skinny tyres and weight over the back end. Such a huge depth of tyre-wall means the car delivers a wonderfully comfortable ride."

Even so, I notice when manoeuvring during our photo shoot that on full lock and going over a bump, the front tyres will catch the underneath of the wheel arch, accounting for the relatively large space between rubber and wing. The turning circle is quite vast, usually necessitating a three-point turn, where a modern car would manage the same in a single movement. The Pre-A runs steel wheels with domed hub caps, known as *Baby Moons*. The rubber was sourced from Longstone Tyres and carries 175/80 R16 profile, which is another Pre-A idiosyncrasy — sixteen-inch diameter wheels were succeeded by fifteens.





To start the car, I give it three pumps on the accelerator, turn the key and it fires up. Catch it on the throttle and, in a few minutes, it's warmed up. The handbrake lever below the steering column is thumb-shaped. In general, the Pre-A is analogue in its controls and instrumentation. Everything has to be carried out precisely, at measured pace. The car reacts slowly, and yet it's more involving. It brakes in a straight line, but the pedal demands firm pressure to anchor up. It's quite a physical car to drive, even though the steering action is comparatively light. Fingertips fondling the broad-diameter wheel — there's no play in the steering. At first, the ratios are quite difficult to find, but when I discover where they live, the long lever slots in just fine. The engine likes to rev, and between 4,000- and 6,000rpm the flat-four is really going for it, complete with its staccato *durrrrr*. At the top end, this thing it sounds very healthy. Conversely, it feels torquey at quite low revs.

STRAIGHT TALKING

The steering is fingertip-light, allowing precise turn-in, inspiring a reasonable level of confidence on the twisty bits. My rate of progress along the Derbyshire A-road is totally commensurate with the state of the asphalt and, more to the point, the speed of most other modern traffic. Come to a hill, and it's a gear change or two, though. Over the top and we're soon cruising at 60mph. I note this air-cooled gem isn't deviating from the straight-ahead. Tracking is true and, all the while, Richard and I are engaged in conversation. I get the point of this

Porsche: stunning to look at, gorgeous to sit in, deeply involving to drive. Now take me to Monte-Carlo!

Moving on, then. Forty-two years to be precise — in human terms, a whole generation. Built in 1995, Richard's 3.8-litre 993 Carrera RS is Midnight Blue. It's one of just 1,014 units. Of these, there were 213 Club Sport derivatives with half-roll-cage installed. To recap, the 993 was a visual revolution in the canon of 911 aesthetics, and that makes it even more apposite in our review. Porsche's in-house stylists, Richard Soderberg and Tony Hatter, re-vamped the body to the extent only the roof was carried over from the 964. The trademark 911

Above and below Aerokit was a cost option when new, introducing RSR body adornments to the RS





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upright headlamps made way for reclined poly-ellipsoid units, which enabled lower-set, broader and more rotund front wings. Between them, the bonnet was set slightly higher at the front to provide marginally greater load space, merging with the correspondingly bulbous front bumper. The regular 993's 3.6-litre flat-six developed 272bhp, rising to 285bhp in its final Varioram form.

The game-plan was raised a notch in February 1995, with the appearance of the Carrera RS, its 3.8-litre engine, complete with Varioram inlet ducting, pushing out 300bhp. Varioram varies the length of the intake manifold, depending on the engine speed, which gives it more torque low down and develops more power higher up. Unencumbered by a cage, the RS cabin environment is not as austere as the RSR and is immediately likeable. It is an entirely black interior, with Recaro sports-bucket seats, RS steering-wheel and gauges, as well as the Carrera RS legend embroidered into the rear carpeting of the cabin. I'm fascinated by the 993's closely paired windscreen wipers and their joint sweeping actions across the glass.

AIR AND WATER

There's a minimal 1.2-litres capacity in the RS washer bottle instead of the normal 993's 6.5-litres, so no excess squirting, please. No central locking nor headlamp washers, either, somewhat matching the Pre-A's austerity. The RS doesn't feature electric mirror adjusters, although it does come with electric windows.

Under the front lid, the suspension turrets of the RS are different to the normal 993 — the Rennsport makes use of adjustable top plates and completely different struts.

The RS also includes cross-drilled ventilated disc-brakes (shared with the 993 Turbo), an aluminium front lid, fixed bi-plane rear wing and an elaborate front splitter. As befits an RS, there is very little underseal, though the body is galvanised, of course. Richard keeps his eye on his pedal's metal to make sure its underside isn't getting pebble-dashed. On this note, this is a completely original RS and has been in his possession since early 1999.

"It was my daily driver for ten years, my runaround car. A week after I bought this 993, my wife and I travelled in it to the south of France. When we came back, she made me fit an original electrically adjustable 993 'comfort' seat in place of the original Recaro bucket. She was much happier thereafter!"

Above Near 300bhp is produced by the 3.8-litre Varioram-kitted air-cooled flat-six at the rear of the RS





Below Richard used his 993 RS — one of only a handful of right-hand drive examples built — as his daily driver until a fellow enthusiast informed him of the car's value, after which it joined his 356 Pre-A for high days and holiday use

The Recaro has since been reinstated. "This isn't my daily driver anymore. Long story short, I went to a Porsche meet in 2015 and someone told me how much the car is worth. I had no idea! My wife now considers this 911 our pension fund!" I note Robert Gant is associated with this air-cooled classic, too. "The engine went to Gantspeed for an engine-out refresh and a new clutch. Otherwise, the car has primarily been looked after by Porsche Centre Nottingham. Touch wood, this 993 hasn't given me a moment's trouble." Under the front lid, everything is perfectly original, including the strut brace. Richard even keeps the compressor and tyre-changing equipment up to scratch. "The spare tyre has still got the pips on it," he smiles.

Only forty-six 993 Carrera RSs were configured in right-hand drive, making this an especially rare beast.

THERE'S A SHORT-SHIFT SIX-SPEED GEARBOX AND THIS IS THE FIRST SPORTING 911 TO CARRY VARIORAM

The RS was a homologation model, ostensibly created as a base for racing purposes — thence the RSR — with lightweight forged pistons, alloy wheels, aluminium bonnet with single prop, thinner glass, RS door cards, lightweight door pulls and Bilstein sports dampers. The arms, adjustable anti-roll bars and the strut-brace are also RS bounty and the body is unique: the amount of

flare to the wings and wheel arches is fuller, front and rear. There's also a short-shift six-speed gearbox and this is the first sporting 911 to carry the clever Varioram intake manifold.

The 3.8-litre flat-six is really responsive — it's fun to flex my big toe on the throttle pedal, but the RS is far from temperamental, happy to drive along at 1,000rpm before revving around to 7,000rpm. This 911 is very direct in its feedback — if there's a matchstick on the road, you can bet we'll find it. The driver knows exactly what's going on underneath the tyres.

Press down on each corner and there is no give whatsoever. It's clear the suspension is rock solid. "Although the Recaros hold you in place, the squab is about an inch thick, meaning you feel the suspension through your backside," Richard confirms. "And, if you want to get a bit enthusiastic on the twisty bits, be careful, because there's close to 300bhp going down to the back end. Having said this, you put your boot in, get the steering over and done with and sit the car on its back-end until you feel it letting go. Feather the throttle, and around it goes. In the car's early days, when I was using it as my daily driver, I would regularly stretch its legs at Donington Park, which became my second home for a while."

Richard bought his RS from Hendon Way Motors (located in north-west London) following time he spent in charge of a 911 2.7 Targa in the 1980s. "The 993





Carrera RS is the nearest thing I could get to a road-legal race car. I paid £56k for it in 1999. I shudder to think what it could be worth today." How about £300k?!

Even when compared with the regular 993, the RS is beautifully curvaceous, especially when you note the broad haunches of the rear wheel arches. "This particular RS wears the race model's rear wing. The standard set-up was a single spoiler. My car also has the combination winged front air-dam splitter. The standard original part was smaller, whereas this one's from the RSR, which was essentially this model with a roll cage, harnesses and single-mass flywheel. I've recently wondered if an RSR splitter is a step too far for a road car, though. I might have the less ostentatious version fitted." The wheels are pukka Speedline three-piece split-rims with centres colour-coded to the body. These stunning eighteen-inchers are wrapped in Pirelli P-Zeros 265/35ZR at the back, 225/40ZR at the front.

As well as being extremely attractive, this is a very taut car, with more than adequate A-road performance. It accelerates beautifully smoothly, holds the road perfectly and the ride is good. Although clearly harder-edged than a standard 993, the RS is straightforward to control on these Derbyshire country roads. The ride is

firm, as you'd expect, and I'm constantly at the ready to apply correction. Brakes are well balanced and effective. Throttle response is sudden, zinging around the rev-counter, emitting a harsh engine note while dishing up instantaneous acceleration, with apparently vast reserves of power available when accelerating hard in third at, say, 5,000rpm. On the other hand, the RS is easily steerable in a turning-around-in-the-yard situation. The

ultimate air-cooled 911? Definitely.

We're lucky enough to be playing with two very different generations of air-cooled Porsche, but so disparate

ALTHOUGH HARDER-EDGED THAN A STANDARD 993, THE RS IS STRAIGHTFORWARD TO CONTROL

are these two cars, are there any conclusions we can draw? It's like hanging out with your grandmother and your granddaughter at the same time — very different, though there are identifiable family traits: the quality of engineering, the beauty of line, but most of all, the manifestation of Porsche's aspiration and its fulfilment. In the first instance, Porsche sought to create a fast, attractive sports car, which the company clearly achieved, setting the precedent for the inter-generation 911 series of the 1960s, 1970s and 1980s, culminating in the exquisite late-model 993 Carrera RS in the 1990s. It's quite an achievement. I dare say everyone wants that of their grandchildren. **CP**

Above To own one of these cars is something to be pleased about, but Richard has the good fortune of being in possession of both beautiful blue Porsches, each representing a different stage in the evolution of the manufacturer's air-cooled sports car production history

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STREET FIGHTER

With only sixty-five units built, the 906 was Porsche's last street-legal race car. We go Dutch to track the provenance of chassis 134...

Words Johnny Tipler Photography Petersen Automotive Museum



The 1960s was an incredible time in Porsche competition history, beginning with the 718 RSK and ending with the 917. It was the decade of the mid-engined coupé, evolving from the 904 Carrera GTS, progressing to 906 Carrera 6, the 910 and, before you had time to blink, the 907 and 908. A decade earlier, in the late 1950s, Porsche's reputation was that of giant killer, its small-capacity engines and diminutive chassis toppling the more powerful Brits and Italians in the endurance arena. Porsche won its class virtually every year from when it first ran at Sarthe in 1951. The 904 GTS was no exception, coming fourth and fifth overall in 1965 and winning the Index of Performance and Index of Thermal Efficiency awards. Hard on its heels, the 906 took advantage of much stock 904 componentry and was fitted with unequal length wishbones at the front, with wishbones, and twin forward-facing radius arms

at the rear. Coil-sprung dampers and ATE-Dunlop disc brakes featured in each corner. Power came from a much modified, dry-sumped, 911 two-litre flat-six, based on a magnesium crankcase, with new cylinders, pistons, titanium connecting rods and valve-gear.

Back in the mid-1960s, doubling as a road car on events such as Tour Auto and Targa Florio, the 906 — also known as Carrera 6 — played an important part in projecting Porsche from a manufacturer of road-going motorsport machines into the top echelon of sports prototypes in the World Sportscar Championship, culminating in the Le Mans-winning 917. I have had the dubious pleasure of driving a 906 on the road. I say dubious, because I neglected to wear ear defenders. I attribute my tinnitus to the car's unsilenced two-litre flat-six. Otherwise, it remains a landmark driving experience, which I'll outline later in this article.

And our feature star? It's 906-134, a car I've seen in action. Twice, as far as I can remember, though maybe



more. The first time was in 1967, when the brightly coloured Porsche was in the hands of Ben Pon at the inaugural BOAC 500 enduro Brands Hatch. My vantage point was a pushchair. Pon and co-driver, Tony Dean, won the two-litre class and finished eighth overall. Pon was the Porsche concessionaire in the Netherlands, hence the distinctive Dutch orange racing colour, and although he died in 2019, the operation his father founded in 1948 is very much still on the go.

TOGETHER AGAIN

The second time I encountered this classic Porsche was much more recently, in 2009, at a historic motoring event and model fair held at Naarden-Vesting, near Amsterdam. The car was cruised around the narrow streets by none other than two-time Le Mans victor, Targa Florio winner and ex-F1 star, Gijs van Lennep. He also won the 1972 British F5000 Championship in a Surtees-Chevrolet TS11 for good measure. I've had the

pleasure of chatting with van Lennep many times, at the 2011 Zandvoort Historic Grand Prix, for instance, when he was demonstrating a Can-Am 917. I also spoke to him on the 2009 and 2012 Mille Miglia, where he drove a 550 Spyder partnered by the Dutch Prime Minister, and also when I collected a Porsche tractor from Utrecht.

A little background to Ben Pon, then. The Pon family became Volkswagen's importer for the Netherlands in 1947. During that year, they invoiced fifty-one Beetles. The following year, the Pon clan became the Dutch concessionaire for Porsche. Ben Pon was a friend of Dutch F1 privateer, Carel Godin de Beaufort, whose Ecurie Maasbergen team handed Pon a Porsche 787 to race at the 1962 Dutch F1 Grand Prix at Zandvoort. An accident flipped the car, hurling him (pre-seatbelts) into a shrubbery. He never raced single-seaters again, though was active in Porsche sports-GTs.

He drove a 904 (also orange) in the World Sportscar Championship, placing third in the 1964 1,000km of

Above Tipler first encountered 906-134 when it raced at the hands of Ben Pon in period



Nürburgring and again in the 1965 1,000km of Spa, before winning a round of the 1967 European Touring Car Championship at Zandvoort, where he drove the Stichts Racing Team 911. That year, he ran at Le Mans in the orange 906 seen here, sharing driving with Vic Elford, finishing seventh overall and winning the two-litre prototype class. Pon retired in 1968 to pursue a lucrative career in the Californian wine trade.

And Gijs (pronounced Gheyes) van Lennep? In a career spanning five decades, he drove most Porsche race cars. From 904, 906 and 910, to 911 R and RSR, the Dutch aristo won Le Mans in 1971, sharing driving with Helmut Marko in the magnesium-framed no.22 Martini 917, setting a distance of 5,335 kilometres, a record which remained unbroken until 2010. Van Lennep managed four years in F1 and F5000 single seaters, competing in eight Grand Prix between 1971 and 1975 with Ensign, Williams (Iso-Marlboro) and Surtees teams. He won Le Mans again in 1976, this time with Jacky Ickx in a 936. Yet the victory he's most proud of was the 1973 Targa Florio, which he conquered with the Carrera RSR 2.8.

LUCKY NUMBER

Back to 906-134. On 3rd April 1966, van Lennep drove the car at the Trier Flugplatzrennen, placing second overall. Next, at the 1,000km race at Spa on 22nd May 1966 (van Lennep's first World Sportscar Championship race, partnered by brother David), man and machine finished fifteenth overall and first in the two-litre class. Next up was the 1,000km of Nürburgring on 5th June 1966, when van Lennep drove five out of the six hours (his brother chipping in for the remaining sixty minutes), endorsing his prowess as an endurance driver. "There were thirteen 906s in that race. I finished first in class and seventh overall. It started raining one lap before the end, though. At the time, I was running third in class, but

used my experience from Rob Slotemaker's Zandvoort skid school to climb a couple of places higher. I'd been racing karts since 1957, and then a Beetle with a 356 engine, but the skid school proved valuable training".

On 7th August 1966, van Lennep started the Rheinland-Pfalz Pries from pole on the Nürburgring, but an accident put him out. The car was then driven to third place by Pon in the Preis von Tirol at Innsbruck airfield circuit on 9th October 1966.

During 1967, van Lennep mostly drove a 911 R, but he had a bad crash at Spa in this very 906. "It was just before safety belts were mandatory. I pitted to have the roll-bar adjusted. I went out again, but the mechanics hadn't fastened the rear-hinged engine cover properly. One of the catches broke as I turned left up to Malmédy.

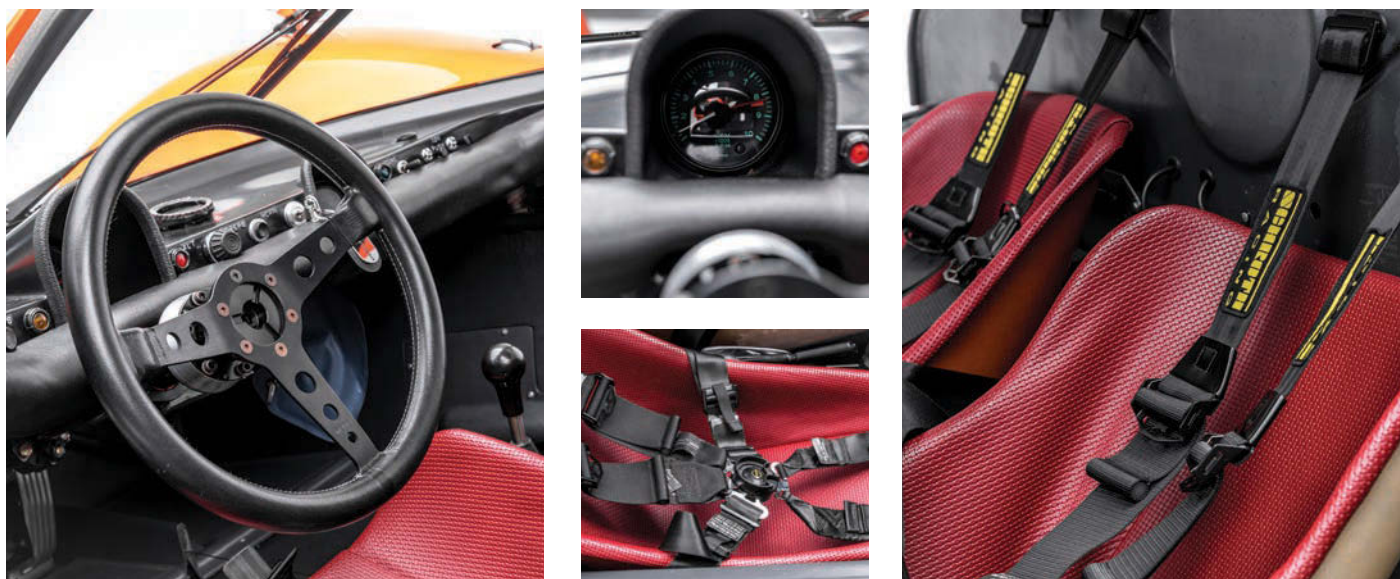
I'd just changed to fifth gear and the engine lid broke free! It was like an aircraft taking off. I spun, but there was no guardrail on the old Spa circuit in those days, and the track was about a metre higher than the

surrounding land. The car carried on going for about two hundred metres, landing upside down. Along the way, I dropped out of it and fell into a ditch. At first, marshals couldn't find me. I broke only one little bone on my first finger, though I had a lot of sand in my eyes underneath my helmet. My boots were gone, my trousers were gone. I was bloody lucky — I should have been dead!" How's that for an introduction to the swashbuckling days when this 906 was in the thick of it? Today, though, you would never guess it had suffered a major pile-up, flattening its upper sections and cabin-top. Perversely, had van Lennep been belted in, he would not be with us today.

The next phase of the car's existence is sketchy. Pon sold 906-134 to Canadian club racer, Dr. Jean-Paul Ostiguy, who ran the car as a Spyder with no coupé roof or engine lid, a legacy of its inversion at Spa, one supposes. He entered events at Ste Jovite, Harewood

Above Inspired by the mighty Mercedes-Benz W198 300 SL, Porsche equipped the 906 with 'gullwing' doors

PERVERSELY, HAD VAN LENNEP BEEN BELTED IN, HE WOULD NOT BE WITH US TODAY



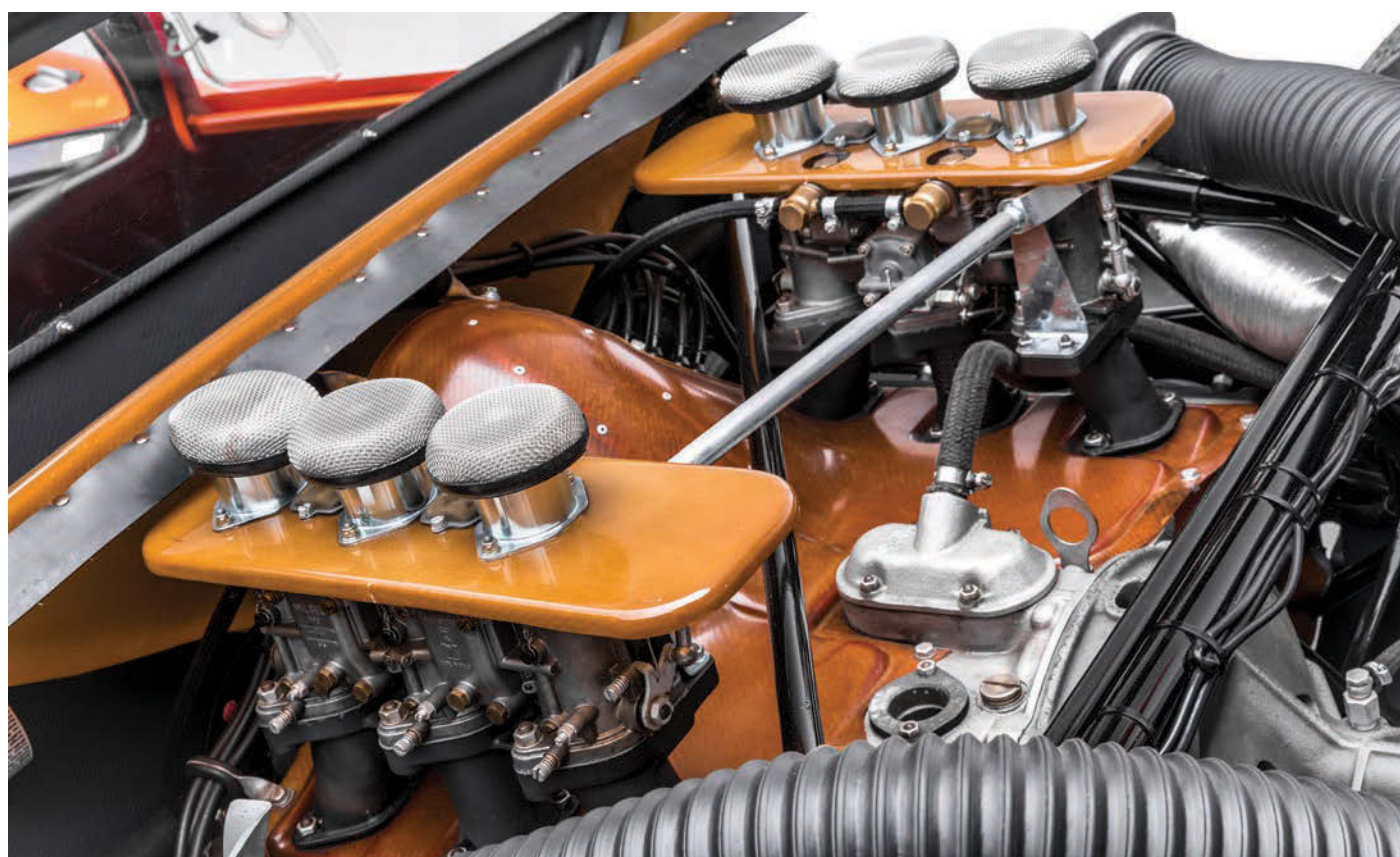
Below Two-litre flat-six was a 911 production unit treated to stronger internals and an updated crankcase, while many carryover parts from the 904 were used for the newer racing machine's suspension

and Mosport Park. Research reveals confusion with 906 chassis 132 at this point, primarily because both cars belonged to Dr. Ostiguy, though 906-132 was bought by Toronto-based, Rainer Brezinka, in 1969. Did Brezinka also own 906-134? It's likely the car's last hurrah was in Ecuador in 1971, having been acquired by another Canadian, Bert Kuehne, who placed third in a Marlboro-promoted event at Lake Yahuarcocha. And there the Porsche seems to have stayed, until ownership passed to Los Angeles classic car dealer, Marty Yacoubian, in 1991, when brokering a deal for classic Porsche collector, Bruce Canepa, who put 906-134 through a comprehensive restoration, though painted the body white with red detailing. In 2013, the original Racing

Team Holland orange livery was reinstated by Ed Palmer of Kundensport, based at Oxnard, near Ventura.

In general, the 906 is a usable classic, eligible for events like Tour Auto, Giro Sicilia and Tour Britannia. As a point of reference, in 1966, the model cost a little over £6,000. Wind the clocks forward to 2015 and 906-134 changed hands at Scottsdale, when Gooding & Company's hammer dropped at — wait for it — \$1,980,000. Hindsight, eh? If only my dad had known.

So, where does the 906 fit in the Porsche pantheon? Zuffenhausen's race cars evolved very quickly in the mid-1960s. Following on from the ladder-frame 904, the 906, with its mid-mounted flat-six, was built on a multi-tubular spaceframe chassis, reverting to earlier practice.





Like the 904, it was clad in a crude fibreglass body, though unlike the 904, the 906's broader, flatter shape stemmed from wind-tunnel tests. In 1966, Porsche was looking to participate in the new Group 4 category for competition sports cars whilst continuing to produce the prototypes which honed the breed. This meant producing a minimum of fifty identical machines, and by April 1966, the 906's homologation papers were stamped.

According to former Porsche works driver and current factory historian, Jürgen Barth, the design for the 906's frame (factory drawing number 906 401 001 00) was penned on the 19th October 1965. The job of making fifty elaborate spaceframe chassis was delegated to Karosseriewerk

Weinsberg, while the low-slung body with its bulbous front wheel-arches — designed to house tall fifteen-inch steel wheels — and its lift-up beetle-back engine cover, plus

plexiglass greenhouse windows and gullwing door cockpit, was laid up by hand. The 906's fibreglass body is actually wrapped around and bonded over the lower and mid-ships chassis tubes. The quality of the fabrication leaves much to be desired. Even on the bodysell's painted outer surface, the weave and weft of the fibreglass matting is visible in a raking light, while inner surfaces were unfinished, as a glance inside the engine cover starkly reveals. The whole construction is very raw and there is a slight gap between the door and the hoop of the windscreen frame. It lacks the front-corner aero-spoilers other 906s sprouted.

Taking advantage of Porsche's stock of 904 componentry, the 906 was fitted with unequal length wishbones and coil-spring damper units at the front, while wishbones, twin forward-facing radius arms

and coil-spring damper units featured at the rear, with slowing taken care of by ATE-Dunlop disc brakes in each corner. The fifteen-inch, five-stud steel wheels were shod with Dunlop racing tyres (5.25x10.5 on the back and 4.75x10 on the front). Power was provided by a much-modified, dry-sumped, two-litre 911 flat-six, based on an Elektron magnesium-alloy crankcase, with aluminium heads, new barrels, Mahle pistons, titanium conrods and valve-gear. Two banks of three twin-choke downdraught Weber 46 IDA 3C carbs surmounted the Porsche-scripted cam covers, while the axial blower fan was mounted flat on top of the engine. Transmission was via single-plate clutch and five-speed all-synchromesh gearbox. Up front,

under the Dzus-fastened panel, lay the oil tank, oil cooler and the clutch and brake-fluid reservoirs. Like the crankcase breather hoses at the rear, bulbous orange cooling flexi-pipes emerged python-like from the two channels in the

nose of the car, where the frontal chassis tubes were embedded in the fibreglass floorpan. The 906 weighed 580kg and delivered at least 210bhp, though on the cam it feels like much more than that. It was good for 174mph.

Porsche debuted the 906 at the 1966 24 Hours of Daytona, where the pairing of Hans Herrmann and Herbert Linge placed sixth overall. Soon after, Willy Mairesse and Herbie Müller used the 906 to win the Targa Florio outright. Eventually, sixty-five 906s were made, including nine Bosch fuel-injected cars, designated 906 E, one of which (driven by Jo Siffert and Colin Davis) finished fourth at Le Mans that year and won the event's Index of Performance. Like its two siblings, which finished fifth (Hans Herrmann and Herbert Linge) and sixth (Udo Schutz and Peter de

Above Despite only being produced in 1966, the 906 continued to prove itself a formidable racing machine during the following years

THERE IS NO SPEEDO, AND THE LIGHT SWITCHES ARE ON THE LEFT OF THE STEERING COLUMN



Below Exaggerated curves are a result of the 906 being the first Porsche race car tested in a wind tunnel for aerodynamic efficiency

Klerk), it ran long-tail bodywork, which prefigured similar versions of 907, 908 and 917.

DREAM DRIVE

What of my own sojourn in the cockpit of a 906 (chassis 129, as it happens)? To access the clutch pedal, I am obliged remove my size tens in order to fit the left one between the footwell wall and steering column, in order to thrust the clutch pedal deep into the 906's nose, while probing its gate for dogleg first. Between this and the fact there's nowhere for me to put my head, the 906 is a tricky drive. Away from its natural race-track environment, keeping it 'on the cam' in traffic means dropping to second or third to avoid the two-litre flat-six s-s-s-spluttering. And this is after I've actually made it into the cockpit, literally the first hurdle. Both legs in first over the broad sill, using the handily slanting chassis tube as a support, easing them beneath steering wheel and settling into the spartan bucket seat.

With the doors closed I feel cocooned and I am immediately conscious of the lack of headroom — either they were mostly short-arses back then or the seat was even lower. But did they have the protection of the five-point harness that envelops my torso like a spider's web? A lap belt, maybe. The switchgear is basic — the procedure for starting up is child's play. The red on-off key for the battery is in the front door-shut, with a fire extinguisher pull-switch above it, while on the far side of the dashboard strip are the two little pull-out ignition switches. A matching turn indicator switch sits next to them. The oil pressure and temperature gauge is in a tiny niche like something from a Nativity tableau. Then there's the wash/wipe button, which, mercifully I do not need.

The rev-counter, housed in its round arched binnacle, is right in front of me. There is no speedo, and the light switches are on the left of the steering column. A fan is angled right at the driver, though I can't work out how to operate it, and there is an air vent on top of the dash that is not connected — my ventilation comes from the two flaps in the door side-windows. The windscreen washer catheter lives in the passenger footwell. There's a fly-off handbrake, too.

Once all ignition switches are turned on, I twist the key right a notch and the fuel pump ticks away, then I turn it further and the flat-six snarls into life. I catch the revs with the accelerator pedal and those Weber throttle slides do their work. Up and running, heel and toeing is straightforward, but I need the full travel of the clutch pedal to find first and reverse gears. The car demands 3,000rpm to get rolling without hic-coughing. In fact, the clutch action is surprising soft, but it's a long way down. The brake pedal benefits from pumping for maximum *rallentando*, though once on the move, the stoppers seem absolutely fine.

I sit very low in the creaking seat, backside inches from the asphalt. From time to time, I'm reminded of its proximity by a harsh scrape as the belly-pan bottoms





out. My view directly through the rainbow-arch of the plastic windscreen is of the road a few feet ahead. The front wheel arches, topped by dinky streamlined mirrors, dominate peripheral vision like a pair of giant green bananas either side of the car. The rearward view provided by those chrome wing mirrors is minuscule and isn't much better when trying to make use of the in-cabin mirror as I look back through the sepia-tinted opaque plastic of the engine lid window. But with no bodywork visible in the straight-ahead, my middle distance forward vision is perfect for judging apexes for turn-in. No time to think too hard about that, though. It's mostly intuitive – pretty soon the next corner comes rushing up.

Beguiling from the standpoint of a trackside spectator, the crisp bark of the flat-six at high 5-6,000rpm, with its gunshot staccato key-changes at successive gearshifts, is absolutely deafening within the cockpit. I tolerate it because I'm living a dream, born at that BOAC 500 in 1967, when I was in the presence of the car you see pictured on these pages. Incidentally, racing drivers are not merely showing off as they drive through the paddock constantly blipping the throttle – if they don't, the engine stalls.

Out on the open road, the 906 is a riot, and not just because of its omnipresent soundtrack, complete with pitch changes effected by the five-speed gearbox. Diffidence has no place here. I remind myself this is a racer, grab it bouncer-like by the lapels, and just go for it. Now it makes sense. Give this Porsche its head on the undulating country lanes, and it's a tiger. It needs to be kept on the cam to avoid misfiring, meaning there's little time to relax between corners when I'm downshifting, double-declutching and feeding it into apexes, always with a bit of power on. Flames pop on crackling overrun. Pure magic!

Given a pair of earplugs, I could do this all day. Whilst

the 906 twitches and jiffles, every steering input eliciting instant effect, bump-steer is also in the recipe as the taut chassis and those tall Dunlop racing tyres paw their way over the B-road contours. I reflect the 906 feels more securely planted than a mid-1960s 911, as it should do. This is still some workout. Coming to rest, I unclip the rudimentary gullwing door catch from the driver's seat and hoist the lightweight panel above my head to aerate the steaming cockpit. The Meccano bracket hinges up and clips on to support it. Not pretty, but it works. I am soaked with sweat, and my scalp bears creases where it bounced off the chassis tubes in the cockpit roof and the lip of the door top.

What would Porsche follow up with? The 906's deeper legacy is the fact it spawned a generation of increasingly refined tube-framed Porsche race cars. For example, introduced in 1967, the 910 was similarly specified to the 906, built on the same complex steel tube-frame chassis as the earlier car, similarly clad in fibreglass bodywork, bonded to the triangulated tubes at strategic points – with either a two-litre flat-six or 2.2-litre flat-eight engine providing power – but in a more rounded shell and running on thirteen-inch wheels. By 1968, twenty-eight 910s had been built, qualifying it as a Competition Sports Car, allowing Porsche to go up against more prosaic machinery. Later in 1967 came the 2.2-litre 907 prototype, a still more aerodynamic shape, swiftly succeeded by the similar-looking three-litre 908 prototype in coupé form. The 908 Spyder arrived in 1969, as did the 917. Enough said.

The 906 possesses an individualistic, beautiful design, redolent of the brief two-year period when it was in its class-winning prime. Today, this Porsche's double-edged specification allows you to participate in the Tour Auto and then drive the car home, should you want to. I've messaged Gijs van Lennep to see if he's up for it. **CP**

Above Ferdinand Piëch's aim was to reinvent the 904 as a new sports-prototype weighing as little as possible, a goal achieved by using fibreglass instead of steel for the newer Porsche's body



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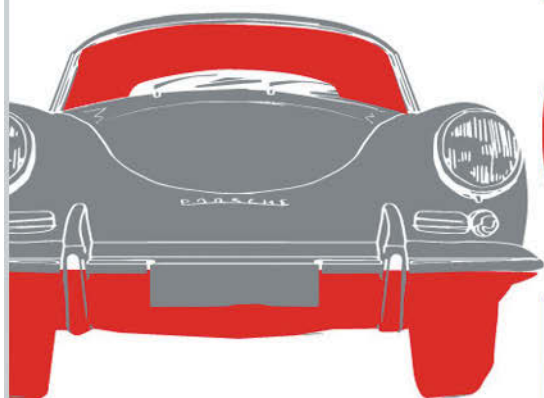
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THROUGH THICK AND THIN

In 1977, Porsche's somewhat improvised development of the previous year's 936 took on the full-court press of four twin-turbocharged V6 Renault-Alpines at Le Mans. Following a less than satisfactory qualifying session and many pit stops during the race, none of the Stuttgart squad's works drivers or support crew saw victory coming their way...

Words Karl Ludvigsen Photography Porsche







Against strong opposition from Renault and Alfa Romeo, Porsche took the 1976 World Sportscar Championship with the 936. Despite its impressive performances, this was a car the Stuttgart concern had “improvised,” so said CEO Ernst Fuhrmann — made from parts liberated from “one Porsche and another”, the 936 was developed “just to stop others from having it too easy.” In 1977, Porsche decided not to compete in the full Group 6 endurance series, instead concentrating its efforts on defending the previous year’s victory at Le Mans, which was won by Jacky Ickx and Gijs van Lennep in the no.20 936. Renault, France’s state-owned car company, however, now staked its claim.

Renault had acquired the Dieppe-based sports-car builder, Alpine. The brand’s competition department merged into Renault Sport in 1976 and was developing tube-framed sports-racers powered by twin-turbocharged V6 engines. These were fast cars backed by a powerful parent company which could attract first-rate drivers. Meanwhile, Porsche’s clear focus on Le Mans at the expense of other Group 6 races meant the 936’s design could be further optimized for the special conditions of the long and fast road circuit in France’s Sarthe district. A major step was the narrowing of the car’s track by 40mm at both ends by way of fitting shorter suspension wishbones. This enabled the flanks to be drawn in, making a contribution to a reduction in the car’s frontal area from 18.8 to 17.8 square feet. Yielding benefits on

the long Mulsanne Straight, the changes justified new model designation: 936/77.

Final refinements to the 936/77’s aerodynamics were made in Volkswagen’s wind tunnel in February 1977. These included confirmation of the drag-reduction value of higher cockpit sides, a tweak which had been evaluated but not used for 1976. In an echo of experiments carried out with the 1962 Type 804 Grand Prix Porsche, the company’s engineers tested flat discs covering the wheels, but these made no difference to drag. For what was described as “political reasons”,

the Goodyear tyres used previously were replaced by Dunlops.

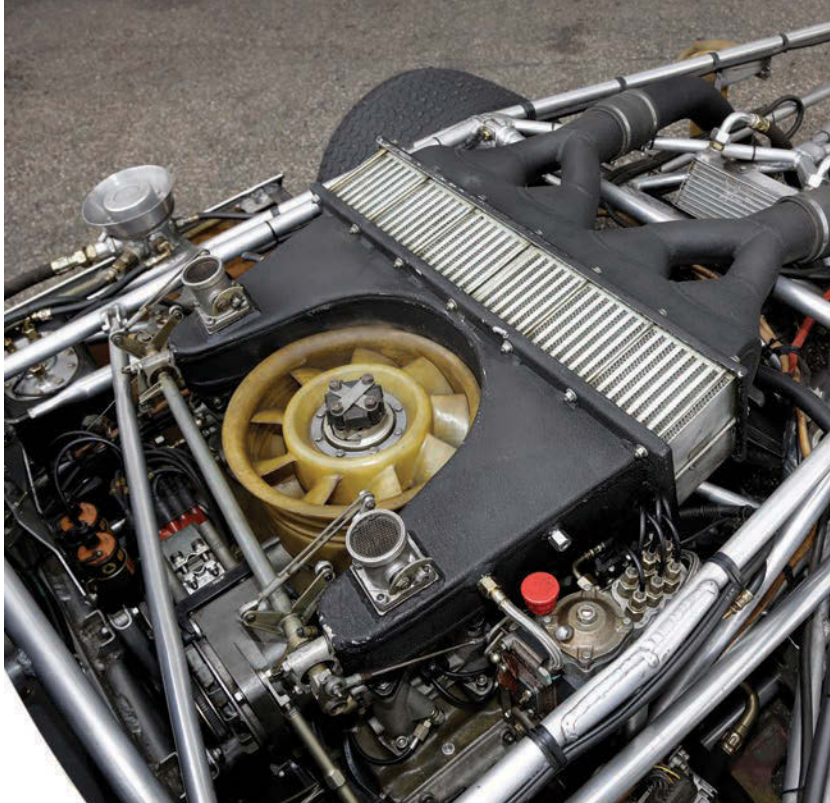
In an unusual move, Porsche’s stylists were allowed to take a hand in the reshaping of the

new bodies, built afresh with the aim of keeping weight under control. Lengthening the tail helped bring drag coefficient down from 0.398 to 0.370 while maintaining downforce, which at speed was 106.14kg at the front and 303.0kg at the rear. In total, the revised car’s drag was nine percent less than that of the previous year’s 936, contributing to an improvement of 16mph in top speed, as measured at the Paul Ricard track, where Porsche liked to conduct tests.

While the 1976 936 fed its 2.1-litre twelve-valve engine with a single turbocharger, the updated model for 1977 was pressurised by two smaller KKK units, which gave better throttle response thanks to their lower inertia. The turbos were mounted far back in the car’s long tail with a single large wastegate between them. The exhaust system was simpler with this arrangement, while long

Above Driving the no.3 Porsche he shared with Ickx, Henri Pescarolo forced his 936/77 past the Renaults to take second place, only to have a connecting rod carve up the car’s flat-six

RED AND BLUE MARTINI RACING STRIPING ATOP THE FENDERS INSTEAD OF DOWN THE CENTRE OF THE BODY



Above Tasty 2.1-litre twin-turbocharged flat-six

Top right Targeting only Le Mans for its 936/77, Porsche narrowed the car it to reduce frontal area and added structure to support the long tail it found beneficial on the fast Circuit de la Sarthe

Right As expected, at the start of the race, the turbocharged Renault Alpines set a snappy pace – the Porsche drivers were told to let them go

Below Belgium's Jacky Ickx, Germany's Jürgen Barth and the USA's Hurley Haywood reap the rewards for one of Porsche's most astonishing victories at Le Mans

pipes forward were needed to deliver pressure air to a single large transverse intercooler placed just aft of the cooling fan. Special attention was given to the intercooler, as well as the high-mounted scoop and duct feeding it, because every 10°C of cooler air brought a three-percent increase in power.

UNDER PRESSURE

Engine output at 1.4bar (atmospheres) boost was 525bhp. Boost was set at 1.3bar for the race. On the 1.5bar boost used during practice, however, the force-fed flat-six developed 540bhp at 8,000rpm and peak torque of 362lb-ft at 6,000rpm. With this power, the 936/77 was timed at a top speed of 217mph at Le Mans.

Extensive tests of a 936/77 at Paul Ricard in March included a successful twenty-eight-hour durability run. Jacky Ickx and Henri Pescarolo were doing the driving. "Our first runs with the narrow-track car were not very positive," esteemed Porsche engineer, Wolfgang Berger, later recalled. "The lap times we had achieved with the previous year's 936 could not be bettered. I was unable



to find any objective reason for this. Finding a basis for improvements was rather difficult because we had no opportunity to make a back-to-back test. Even so, I was sure the biggest influence came from the switch to Dunlop tyres. Retrospective tests were no longer possible, so we could only hope Dunlop would use our freshly gained data for further development of tyres in advance of Le Mans. We were hopeful the company would construct a tyre with the right Le Mans characteristics, chiefly low wear and stability at high speed."

936/77 tests were made at Paul Ricard with both the model's normal tail and a special long tail developed specifically for Le Mans. "Our test of the long tail ended abruptly," said Berger. "Ickx lost the complete rear bodywork at high speed and only his great experience prevented him from a nasty crash." What happened? "Having extended the body, we moved the rear wing rearward accordingly, which increased its leverage. We carried over the fasteners for the longer tail from the normal body, but their design was not up to meeting the increased forces. They broke and the rear bodywork flew off the car, crashing on the track and smashing into pieces. Although we had to abort the test, we learned the longer tail did not negatively impact drivability, but we absolutely needed stronger fasteners." As Berger would discover, the stronger fasteners would, in fact, strengthen the entire tail's underlying structure.

Two 936/77s were prepared for the 24 Hours of Le Mans. One weighed 732.55kg, the other tipped scales at 738.45kg. On average, this was a shade under twelve kilos heavier than the two 1976 936s had been, not including the radio, tools and spare parts the cars always carried to help the driver make repairs out on the circuit. A more obvious change was how the white cars now carried their red and blue Martini Racing striping atop the fenders instead of down the centre of the body, as had been the case the year before.

Among Porsche's rivals for overall victory were three works Renaults and one semi-private entry, plus two American-entered Mirages powered by Renault engines.





"With a time of 3:33.0, Ickx achieved third-fastest practice," Berger recalled. "He was only one-tenth slower than the second-placed Renault of Jacques Laffite and Pat-rick Depaillier. Pole position went to the Renault of Jean-Pierre Jabouille and Derek Bell, their fastest qualifying time being 3:31.7. Driven by Jürgen Barth and Hurley Haywood, our second car was clocked at 3:40.0, which meant seventh place on the grid. Renault's superiority was manifested in the first six rows, in which five of their cars appeared, including the Mirage using the same engine. Our appearance, with two 936/77s and a lone 935 for Rolf Stommelen and Manfred Schurti, was modest by comparison."

"As was the case every year," said Jürgen Barth and Berndt Dobronz in their 2015 hardback Porsche 936, "celebrations were the order of the day after qualification and final preparation for the race. Headline sponsor, Martini & Rossi, invited selected drivers from all teams to the Martini Pavilion on the track at 11pm, immediately after the last session. There was plenty of high-proof drink and enjoyment was not overlooked. As always, 'by accident', a pile of raw eggs and other niceties were available that were ideal for throwing. A huge food battle quickly developed. Seasoned racers fooled around like children, but none was embarrassed. Why not? The drivers had completed practice and qualification on one of the most dangerous race tracks in the world — and they were still alive! At that time, this was not a matter of course. Understandably, the drivers enjoyed every minute of the party."

A year previous, in 1976, Renault had fielded only a single A442 at Le Mans, which obligingly retired. "At Porsche, however, nobody was so naive to believe that this would happen again in 1977," said Barth, "because now there were four A442s at the start, which opened up completely different tactical possibilities for the Renault

team. We expected a French car would rush away from the field at high-speed right from the start as a way of luring Porsche into a chase at similar pace."

Porsche's strategy was more circumspect. Of its two entries, the no.3 car, piloted by Ickx and Henri Pescarolo, would drive for victory, while the no.4 car, driven by Barth and Hurley Haywood was to play a backup role. Factory motorsport director, Manfred Jantke, gave team guidance at the drivers meeting the day before the race. "Don't let the four Renaults make you nervous," he pleaded. "During the first hours, drive at the pace specified by team management. Even if one of the Renaults should play 'rabbit' as expected, we have to maintain discipline. You must wait until the Porsche pit crew situated at Mulsanne Corner signals the time is right to attack."

Above Following his epic early Sunday morning multiple stint, Ickx's Porsche was fitted with new small mirrors athwart the cockpit after the originals were shaken free

Below In the Porsche pit, Peter Falk (left), Helmuth Bott (centre) and company chief, Ernst Fuhrmann, mulled their options, the three ultimately deciding to put Jacky Ickx in the surviving 936/77

Facing page Traditional post-race Porsche poster



24 Std. LE MANS '77

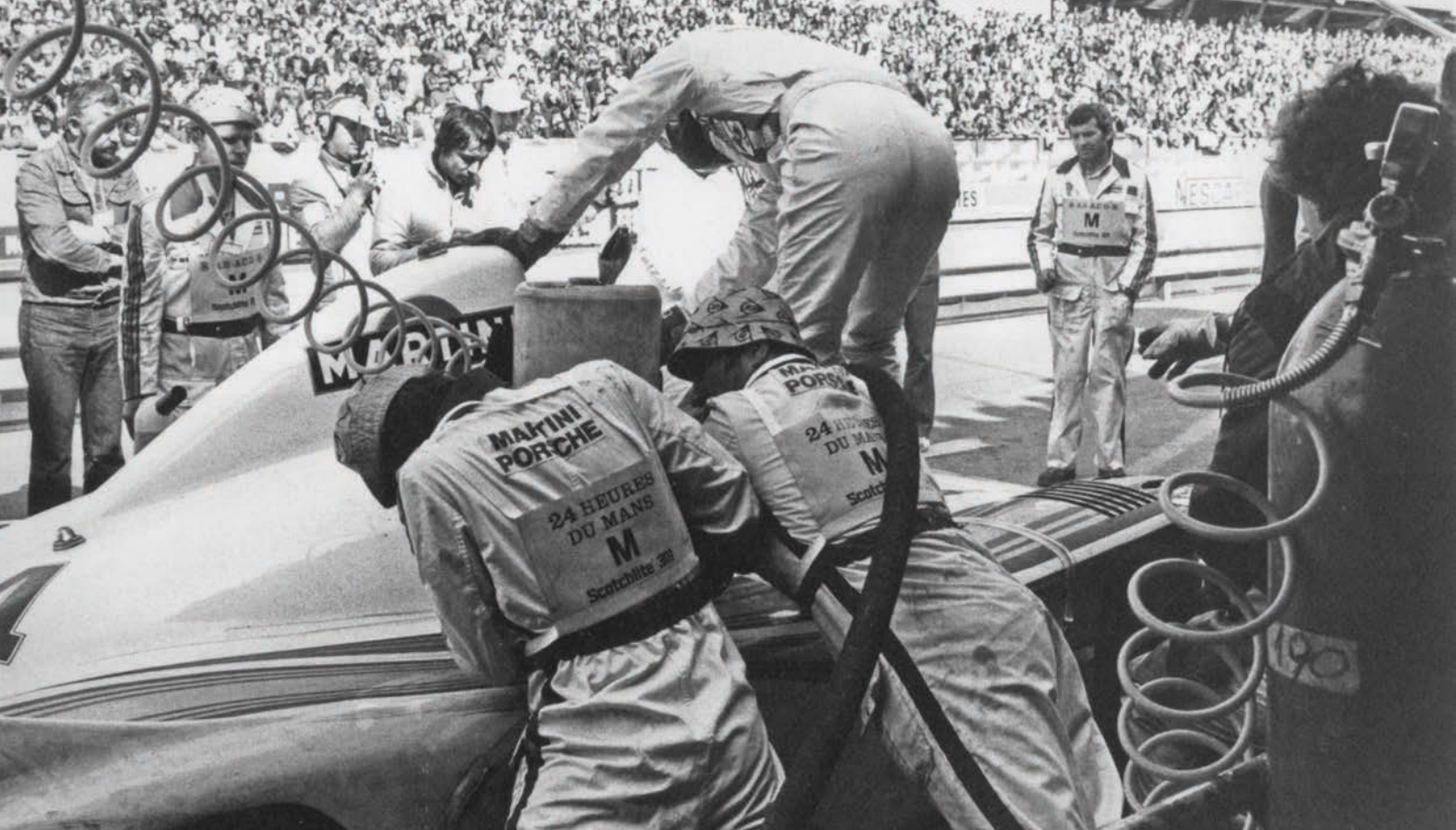
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|--------------------------------|----------------------|
| 1. Barth/Haywood/Ickx | Martini Porsche 936 |
| 2. Schuppan/Jarier | Renault Mirage Turbo |
| 3. Ballot Lena/Gregg | Porsche 935 |
| 4. Rondeau/Ragnotti | Inaltera |
| 5. Craft/De Cadenet | De Cadenet Lola |
| 6. Pignard/Dufrenne/Henry | Chevron B 36 |
| 7. Wollek/»Steve«/Gurdjian | Porsche 934 |
| 8. Xhenceval/Dieudonne/Dini | BMW 3,0 CSL |
| 9. Poulain/Mignot | BMW 320i |
| 10. Gouttepifre/Malbran/Leroux | Porsche Carrera RSR |

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In terms of the relative reliability of its cars, Porsche saw clear advantage — it was confident not all four Renaults would get through the night without problems. In fact, one of them (the privateer entry driven by Didier Pironi, René Arnoux and Guy Fréquelin) obliged by stopping on the very first lap with a fire caused by a turbocharger oil leak.

As forecast by Jantke, Jabouille's A442 rushed into the lead immediately after the 4:00pm start. Ickx was third in the no.3 Porsche (chassis 936-002), ahead of the other two Renaults, driven by Jacques Laffite and Patrick Tambay. The no.4 Porsche (chassis 936-001) was sixth with Barth behind the wheel. Soon, however, Ickx overtook Tambay and moved into second place. During his next laps, the Belgian even managed to gain ground on the leading Renault, clocking in impressive times of 3:47.

About an hour into the race, half-way through his first driving stint, Barth brought his 936/77 into the pit declaring the car's engine had lost power. He had already warned the team of this at a brief stop half an hour earlier. Lifting the rear deck, the mechanics probed all obvious elements and found none of the usual faults. It fell to the head of Bosch Racing Service, former Borgward team mechanic, Fritz Jüttner, to diagnose a problem with the injection pump. A later autopsy of the pump disclosed the failure of a circlip only 4mm in diameter affecting the lever controlling the unit's delivery pressure. It was the first time this had occurred.

After a stop lasting ten seconds shy of twenty-nine minutes, the no.4 Porsche was on its way again, Barth

still at its wheel, determined to complete his two-hour stint. He re-joined the race in forty-first place, seemingly destined to finish far from the prize positions. Meanwhile, Ickx handed over the no.3 936/77 to French driving ace, Pescarolo, who had been recruited by Porsche from Renault's 1976 squad. In a stirring drive, he chased, caught and passed future Porsche star, Derek Bell, who was driving the leading Renault. All was now well in the world of Porsche, but for how long? Only ten minutes later Pescarolo radioed the team's mechanics. "Engine trouble. Coming into the pits." Trailing a cloud of smoke, he clattered to a halt. Inspecting the engine, Porsche's spanner men shook their heads — a broken

con-rod had sliced through the block. Analysis disclosed the surface of the titanium rod had not been polished enough to remove all the stress-raisers, a process even more

critical with titanium than it is with steel.

At this juncture, the race was decided in favour of the Renaults, three of which were cruising in the lead. In spite of his tachometer's failure, forcing him to shift by ear, however, Barth's solid laps in the no.4 Porsche had made up ground. He was lying in fifteenth place, but a daunting nine laps behind the leader. "Three hours after the start, it seemed the result was already decided," recalled Porsche engineer, Hans Mezger. "No one believed Porsche would be able to win this race."

For Fuhrmann, the outcome was not foreordained. At 8:20pm, more than four hours into the race, Barth came back to the pits as planned and climbed out of the no.4 936/77. Ickx stood ready to take over instead of Haywood. The Porsche team had decided to list the

Above Half an hour after this final fuel stop at a quarter to three on Sunday, Hurley Haywood pitted with a problem diagnosed as a faulty piston, but by then, the Porsche had outpaced rivals

BOTH ICKX AND BARTH COMPLAINED ABOUT WATER ENTERING THE TURBOCHARGERS



Above Porsche sports director, Manfred Jantke, beamed as Jürgen Barth (the son of revered Porsche racer, Edgar Barth) brandished his trophy after a win he went on to rate as his finest victory

Right Barth drove the third stint into the evening in the no.4 Porsche, gradually gaining ground on slower competitors in the field

Below 936/77 no.4 crossed the line within set parameters at 4:03.29pm, sealing Porsche's fourth Le Mans victory against the odds

Belgian as third driver, despite him being lead driver of the now retired no.3 car. Explicitly instructed by Fuhrmann to "win or bust", Ickx contested the race of his life. Porsche had nothing to lose, so the plan for 936-001, which had been entirely defensive, gave way to an all-or-nothing strategy. Porsche allowed Ickx to increase boost pressure from the cruising 1.3bar to the qualifying 1.5bar, which delivered an additional twenty horsepower. Between 8:21pm and 11:13pm, he drove a double stint, only interrupted by a fuel stop of fifty seconds at 9:46pm. Ickx made one quick lap after the other. Despite still-heavy traffic, he also broke the lap record with a time of 3:36.8. All this despite the flap of the car's rear wing being set five degrees flatter than that of his original mount, giving oversteer the Belgian didn't relish.

When Ickx returned to the pits after almost three hours at the wheel, the no.4 936/77 was up to sixth place. On average, he had driven lap times of 3:43 and was thus a good ten seconds faster per lap than the three remaining A442s, which were in cruising mode thanks to their vastly better positions and the remoteness of the

Porsche challenge. Even Mezger was saying the Porsche challenge was hopeless.

DONE WITH MIRRORS

Ickx's great effort was almost stalled by an infraction of the rules. He attacked kerbs with such vigour on his all-out laps that the resulting jolts broke both rear-view mirrors away from the front wings. A delegation from the event's organising committee appeared in the Porsche pits, stating that if mirrors stipulated by race regulations were not installed, the Porsche would be immediately disqualified. The team's mechanics found small mirrors which they screwed to the tops of the doors on both sides of the cockpit. This satisfied the rules, though they showed the driver little more than the rear wing.

"Ickx amazed us all," said Porsche motorsport team supremo, Norbert Singer. "He was in the car for more than seven and a half hours during the night and broke the lap record time after time in the dark. He spent a total of nearly eleven hours in the car, having taken it over four and a half hours after the start and having already driven the sister car. Later, he told us it was the hardest race of his life." Testimony to this was Ickx's loss of more than eight kilograms of body mass.

By the ninth hour, the no.4 936/77 was up to fourth place. At 5:00am, after thirteen hours, the car was holding on to second, but was still seven and a half laps behind the leading Renault. Rain had come during the night, but Ickx drove on with 'wets', registering lap times a little over four minutes. Both Ickx and Barth complained about water entering the turbochargers, which caused the engine to drop out briefly, and both drivers were frustrated by the fact the cockpit was poorly shielded from rain, which thoroughly drenched them during each stint.

The downpour finally subsided around 8:00am. Slicks were installed half an hour later. On the now increasingly drying course, Ickx's lap times settled at 3:50. After a stint of almost four hours, he finally climbed out of the





Above Jacky Ickx (left), Jürgen Barth (centre) and Hurley Haywood shared their pleasure at the post-race Martini & Rossi party

car at 9:09am, completely exhausted. He had been at the controls right up to the limit — Le Mans rules did not allow a driver to exceed four hours on the track during any single stint.

In the morning, a runner-up finish was the likely outcome, worthy in the circumstances. When Barth took over from Ickx, he did a fine job of fending off an attack from the rear by one of the yellow Renaults, holding on to second place, but just as dawn was breaking, the leading A442 (being driven by Jabouille) retired with engine failure. Against all odds, 936/77 no.4 was out in front.

The car had a margin of only a lap over the sole surviving Renault, but at noon, with four hours racing remaining, this too broke, leaving the Porsche unchallenged. Ickx had a final stint of an hour and a half followed by a similar drive for Barth, after which Haywood took over with instruction to hold the lead and drive to the finish.

With just forty minutes of the twenty-four hours remaining, however, dismayed the Porsche crew saw a gout of smoke from the 936/77 at the Ford Chicane, located just before the pits. Haywood drove straight into the pit lane. While mechanics worked on the car, he and his teammates were reassured their margin was so great no remaining rival racer had a chance to cover as much distance. The piston in cylinder number three had seized. Its spark plug was removed and its fuel injection deactivated. Porsche would have to wait in the pit until the last minute to drive to the finish, but many questions remained, as Singer related. "How serious was the piston seizure? Would the engine start again, and if it would, how long would it run? We were preoccupied by all these questions when Barth took the wheel for the last two laps." Barth was chosen to replace Haywood because, as

a man who was able to get a broken car running in the middle of the African bush, the German was the driver most likely be able to get the poorly Porsche going again if it stopped at a far flung corner of the track before reaching race end.

One more Le Mans ritual had to be satisfied. This required that a car cross the line under its own power and that its final lap be completed in no more than three times the best lap time registered during qualification. Barth and Haywood drove a 3:40.0 lap in the lead-up to the race, meaning the car's last lap had to be completed within 10:20.0. Since Haywood had already crossed the finish line when entering the pits, the 936/77 no.4

now had to get through two full laps, finishing on a flying lap. With Barth checking the stopwatch taped to his steering wheel, chassis 936-001 successfully did the

necessary and was flagged home as winner. During its twenty stops, the car had been at rest in the pits for more than ninety minutes. Barth had driven for eight hours and forty minutes, Haywood for three hours and twelve minutes and Ickx for ten hours and thirty-seven minutes. If ever perseverance and skill were rewarded, this was such an occasion.

Immediately after crossing the finish line, Barth, still in the car, received a champagne shower from the team's mechanics. Haywood and Ickx scrambled over the pit wall to the victorious Porsche and joined in the inundation. Some of the surrounding gendarmes climbed over the nose to the cockpit and pulled the soaked Barth out of the car. Everyone wanted to congratulate the three drivers — touching their shoulders, shaking hands, hugs. Pure jubilation at one of the most unlikely Porsche victories we've ever seen. **CP**

THEIR MARGIN WAS SO GREAT NO REMAINING RIVAL RACER HAD A CHANCE TO COVER AS MUCH DISTANCE

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REACH FOR THE SKY

This well-travelled 1967 911 S has been lovingly restored by the descendants of its one and only owner, a hero of South Africa's motorsport and aerobatics scenes...

Words Johann Venter and Dan Furr Photography Michael Schmucker

Jacques Boulilliant was born in Trazegnies (a submunicipality of Courecelles, Belgium) in 1934. A happy child, his days of carefree fun were cut short when German forces occupied his homeland in 1940. His father's association with the *Armée belge des partisans*, a group of the Belgian resistance during World War II, saw the Boulilliant family go into hiding, not returning home until the close of conflict in 1945. Understandably, by the time Jacques reached his teens, memories of this threat to his family's security informed his desire to live life to the full, an outlook which resulted in a burning ambition to experience the finer things in life, both at work and at play.

While being employed part-time at a local Lancia garage during his high school years, Jacques made a promise to himself: to save enough money to buy a brand-new car. In today's age of easy credit and easier finance deals, it might be difficult for the young to comprehend how much of a challenge he'd set himself, let alone the fact the object of his desire was a Porsche. As his thirty-fourth birthday drew near, however, he found himself grabbing the keys to a factory fresh 911 S. It'd taken a lot of hard work, time and determination, but Boulilliant had come good on his word.

In 1967, seeing any 911 on the road was an event, but Jacques had bought himself extra exclusivity by taking ownership of the first 911 S sold in Belgium by Brussels-based Volkswagen agent, D'leteren. He'd worked his way into the jet set as a mechanical engineer for a global concern manufacturing industrial heaters and boilers. The job enabled him to travel the world meeting clients and, so we're told, to regularly party with air hostesses. It was this fortunate position being able to spend time experiencing what various countries and cultures had to offer that enabled him to make an instant decision when his employers asked which of their new overseas outposts he'd like to manage. Given a choice of South America, Australia or South Africa, he immediately opted for the latter, not least because he'd visited no fewer than twenty-six times, favoured the country's temperate climate and had established a strong community of friends in the region. After accepting the job being offered to him, he made arrangements to have his trusty 911 shipped by boat, but not before his insatiable appetite for speed saw the pretty Porsche bounce across the cobblestones of







central Brussels and take a swipe at a neighbouring wall with its rear end. Ouch.

It's easy to see how time spent flying around the globe and high-octane action in a Porsche could combine to produce a keen interest in aerobatics, a pursuit Jacques became even more passionate about than playing with his 911. It was, therefore, amazing good fortune that when travelling to a holiday cottage he was renting from George Lindsay (a partner in South Africa's Volkswagen dealer network and former Porsche concessionaire, Lindsay Saker), the owner of the classic Mini Jacques was road racing in his Beetle turned out to be none other than champion aerobatic and air show pilot, Nick Turvey.

Nick earned his wings in the South African Air Force in 1955 and went on to become Chief Instructor of the Johannesburg Light Plane Club. He was awarded Springbok Colours for his services to aerobatics in 1965 and, after he formed a firm friendship with Jacques, taught the Belgian how to barrel roll in the sky. The pairing proved so good, they went on to represent South Africa at the World Aerobatic Championships in Bilbao, Spain, with Nick flying solo to win the National Aerobatic Championships a staggering eight times.

With huge encouragement and 'tricks of the trade' being passed on from Nick, Jacques kept aerobatics as his primary passion for the next decade. He continued to use his repaired 911 S, but not cherishing it the way he once did, the car was eventually retired from the road. Consequently, left exposed to the harsh Highveld climate, including substantial afternoon thunderstorms and hard winter frosts, the Porsche steadily deteriorated. Fast-forward to 1985, and things were about to change. "He rekindled his affection for the car," remembers Jacques' son, Anthony. "Unfortunately, by that time, the carburettors were full of water and the interior was in desperate need of disaster relief. The task of

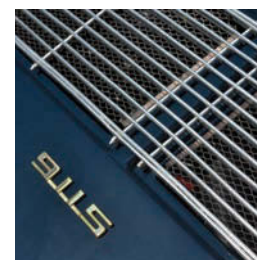
resurrecting the car was far greater than my father had anticipated, which is why, after much deliberation, he handed the poorly Porsche over to the experts at marque specialists, Carrera Motors, in Gauteng."

MANY TALENTS

The motivation for breathing new life into the car was the advent of gymkhana-style events being held by the Rosslyn contingent of Porsche Club of South Africa (PCSA). Hosted close to the BMW plant just outside Pretoria, these exciting contests provided the perfect excuse for Jacques to transfer his stunt skills from sky to asphalt. Carrera Motors head honcho, Frans Stangl, set to work completely rebuilding the car's engine, including a full strip and reassembly of the Weber 40 IDA carburettors. A custom performance exhaust was installed to enhance the flat-six's breathing, while

Above Structural damage required a custom jig for straightening as the first step in the restoration process





Above Narrower wheels and tyres have been fitted below wheel arches sourced from a donor 912

handling was sharpened through the appointment of thicker anti-roll bars and Bilstein dampers.

"Our expectations were exceeded," Anthony gasps. "We couldn't believe how fast the car was. It was laying down circuit times quicker than some of the newer, more powerful Porsches in attendance. Carrera Motors did an excellent job." His father's aerobatics-inspired precision behind the wheel was also a key contributor to strong results, leading to a steadily increasing amount of track time, initially with PCSA. "Competitors disparagingly referred to the car as 'Granny' because of its age, but they were silenced when it beat their more modern machines to the finish line," Anthony laughs. Outings in historic tournaments and the Porsche Challenge at Midvaal Raceway followed, as did silverware.

His infectious enthusiasm for racing was passed on to Anthony and his sister, Natalie, who both served as pit crew for the Porsche before trying their hand at track action themselves — Natalie competed in the Volkswagen Golf GTi Challenge, Anthony used the Boulilliant's acquired Group N Opel Kadett to be crowned

Class E Rookie of the Year. "Those were wonderful times," he smiles. "We'd have up to four cars at the track, hopping between each of them. We became very close, not only as teammates, but as the best of friends."

Later, the Boulilliant's upped the ante by competing in Class B with a Nissan Sabres, but the Japanese joy toy didn't distract Jacques from continuing to achieve phenomenal success with the 911. "In both 1994 and 1995, he won the triple crown of the PCSA race series championship, the Porsche Challenge and the Historics Championship," Anthony recalls. These accolades made Boulilliant Sr South Africa's oldest motorsport champion, reward compelling him to transform a 911 T into an RSR replica with the assistance of the late Paddy O'Sullivan, co-owner of South African race car preparation specialist, Mosport. Paddy and his brother, Mike, became well-known for campaigning a V8-powered Rover SD1 in various endurance championships during the 1980s, and were perfectly placed to source desirable motorsport componentry for the Boulilliant build — among other equipment, the T-badged coupe benefited from the fuel system of a retired Carrera RSR 2.8.

Unfortunately, Jacques was involved in a serious accident when travelling to Mosport in order to have final tweaks applied to the car in readiness for racing. "He was never the same after the incident," Anthony sighs. "He moved us to a quiet farm in Grabouw on the Western Cape. Then, shortly after his seventieth birthday in 2004, whilst navigating his way along the treacherous mountainside route of Sir Lowry's Pass in a Jaguar Super V8, we think the car suffered a blowout taking a right-hand bend. The Jag collided with a Ford pick-up coming down the pass." A few days later, Jacques passed away as a consequence of serious injuries sustained during the crash.

Such was the impact Anthony's father made on the South African racing community, PCSA named a trophy after him. A well-attended PCSA tribute event held in Kyalami also confirmed his status as a popular fixture of his adopted homeland's Porsche scene, but where





did this leave the 911 S he'd bought back in Belgium all those years ago? "We almost sold it," Anthony confirms. "It led a hard life on the track and ended up a mishmash of 911s, with replacement bumpers and wings taken from random donor cars as repair panels. In our defence, Natalie and I attempted to turn the tired Porsche into a usable road car, but the project never worked out." Enter Wernher Hartsenberg, owner of boutique classic Porsche restoration specialist, Aircooled Wonders. "He met with Natalie in 2015 when the two were drawing up a list of the 356s residing in Cape Town. He was interested in Natalie's late 356 drop-top and, during the course of conversation, she told him we were struggling to find a solution for the restoration of our father's 911 S."

"My team's philosophy is to treat every Porsche as though it was one of our own," Wernher tells us. "Each Aircooled Wonders restoration is a true labour of love." And what of the condition of the 911 presented by the Boullillarts? "It was bad. The car had been battered at the track and had a major coming together with the pit wall at Zwartkops Raceway in 1993. There was structural damage to contend with, but we made a jig to straighten everything out, acquired new body panels and sourced a new nose."

As a competitive race car, the S had been retro-fitted with many fibreglass components, while the engine lid

was from a later 911. "Of all the panels we looked at, only the doors seemed to be original," says Wernher. "At some stage, the quarters had been altered to accept wider wheels. With these concerns taken into consideration, we decided to source a donor car, which was a challenge in itself!" An early 912 gave up the ghost, providing its fenders to the cause, although it's worth noting Wernher and his technicians tried to retain and refurbish as much of the original equipment left on the car as they could. "This definitely isn't a concours restoration," he stresses, "largely because we've tried to keep as much of the

car's hard-earned character as possible. For example, other than the windscreen, we kept all original glass, which still wears the many stickers acquired over the decades. I

don't believe in over-restoring. This is one of the reasons we left the retro-fitted manual-crank sunroof and the steering wheel as we found it. Its faded leather rim is directly attributable to Jacques. Keeping this wear means he continues to be a part of the Porsche, even though he's not around to drive it anymore."

To keep costs down, parts were sourced locally. A case in point is the front suspension, removed from another donor car. Completely refurbished, the setup now comprises 930 tie rod ends. Some of the restoration work was farmed out to other experts within the Porsche fraternity — Brian White, the man responsible

Above The car is tamer than it was when being beaten around South Africa's race circuits, but virtually every aspect of this stunning 911 S is now as good as new

A HAIRPIN APPROACHES, THE COGS SWAP TO BREAK OUR PACE AND, ONCE INTO THE TIGHT LEFT, WE TAKE OFF AGAIN



Right Original steering wheel, complete with worn rim courtesy of Jacques' many years of spirited driving, takes pride of place in the otherwise freshly trimmed interior

for managing the Ernst Schuster team and the 356 C it raced to sixth overall at the 1986 24 Hours of Le Mans, took care of a fresh engine build. "The flat-six had been increased in displacement to 2.8 litres," Wernher continues. "Brian took it back down to a two-litre unit by fitting internals matching original specification. The cylinder head and crankcase were machined accordingly, while the wiring harness was painstakingly rebuilt by PCSA Concours winner, Johann Pienaar. Dave Corlett, a former aircraft trimmer and owner of Soft Top Specialists in Buccleuch, refurbished the interior. Many other experienced Porscheophiles offered their time and advice along the way."

These unsung heroes include air-cooled Porsche restoration expert, Tim Abbot of Kyalami's Porsche Master Craftsman, Anton Decker of fabrication firm, Exclusive Conversions, and Wikus Rust of RSR specialist and Porsche racing outfit, R&D Motorsport. "There's an old African saying," Wernher smiles. "*It takes a village to raise a child.* Myself and my trusted technician, Petrus Skonsana, are thrilled with how everyone came together to restore this special 911 S. For those of us at Aircooled

Wonders, being involved with this project has been a total privilege."

We join Anthony and his sons, Sebastian and Oliver, at the unveiling of the completed car. "The boys didn't get to meet their grandfather," he reflects. "His restored 911, however, goes some way toward providing them with an understanding of what the man was all about." The cover is pulled off the blue beauty and everyone is amazed at the transformation. Anthony won't get to drive the car just yet, though — Wernher wants to dyno test the engine after controlled run-in. Instead, we take it in turns to enjoy passenger rides. Struck by the finesse of this early S, we meander our way through the suburbs of northern Pretoria towards the nearest freeway. The revitalised Porsche nimbly threads through streams of cars twice its size. We hit the wider, faster roads and Wernher depresses the accelerator, quickening our pace to the speed limit. A tight hairpin approaches, the cogs swap to break our pace and, once into the tight left-hander, we take off again, the skinny rear rubber biting into the asphalt just enough to keep the back end from coming undone. With sights level, 4,000rpm is gradually reached. "No further," snaps Wernher. "Remember, we need to treat the mechanical components sympathetically during run-in." Not that he's expecting ballistic power from the car at the point it's ready to be driven in anger.

"The gear ratios were shorted for track work. As such, they're holding back the reins, which is especially noticeable on the freeway. The car is definitely far tamer now than it used to be. It's more of a weekend cruiser than a track attacker."

Despite a difficult past, this brilliant blue 911 S has been thoroughly rebuilt to mirror as much original specification as possible without removing too many of the custom features Jacques introduced over the years. The special Porsche he bought more than five decades ago is, once again, a completely usable street car, allowing it to be enjoyed by his children and grandchildren. May they do so long into the future. **CP**



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11370

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2003, £9,750. 2003 Porsche Boxster 3.2 S. Metallic Basalt Black with Black leather and Black power soft top. Facelift model with the glass heated rear window and clear indicator lenses. 6-speed manual, power steering, ABS, Porsche stability management, automatic air-conditioning, headlamp wash, factory alloy wheels, xenon headlights, Bose sound system with CD stereo, wind deflector, electric windows and mirrors, electric seat recline, remote central locking and alarm with 2 keys. Only 74,000 miles with full service history from new. Extremely nice condition throughout. Please call 01277365415, East of England. (T)

113353

PORSCHE CAYMAN



2005, 68000 miles, £13,000. Porsche Cayman - 3.4 987 S. FSH + Leather + NAV + BOSE. 2005 (55 reg) | Coupe | 6 speed manual gear box | 68000 Miles | 1 Previous Owner | Porsche Warranty Maintained for 15 yrs | Guards Red paintwork with contrasting black leather interior | Porsche logo on seat headrests. Please call +447803309332, South East.

115302

PORSCHE 964RS WHEELS



1992, £7,900. Set of 4 genuine Porsche 964 RS magnesium wheels. Front: 7.5J x 17 ET 55, Rear: 9J x 17 ET 55. Checked, chemical cleaned and fully repainted on the inside and outside 10 years ago by Roger Bracewell of "The Wheel restorer" in the UK. Never used since!! As new!! Please call +32475723939, Rest of the world.

115122

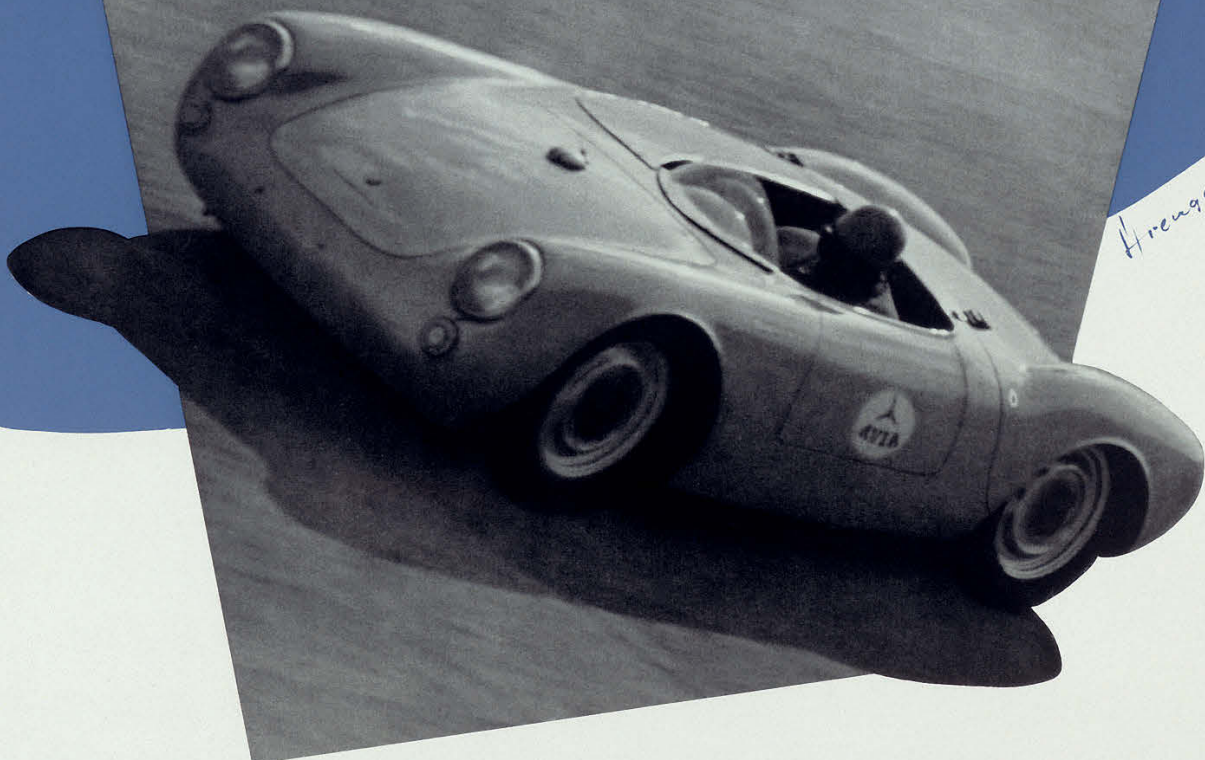
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92.510DUAL / 1620605800 Exhaust, 2 x Ø50 mm outlet pipe - TÜV/EEC approval
92.510DUALS / 1620605700 Exhaust, Sport, 2 x Ø50 mm outlet pipe, rear, dual outlet, Stainless Steel, polished



92.210S / 1620607800 Exhaust, Ø60 mm outlet pipe - TÜV/EEC approval



91.410 / 1620612200 Exhaust, with dual center outlet pipes, "GT3" style, 2 x Ø63 mm



92.510S / 1620603400 Exhaust, Sport, Ø70 mm outlet pipe, Stainless steel - TÜV/EEC approval
92.510 / 1620605300 Exhaust, Sport, painted black, Ø70 mm outlet pipe - TÜV/EEC approval



92.520DUAL / 1620610000 Exhaust, Sport, rear, 2 x Ø76 mm outlet pipe - TÜV/EEC approval



92.510SD / 1620604000 Exhaust, Sport, dual, 2 x Ø70 mm outlet pipes - TÜV/EEC approval



92.212 / 1620607000 Exhaust, Sport, dual, 2 x Ø70 mm outlet pipes - TÜV/EEC approval
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