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PRESERVATION GAME



Patina is a funny old thing. Depending on which side of the fence you reside, patina is either age-related wear and tear to be preserved at all costs, or it's damage to be thrown out and replaced, old for new. Some put a high value on patina. Some don't. It's an argument far from exclusive to the classic car world. The Fender and Gibson guitar companies, for example, will charge you a bucket-load of cash to make your brand-new instrument look worn, but hit eBay and the same guitar with genuine age-related wear is considered to be damaged, resulting in negative impact on value.

Whatever your view of patina (I'd love to hear from you), it's safe to assume all of us recognise the need to preserve historically significant Porsches for the enjoyment of future generations, which is why I was thrilled to discover Porsche recently treated one

its 1986 Paris-Dakar entries to sympathetic recommissioning and light restoration. No, I'm not referring to the winning 959 of René Metge and Dominique Lemoine, which is stored under lock and key at the Porsche Museum in Stuttgart. I'm talking about the sister car, number 185, driven to second-place by Jacky Ickx and Claude Brasseur.

The starting line-up of the 1986 Paris-Dakar was dominated by trucks and all-terrain vehicles. The trio of Rothmans-liveried 959s entered into the competition certainly stood out. Incidentally, the third participating works entry, a service car driven by Roland Kussmaul and Wolf-Hendrik Unger, took sixth place.

All three cars are in the custody of Porsche. To commemorate launch of the new 911 Dakar series production model, rather than restore the 1986 Ickx/Brasseur 959 to as-new condition, the Porsche Classic team decided to recommission the car, preserving its hard-won battle scars in the process. "Only by keeping damage sustained during the event can we tell this car's story authentically," says Kuno Werner, head of the Porsche Museum's restoration team. The work is showcased in the pages of the very magazine in your hands.



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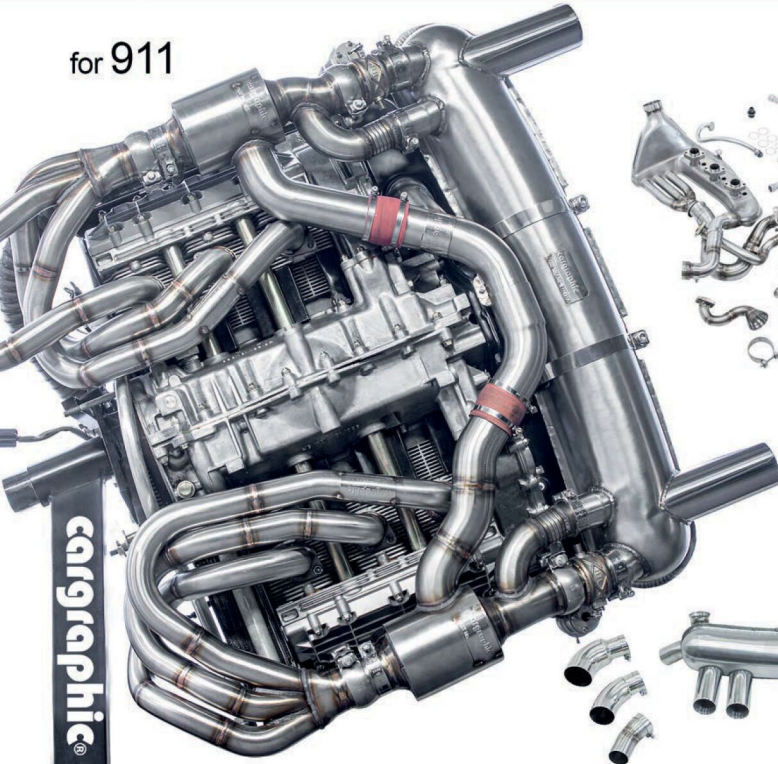
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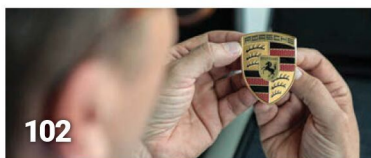
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TRUE BLUE

Following years of speculation surrounding its identity, this recently restored 964 has been confirmed by former Porsche factory engineer and legendary works racing driver, Jürgen Barth, as being one of two surviving N/GT prototypes assembled under his watch back in 1990...

Words Dan Furr Photography Dan Sherwood





For many 911 enthusiasts, the 964 is as good as it gets. Granted, the 993 was the ultimate evolution of Porsche's original air-cooled 911 concept, and there's no denying the technological developments this 'last hurrah' brought with it, but the 993 carries a softer design than its predecessor, a Porsche which strikes the perfect balance of performance, reliability and that quintessential classic 911 aesthetic.

If we ask you to pick any readily available 964 to park in your garage, there's a strong chance you'll opt for a Carrera RS (painted Rubystone Red, right?!), but did you know this highly desirable Rennsport came in varying flavours to suit different applications? As a case in point, we present the 964 Carrera RS N/GT, Porsche's truest race car for the road as the 1990s got underway.

Before we get up close and personal with the magnificent Maritime Blue N/GT in our photographs, a history lesson is in order. Let's wind the clock back to the early 1980s. Porsche achieved huge success in the FIA's Group C motorsport category, a formula introduced in 1982, primarily for the World Endurance Championship (WEC), its pinnacle being the 24 Hours of Le Mans. From the off, the ground-breaking 956 sports-prototype proved dominant. Its successor, the 962, was just as formidable. In fact, following a win for the 936 driven by Jacky Ickx and Derek Bell in 1981, the 956/962 won top honours at every 24 Hours of Le Mans between 1982 and 1987.

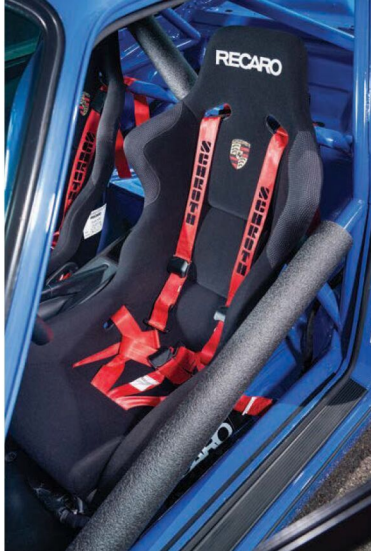
As the close of the decade drew near, the series was verging on eclipsing the popularity of Formula One, not least because of the colossal performance achieved by participating cars and the fascinating efforts of

teams to keep these exotic speed machines planted to the asphalt. Development objectives were advanced aerodynamically for maximum speed, the least possible weight and, crucially, optimum stability, enabling each car to withstand constant maximum stress over punishing races of long duration.

With cars exceeding 250mph along the Mulsanne Straight, however, came the very real danger of front-end lift, a worry which would be realised in the GT1 era, when two of the three AMG-Mercedes CLR's entered into the 1999 24 Hours of Le Mans became airborne (Mark Webber's number four car during qualifying, Peter Dumbreck's infamous number five CLR during the race). In the wake of Team Welter Racing's Peugeot WM-P88

Above You'll struggle to find any 964 Carrera RS variant as clean as this N/GT prototype





Above and below Interior is exactly how it left the factory, although the seat belts are bespoke reproduction parts

breaking the Le Mans speed record by registering an astonishing 253mph in 1988, the FIA promptly decided to rewrite the Group C rulebook, effectively restricting the performance of competing cars. The organisation's hope was to encourage development of a new formula series, but the changes only benefited teams making use of then new 3.5-litre Formula One engines, putting privateers in charge of race cars assembled to earlier Group C specification at immediate disadvantage, primarily because of the severe cost of converting Group C racing metal to conditions satisfying the revised regulations. Unsurprisingly, the class swiftly dropped in popularity on account of a lack of entries, resulting in the

RECARO BUCKET SEATS WERE TRIMMED IN FLAME-RESISTANT NOMEX FABRIC AND LOADED WITH SCHROTH SAFETY HARNESSSES

1993 Group C championship being cancelled before it began. That said, as some small consolation, qualifying cars were permitted to enter Le Mans in 1993 and

1994, albeit with restrictions negatively affecting performance.

By the time rule changes for Group C were implemented, Porsche's long-serving Technical

Director, Helmuth Bott, had retired. He was replaced by the ambitious Ulrich Bez, who was returning to Porsche after a spell at BMW, where he led the team responsible for the Z1 roadster. With the demise of Group C and Bott's exit from Porsche came a desire for the company to focus its motorsport programme on GT racing, beginning with development of the Carrera Cup series, which was established following the success Porsche enjoyed with the 944 Turbo Cup, the manufacturer's first single-make championship. In 1990, the Carrera 2 version of the 964 was revealed following successful launch of the Carrera 4 in 1989. Bez turned to factory motorsport engineer, Roland Kussmaul, to draw on his experience working on the 911 SC RS. He was asked to produce a Cup version of the 964.

By mid-1990, a limited run of 964 Cup cars was already in the works, but with little in the way of headline sponsor interest for the new race series, not to mention Carrera Cup being a closed competition, Porsche needed a new privateer-friendly racing 911 capable of garnering wins, thereby heightening brand visibility in a range of series worldwide. At the time, Kussmaul's colleague at Weissach, Jürgen Barth, was in charge of devising new methods of constructing production sports cars and their racing counterparts. Porsche recognised it desperately needed a 911 eligible to compete in both Group N (slightly deviating from production specification) and GT racing categories. With this in





mind, using the recently devised 964 Carrera Cup as a starting point, Barth was asked to develop the 964 into a stripped-out, road-legal homologation special.

Featuring a lightweight narrow-body free of creature comforts, the resulting 964 N/GT was a pure 911 driving machine — gone were the fancy electrics, heaps of sound deadening material and passenger sun visor. In came thinner windows, seventeen-inch magnesium five-spoke wheels, lightweight bumpers, the option of a bigger fuel tank and carefully placed seam welds to stiffen and strengthen the chassis. Wooden footboards replaced carpets. The familiar Recaro bucket seats were trimmed in flame-resistant Nomex fabric and loaded with Schroth multi-point safety harnesses. Twin fire extinguishers and an engine kill switch also took up residence in the cabin.

READY TO ROLL

As had been the case with Porsche competition machines for some time, a fully integrated Matter roll cage wrapped itself around the N/GT's sparse cockpit. Effectively a road-legal version of the 964 Cup, but equipped with basic RS suspension and top mounts, this was the epitome of the 911 clubman race car and required no further preparation for eligibility into the competitions it was designed for. Once the planned run of 290 production units began rolling off the assembly line, the N/GT quickly became recognised for being the most focused example of a new Porsche capable of being driven on the public road to a race circuit before being let loose in a competition environment and subsequently driven home again.

The N/GT was powered by a 260bhp 3.6-litre flat-six mated to a five-speed close-ratio Getrag G50/10

transmission with a limited-slip differential and steel synchros. The correlating 964 Carrera RS was already 155kg lighter than the Carrera 2, but the N/GT took Porsche's blueprint of adding power and shedding weight to a new level, resulting in an air-cooled, road-legal race car now considered an essential entry in Porsche's fruitful portfolio of true performance products. Given factory option code M003, the N/GT was placed third in a sequence featuring M001 (Carrera Cup) and M002 (RS Lightweight).

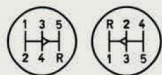
That's the backstory taken care of, but what makes this particular N/GT so special? Enter Des Sturdee, a lifelong 911 fan who counts five RS-badged 964s among the forty-plus Porsches he's owned to date, starting with a 911 E 2.4 bought for him as a gift from his father more forty years ago. Des is also the organiser of Porsche Club Great Britain's Modified register and was lucky enough to previously own a Mint Green 964 N/GT. He first encountered the Maritime Blue example on these pages almost twenty-five years ago.

"At the time," he recalls, "I was Assistant Secretary for the 964 Carrera RS register, a role which involved inspections and valuations of club member cars. I was asked to visit the workshop of GT Classics in Hampshire, where company boss, Paul McLean, was in the custody of a 964 N/GT owned by a 911 enthusiast curious to know the true identity of his car after it had been labelled a fake." The accusation concerned the presence of a Carrera 2 chassis number. "It didn't make sense to me that anyone would convert a standard 964 to this specification when, back then, the difference in price between a Carrera 2 and a Carrera RS was about five grand. It would have cost more to source a set of magnesium wheels, let alone the rest of the equipment

Above All mechanical components, including the 260bhp flat-six, are original to the car, a point reinforced in a letter penned by Jürgen Barth

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I was looking at. There were so many idiosyncrasies. Consequently, I urged the car's owner to get in touch with the Porsche Museum in Stuttgart with a request to hunt down the car's factory build records."

His advice fell on deaf ears and the car changed hands. Repeatedly. In fact, Des lost track of its whereabouts until 2004, when he returned to GT Classics to collect a 964 Carrera RS Lightweight he'd bought. There, parked in Paul's workshop, was the Maritime Blue 964 suffering an identity crisis. It was also available for purchase. "Having just bought the RS Lightweight, I wasn't in a position to buy the blue 964 outright, which is why I joined forces with my good friend, Paul Ward, and secured joint ownership. We reasoned this particular Porsche would make an excellent club racer for the pair of us to enjoy on track days. Of course, as the car's new co-owner, I was more interested than ever to discover the story behind the build."

The then available Certificate of Authenticity from Porsche Club Great Britain didn't reveal anything particularly helpful ("it confirmed the car as a Carrera 2 with a limited-slip differential"), unlike the now defunct online service from Porsche spares retailer, Suncoast Parts, which returned detailed build information relating to each entered Porsche chassis number. It proved to be the best ten dollars Des ever spent.

"My earlier suspicions were confirmed," he beams. "There, in big, bold lettering, the car was listed as a 964

N/GT." What about the ambiguous chassis number? "The document highlights this particular N/GT's status as a prototype with a build date of July 1990." Not only does this give the car status as a Porsche of historical significance, it also marks it as one of the rarest 964s ever assembled – just eleven N/GT prototypes were built (this being the sixth), but only two are known to survive to the present day. One is based on a Carrera 4 chassis and currently resides in the Porsche Museum, the other

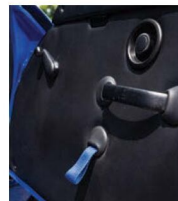
is the very 911 you see here, formerly Porsche's N/GT demonstrator, going on to star in the period's 964 Carrera RS promotional literature.

Realising they'd found themselves in charge of a super-special 964, Des and Paul promptly changed their plans to hammer the car around race tracks.

A painstaking process of restoration was the preferred course of action, but not before the leading authority on N/GTs provided extra reassurance regarding the Porsche's origins. "In August 2015, Jürgen Barth was in the UK for Porsche Club Great Britain's National Event, hosted at Althorp Castle," Des explains. "He kindly agreed to inspect the car at the show and confirmed it as one of his prototypes. Even so, although we had his hugely important endorsement and the Suncoast Parts-supplied build sheet, what we really needed was 'meat on the bones', which is why we were thrilled when Jürgen offered to trawl through Porsche's archives to provide all information about the car held at the factory."

Above Along with Rubystone Red and Mint Green, Maritime Blue is one of a handful of colours predominantly associated with the 964 Carrera RS, but also available on the same-age 944 S2

PORSCHE CLASSIC WAS STILL FINDING ITS FEET AND HAD YET TO INTRODUCE MANY 964 PARTS TO ITS CATALOGUE



Above and below RPM Technik carried out an exacting restoration, with Jürgen Barth brought in as consultant to offer advice helping ensure the finished build matched the specification of this special 964 when new

In a letter addressed to Paul, Jürgen describes the car as “an original, the Porsche 964 Carrera 2 RS pre-series prototype N/GT”. He goes on to confirm “this car was used for all press and catalogue photos of the 964 Carrera RS from Porsche’s sales and marketing department.” He also confirms the car’s ‘matching numbers’ status, marrying chassis WPOZZZ96ZMS400701 with engine 62M0154BH and gearbox 2M00716. “Road registration in Germany took place on 6th August 1990,” he wrote. “Porsche AG in Stuttgart was owner from then until 12th September 1994. The car’s first Great Britain registration number was H624 BGN.”

Led by Technical Director, Ollie Preston, the restoration team at Hertfordshire-based independent Porsche specialist, RPM Technik, was given the task of bringing the blue belter back to its best. It was a mammoth undertaking lasting more than five years. “Ollie and his

team did a brilliant job,” Des smiles. “The car was stripped to a bare shell and rebuilt from the ground up. The engine, transmission, suspension and brakes were completely overhauled, but to ensure accuracy, we brought in Jürgen as a consultant to offer advice every step of the way, thereby ensuring the result of RPM Technik’s efforts matched how the car was configured in period.” Only components matching this particular N/GT prototype’s original specification were used. Among them was a Cup fuel tank, but the use of genuine parts was easier said than done at a time Porsche Classic was still finding its feet and had yet to introduce many 964 parts to its catalogue. “The wait for genuine body panels was one of the biggest hurdles we faced,” Des sighs. “One of the rear quarters took two and a half years to source. Additionally, the more parts Ollie removed from this 964, the more wear and tear he discovered. We don’t know much about the history of the car, but it was plain to see it had been used in anger.”



JUICY DETAILS

The Schroth harnesses working their way around the Nomex-trimmed Recaros are new parts commissioned by Des and Paul specifically for this project. Matching harnesses originally fitted by Jürgen back in 1990 (“modified from the original version, but correct”), they demonstrate just how important attention to detail has been to this car’s obsessive owners. The results, of course, speak for themselves and were approved by Jürgen — winner of the 24 Hours of Le Mans no fewer than four times — during a visit to Porsche Centre Hatfield, one of the UK’s Porsche Classic Partner centres and the site proudly exhibiting the finished restoration following completion of the work at RPM Technik.

“Paul and I had a great time with Jürgen during his last visit to meet us,” Des grins, remembering how impressed the former works driver was with the finished restoration. Moreover, a short film was captured at the Hatfield dealership during Jürgen’s visit. Published on



YouTube, the video sees the Porsche legend confirming this amazing 911's history and shows him scribbling his signature on the Maritime marvel's roof. "This Porsche is as close to a new 964 N/GT as you're ever likely to see," Des assures us. "It really is box fresh. Following the rebuilt engine's first service, however, Paul and I considered our original intention for the car and, after much deliberation, agreed it needed to be passed on to a new owner."

Due to the Porsche's significantly improved financial worth (largely a consequence of Jürgen confirming details Des

learned from the information supplied by Suncoast Parts), this is a 964 neither co-owner was comfortable to drive in the manner

anticipated at the time of purchase. "The enjoyment we were able to get from this project was the honour of being able to rejuvenate an undeniably significant 911 facing the very real prospect of being lost in the wilderness through uncertainty surrounding its identity. We'd done our part. It was time for someone else to take care of this rare 964."

Enter Kev Kivlochan, a Porsche enthusiast familiar to regular readers. This renowned historic motorsport participant is a regular at Goodwood and the Le Mans Classic. Among his varied collection of cars resides one of the first five-hundred Carrera RS 2.7s, a first-generation 997 GT3 RS and, significantly to the *Classic Porsche* fraternity, the 993 featured in last month's issue of the magazine. Taking the form of a 993 GT2, the car is, in fact, a 993 Turbo converted to GT2 specification after leaving the Porsche factory in Zuffenhausen and

being delivered to Porsche Italia at the behest of a wealthy industrialist. The car's conversion was carried out to an exacting standard at a cost of twelve million lira. Kevin has the reams of paperwork to prove as much.

Kevin is clearly a man of some discernment, hence his decision to buy our star 964 N/GT when it was advertised for sale at GT Classics a couple of years ago. "As a lover of classic cars and historic motorsport, I was fascinated by this Porsche's backstory," he tells us. "Of the eleven 964 N/GT prototypes built, all but two have been lost or destroyed. This is an exceptionally

rare 911 and I was keen to experience ownership, if only for a short time," he adds, alluding to the fact the car is currently being offered for sale through premium sports

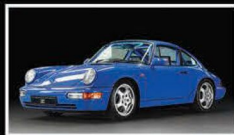
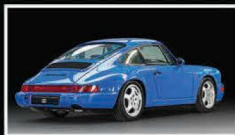
car dealer, Cottingham Blue Chip London, a company dealing in high-value classic road and race cars for more than twenty years. "It's the definition of 'analogue' driving perfection," suggests company founder, Jeremy Cottingham. "The 964 N/GT matches a narrow body with tactile steering and a characterful normally aspirated engine, making for a wonderful driving companion on today's roads, providing you're up early enough to beat traffic. The reality is this compact, beautifully balanced 964 offers pure undiluted, driving thrills at sensible speed. Modern supercars, burdened with electronic driving aids, simply cannot match what's available here."

He's not wrong. Representing the apex of 964 desirability, this fabulously restored and documented Porsche prototype promises its next owner a once-in-a-lifetime opportunity to enjoy a serious piece of 911 history. As good as it gets? You'd better believe it. **CP**

Above Thought to be only one of two surviving 964 N/GT prototypes, this fantastically presented 911 is now looking for a new home

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PORSCHE'S LONG LOST LE MANS WINNER RETURNS TO CIRCUIT DE LA SARTHE

Weaving gently along a quiet rural road in northeast France, Cameron Healy is fulfilling a dream he has nurtured for thirteen years. In so doing, the seventy-two-year-old American will also bring full circle one of the most important stories in Porsche's seventy-five-year history. He is heading to Le Mans, bringing with him a car that for many decades was presumed lost without trace: the first ever Porsche to race at the legendary twenty-four-hour endurance.

"I was at Monterey historic races in 1993," Healy recalls. "This little red roadster stopped me in my tracks. I'd never seen a Gmünd-built 356 before, let alone a roadster. I certainly didn't know the car's history." Neither, it turned out, did long term owner, Chuck Forge, who continued to display and drive the car right up until his passing in 2009, at which point Healy was able to acquire the unusual-looking 356 from Forge's estate.

There had been rumours in collectors' circles that this aluminium-bodied 356 may have been one of the three cars Porsche entered into the 1951 staging of the 24 Hours of Le Mans, but any obvious physical evidence to support such a suggestion was long gone — in 1952, Californian Porsche importer, John von Neumann, had cut the roof off the car in order to save weight. The body was subsequently repainted, all but eradicating any traces of the vehicle's origins.

Healy embarked upon an extensive restoration, recruiting renowned 356 expert, Rod Emory, to complete the work. The pair undertook a forensic examination of the bodyshell. Combined with five years of painstaking research, the inspection proved beyond doubt Healy's car is indeed chassis 356/2-063, class winner on its debut at Le Mans in 1951.

BACK TO THE START

In the aftermath of this discovery, and following completion of an exacting restoration to original specification, Healy and Emory were able to bring to fruition an idea they had tossed around since the very start of the project: returning 063 to Le Mans. "It goes right back to when I first acquired the car," Healy explains. "Rod and I had only just begun taking paint off the body, but we were already talking about the dream of one day bringing this car back to Sarthe. Being able to complete a lap of honour became the goal, albeit a far-fetched one — at the time of our discussion, we hadn't yet proved this was Porsche's Le Mans 1951 class winner. With the hundredth anniversary of Le Mans and the seventy-fifth anniversary of Porsche coinciding, however, it became clear 2023 was the year the car needed return to where it raced all those years ago."

At the start of what has turned into an extensive European tour for Healy and his 356, the car was shipped to Zuffenhausen and spent three weeks on display in the Porsche Museum. When Healy arrived at Le Mans, he drove straight to the tiny village of Teloché and the famous garage on Rue du 8 Mai, which Porsche used at its headquarters for two decades. From there, the car was driven to the Museum of the 24 Hours to take its place among a special exhibition of eighty overall and class winners from across one hundred years of the world's toughest motor race. Achieving his goal, Healy drove the car in a parade lap before this year's event and stayed in France to take part in the Le Mans Classic. Man and machine are now gearing up for an appearance at the 2023 Festival of Speed.



964 CARRERA RS 3.8 TAKES STARRING ROLE IN NEW TRANSFORMERS MOVIE

Returning to the action fascinating movie-goers around the world for many years, *Rise of the Beasts* is the seventh instalment in the Transformers live-action film series and serves as a standalone sequel to 2018's successful *Bumblebee*. The new movie, which is in cinemas now, introduces Maximals, an advanced civilian race of Cybertronians under attack from the planet-eating dark god, Unicron. Set in the mid-1990s, the film sees the Autobots join forces with the Maximals as allies in the ongoing battle for control of Earth. The Autobot named Mirage (voiced by *Saturday Night Live* alumni, Pete Davidson) fights for good and takes the form of a 964 Carrera RS 3.8.

"This particular Porsche is perfect for *Rise of the Beasts*, not just because the film is set in 1994, but also because of Mirage's character traits," says Oliver Hoffmann, Head of Marketing and Communications at Porsche AG. "He's tough and has an exceptionally good heart, not to mention a bit of a rebellious streak!" he chuckles.

Porsche produced just fifty-five examples of the 964 Carrera RS 3.8. To avoid the risk of damaging what is today a highly valuable collector car, no original RS 3.8s were used during filming. Instead, five standard 964s were modified to look exactly like the coveted Rennsport. To create an authentic engine sound, however, an RS-specification 3.8-litre M64 flat-six was put to work, ensuring cinema goers were treated to an accurate depiction of not only the look of the 964 Carrera RS 3.8, but also the noise.

"It was important to precisely represent the real-world sound of the specific 911 depicted in the film," said Ayesha Coker, Vice President of Marketing for Porsche Cars North America. "We are thrilled with the result and, of course, we hope audiences are too."

ONE CAR WAS MODIFIED TO TRAVEL IN REVERSE AT HIGH SPEED, WHILE ANOTHER WAS SPECIFICALLY PREPARED FOR STUNT SEQUENCES

Each of the five 964s used during filming fulfilled a particular function. One car, for example, was modified to travel in reverse at high speed, while another was specifically prepared for stunt sequences. "We are thrilled to be working with Porsche on this unprecedented and integrated partnership, bringing Mirage to life in a most unique, iconic, and unforgettable way, simultaneously showcasing the personality of both the Transformer and the 964 Carrera RS 3.8, which share a heroic spirit," says Irene Trachtenberg, Senior Vice President of Worldwide Marketing Partnerships at Paramount Pictures.

Porsche claimed its Type 964 platform, unveiled in January 1989, was more than eighty-five percent new when compared to the outgoing Carrera 3.2. The 964 was somewhat stubbier in appearance, with both its nose and tail sheathed in smooth integrated plastic covers hiding the car's impact bumper systems. Though the model was instantly recognisable as a 911, its floor pan was designed to accommodate a new all-wheel-drive system originally developed for Porsche's first supercar, the other-worldly Gruppe B (later known as the 959 road car and 961 competition machine).

With this system in place, the 964 was launched as the Carrera 4, promptly followed by the rear-drive-only Carrera 2 in 1990. It was this later version upon which Porsche created the 964's higher-performance and racing derivatives. The first of the line was the Carrera RS, powered by a warmed-up version of the normally aspirated 3.6-litre M64 flat-six. Porsche then offered the brilliant Carrera RS 3.8 for model years 1993 and 1994, equipping this strictly limited-run 911 with an updated five-speed manual transaxle and a normally aspirated 3,746cc engine developing near 300bhp. Porsche released the RSR 3.8 as a more powerful, race-specification version of the car.



STELLAR LINE-UP OF CLASSIC PORSCHEs TO STAR IN RM SOTHEBY'S PREMIER AUCTION DURING MONTEREY CAR WEEK

Following on the heels of last year's RM Sotheby's sale during Monterey Car Week, when more than \$239,000,000 exchanged hands (making the event the largest grossing collector car auction of all time), we're delighted to announce RM Sotheby's return to the Monterey Peninsula in August, marking the company's twenty-sixth annual flagship sale.

Already causing tongues to wag is the auction's 1960 Ferrari 250 GT short-wheelbase California Spider by Scaglietti (chassis 1883 GT). Sold new through Turin-based dealer, Garage Fontanella & Company, to Litex S.a.S. for then company president, Robert Fusina, the car was exhibited on the Ferrari stand at the 1960 Turin Motor Show. Litex passed ownership to Alessandro Terni, who then loaned the open-top Prancing Horse to Fusina and co-driver, Guido De Bonis, for use in the 1962 running of the Targa Florio. The team would prove a formidable pairing, impressively finishing third in class and a respectable nineteenth overall. According to *Cavallino* magazine, chassis 1883 GT holds the unique distinction of being the only Ferrari 250 GT California Spider (long- or short-wheelbase) to have participated in the legendary Sicilian road race.

Among the many Porsches being offered at this highly anticipated sale is an extraordinarily eye-catching 1972 911 S 2.7 development car

OFFERED FOR THE FIRST TIME SINCE 1972 AND THE SUBJECT OF A FULL BARE-METAL RESTORATION

and a 1951 356 'split-window' coupe by Reutter. In the early 1990s, the latter was found languishing in Tallahassee, Florida, among the wrecks of many other 356s. Collector, Myron Vernis, would rescue the entire group specifically to acquire this Porsche. Interviewed for a feature story about the car in a 2020 edition of *Panorama* (Porsche Club of America's in-house magazine), Vernis described the now beautifully restored air-cooled classic's former condition as "surprisingly solid, with the original engine case and body bumpers present, as well as bits and pieces of the original upholstery." Accompanied by a copy of its original Kardex build record confirming the presence of a factory-correct engine and colour scheme, this gorgeous Adriaablu coupe is sure to spark a bidding war.

Upgraded with a 2.4-litre flat-six from a 1973 911 S, the sale's handsome 1970 914/6 was completed by Karosserie Karmann on the first day of January 1970. The Targa-topped two-seater was originally equipped with a standard, US-specification Type 901/38 two-litre flat-six of 110 horsepower, a five-speed 901 manual transmission, four-wheel disc brakes and five-bolt Fuchs alloy wheels. This 'six' was optioned with a 380mm sport steering wheel, fog lamps, tinted glass, velour trunk carpeting and a centre seat cushion. The car enjoyed long-term ownership in the custody of Bud Styles, a highly regarded Porsche mechanic in Miami, Florida, who is believed to have replaced the engine, which is modified for greater output by way of Weber triple-throat carburetors and various internal upgrades, including new camshafts.

All currently listed lots can be viewed at the RM Sotheby's website ([rmsothebys.com](https://www.rmsothebys.com)), where you will find information about the 1958 356 A Speedster pictured at the bottom of this page. Offered for the first time since 1972 and the subject of a full bare-metal restoration before being resprayed in stunning Stone Grey, the car is currently powered by a 1600 engine rebuilt to Super specification fewer than two thousand miles ago. The original engine is included in the sale. Good luck and happy bidding!



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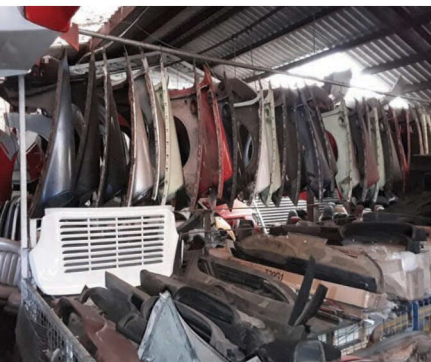


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PORSCHE SPARES FIRM FOR SALE DOWN UNDER

aPorschaPart (aporschapart.com), the Porsche spares business founded and owned by well-known Australian marque enthusiast, Dennis O'Keefe, is looking for a new owner following his decision to retire. "Parts for many early Porsches and racing models are now seriously scarce," says O'Keefe, who established the business forty-three years ago. "I have a huge amount of stock, including many super-rare items, such as early sand-cast aluminium 911 Turbo crankcases, which are virtually unobtainable today."

Located in Mordialloc, a southern suburb of Melbourne, aPorschaPart occupies a 15,000ft² stockholding

O'Keefe claims contains the Southern Hemisphere's largest range of predominantly used parts for both air- and

water-cooled Porsches, plus a substantial stock of no-longer serviced (NOS), new and reconditioned parts to suit the expanding global Porsche parts aftermarket.

The intellectual property and equipment of the fully operating and internationally recognised business, including its substantial plant, workshop tooling, its yard, forklifts and delivery vehicle, are also part of the sale, as is assistance to the purchaser from O'Keefe, if it is required. Additionally, online parts systems, customer databases, website architecture and an MYOB business operating system will be supplied to the buyer, along with a generous property lease agreement and an ongoing business plan.

At the wheel of his white 1974 911 Targa, O'Keefe was a prominent competitor in the Porsche Club of Victoria's motorsport events,

from motorkhanas to sprint and even economy runs, frequently lending the car to other members who found themselves Porsche-less for points-scoring championship events.

This generosity worked against him in 1984, when he was narrowly beaten to the Club Championship by Ric Halgren, who scored some of his decisive points driving O'Keefe's semi-open-top 911!

He established aPorschaPart after being concerned original parts for earlier Porsche models were becoming scarcer, an observation leading him to purchase the stock of international parts collectors in the USA and Europe in order to enhance his inventory. A particularly attractive feature of the purchase

of this business is the potential it offers to fast-track Australian citizenship for overseas investors — those who own and manage a

business based in Australia may be allowed to stay in the country indefinitely.

O'Keefe currently values the business at \$3.5 million Australian dollars, but believes the firm's true future potential lies in further expanding its reach into the growing global Porsche aftermarket. He confirms local trade in Australia more than covers the overheads associated with the business. And if you're tempted by the prospect of taking control of the firm, an important fact to consider is the lack of Australian government taxes on export sales.

Interested parties should contact O'Keefe's legal representative, Michael Browning, by emailing michael@browning.com.au or by telephoning him directly on +61 418 324 328. We wish aPorschaPart's next owner every success with what we're sure will prove to be a profitable venture.





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SPORTWAGEN ECKERT MODEL 300 WRISTWATCH

This new 44mm wristwatch from Porsche parts and accessories retailer, Sportwagen Eckert, features a face mimicking a classic 911 speedometer, complemented by a minute hand presented as a speedo needle in red. Thanks to its black finish and white tip, the hour hand is discreet, as is the all-black second hand. Housed in a screwed base with mineral glass, the automatic movement is produced by Miyota, a brand of mechanical and quartz watch movements manufactured by Citizen Watch Company. Waterproof to a depth of five metres and carrying a motorsport-style perforated leather strap with red stitching, this limited edition timepiece is delivered in a "leather box" and is the latest addition to Sportwagen Eckert's popular range of 911-themed wristwatches, each mirroring the look of 911 speedometers from different eras of production.

Price: €269

sportwagen-eckert.com or call +49 8431 40740

COCO MATS ONLINE SWATCH SAMPLER

As a Porsche factory accessory in the 1950s, 1960s and 1970s, coconut-fibre floor mats were very popular. Following their time in production ending in the mid-1990s, Jeff Allwine established Coco Mats in Agoura Hills, California, after receiving a DHL package sent to his home from India by mistake. The parcel was intended to be delivered to a UK flooring distributor, but ended up on Jeff's doorstep. He was expecting to find a shirt inside. Instead, he was presented with a small sample of woven coconut fibres. This unlikely mix-up resulted in an instant *Eureka!* moment and Coco Mats was born. With a high number of patterns and fifty different colour options available, however, it can be difficult to know which Coco Mats product to choose. Help is at hand by way of an online swatch sampler, which can be found at the company's website. cocomats.com or call +1 800 461 3533



FUEL SAFE 27-GALLON RACING FUEL CELL FOR CLASSIC 911/930

As this year's Le Mans Classic proved, enthusiasm for historic racing has reached new heights, resulting in more participating air-cooled Porsches. With this in mind, leading classic Porsche restoration and tuning specialist, Patrick Motorsports, has released details of a twenty-seven-gallon racing fuel cell for the classic 911, including Turbo models (930). Manufactured from 0.063-inch aluminium, TIG-welded and given a satin black finish, each Fuel Safe cell includes a collector, 6x10-inch fill plate, a billet screw-on filler cap, fuel sender, fibreglass pan and all supporting hardware. Designed to sit beneath a cross-brace of structure-strengthening tubework (if fitted), this expertly engineered high-performance fuel cell can be ordered direct from the Patrick Motorsports online store for immediate despatch.

Price: \$4,214

patrickmotorsports.com or call +1 602 244 0911



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NEW CLARKE RANGE OF HYDRAULIC PRESSES

Clarke's new selection of hydraulic presses is ideal for garages and engineering workshops. Each press can be used for a variety of tasks, including replacing/removing bearings, pressing ball joints, pulleys, pins, plates or straightening metal. There are eight different models available, with pressing capacity ranging from four tonnes up to an impressive fifty tonnes. The best-selling Clarke CSA10BB ten-tonne hydraulic bench press is perfect for when you need to tackle smaller pressing jobs, such as repairing motors or removing and installing gears or bearings. The press is simple to use and very effective, requiring minimum effort from the user to produce fast, accurate presses. The unit is supplied with a hydraulic pump, ram with pressure gauge and connecting hose. A seven-piece adaptor kit is sold separately. At the top end of the range is the Clarke CSA50 FPB fifty-tonne hydraulic floor press. This standing press is ideal for professional garages or workshops and comes equipped with a large pressure gauge offering accurate and easy reading. The CSA50 is also supplied with hydraulic pump, ram, hoses, and V-blocks. A polycarbonate protective screen is available separately.

Price: From £346.80

machinemart.co.uk or call 0115 956 5555



MAHLE MOTORSPORT OVERSIZED PISTON AND CYLINDER SETS FOR 911 TURBO (930)

Leading independent Porsche tuner, Cargraphic, is offering a trio of oversized sport-specification piston and barrel kits for the classic 911 Turbo (three-litre and 3.3-litre models). The first kit lifts displacement to 3.2 litres (7.5:1 compression ratio), the second kit to 3.4 litres (7.7:1 compression ratio) and, lastly, the third kit increases the size of the host flat-six to 3.5 litres (7.0:1 compression ratio). Everything required for the conversion is supplied, including the pistons, cylinders, rings and seals. The 3.5-litre conversion kit can also be used in the turbocharged carryover engine fitted to the original 964 Turbo. Cargraphic's wider offerings for the 930 include exhaust valves, long-primary manifolds, sport rear silencers and tailpipes, heat protection material, unique wheels, suspension kits, seats and accessories. The company caters for all generations of 911, as well as Boxsters, Caymans, Panameras, Macans, Cayennes and cars from Porsche's transaxle family of products.

Price: POA

cargraphic.de or call +49 6341 968 9110



LAKEWELL PREMIUM BOOT COVER FOR 911/912 SOFT-WINDOW TARGAS

New from Porsche interior furniture and fabrics supplier, Lakewell, is a gorgeous, OEM-specification boot cover suitable for 911/912 Targas originally equipped with a soft rear window, or later cars converted to replicate the look of an early semi-open-top Porsche. Manufactured from German materials exactly matching Stuttgart factory specifications – including deep-grain vinyl and original-specification nickel-plated Tenax fasteners, although buyers can option a boot cover without the latter – this high-quality product is precision-cut, pressure glued, form-stitched and edge-bound to guarantee a perfect fit. Even if Tenax fasteners are optioned (twelve male and twelve female fasteners will be included, if desired), they aren't pre-installed, ensuring straightforward installation requiring no tools.

Price: €320 (€416 with Tenax fasteners)

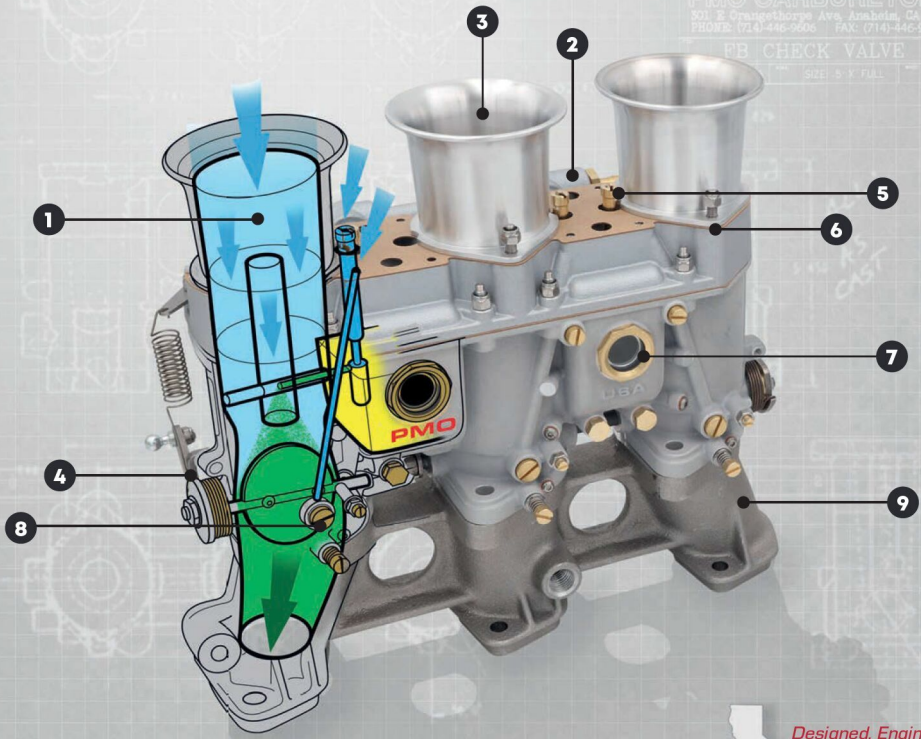
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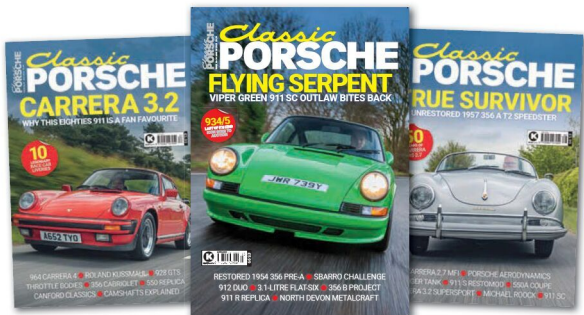
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NEW MAXILITE 964 TURBO 3.6-STYLE MULTI-PIECE WHEELS

Once again, the European market leader for retro-style wheels has released details of a design sure to excite owners of classic Porsches. Mirroring the look of the classic Speedline split rim fitted to the 964 Turbo 3.6 and the super-rare 968 Turbo S and RS, this faithful multi-piece replica from Maxilite is available as an eighteen inch wheel in either eight- or ten-inch widths, allowing buyers to mix and match when wider wheels are required at the rear of the host Porsche. Suitable for a wide range of classic and modern-classic models (993, 964, 928, 996, 986, 968 and 944 S2), these fantastic five spokes are finished in silver with a polished lip and will accommodate original Porsche centre caps and lug nuts. As is the case with all Maxilite products, this new wheel is fully TÜV-certified after being subjected to the world's most demanding wheel test. With Maxilite holding more than 25,000 wheels in stock, you can expect swift delivery after placing your order.

Price: From £245 per wheel

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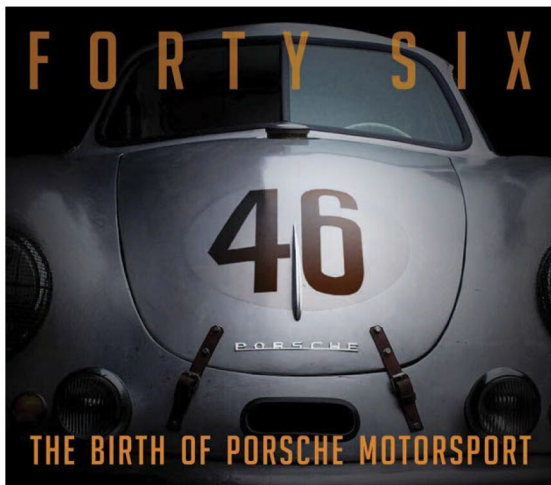


FORTY-SIX: THE BIRTH OF PORSCHE MOTORSPORT

Forty-six: The Birth of Porsche Motorsport tells the unlikely underdog story of the car responsible for scoring Porsche's first racing victories, thereby helping to establish the brand's commercial success. Beginning at the company's post-World War II nadir, the book's author, Bill Wagenblatt, illuminates how Porsche rose from the ashes to overcome multiple near disasters to compete with 356/2 063 at the 24 Hours of Le Mans, the Liege-Rome-Liege Rally and Montlhéry, where it set new racing records in the 1950s. Wagenblatt follows the tale into the twenty-first century, making clear how 356/2 063 helped set Porsche Motorsport on its way to becoming the juggernaut we know today. Including a wealth of archive photographs and documents never before published, along with a unique look at the car's recent history in private ownership, this lavish 352-page coffee table tome (296x262mm hardback) is the definitive history of one of Porsche's most beloved and competitive racing machines.

Price: £125

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TK GFK TECHNIK ONE-PIECE 935-STYLE FRONT BODYWORK CLIP FOR G-SERIES 911/930

Ever fancied transforming a G-series 911 into something altogether more eye-catching? How about indulging in a 935 motorsport makeover?! German race car bodywork manufacturer, TK GFK Technik, has everything you need to turn your normally aspirated or turbocharged 'impact bumper' 911 into a show-stopping crowd pleaser. All parts are available separately, enabling you to pick and choose the updates you wish to apply to your Porsche, and though a complete one-piece front bodywork clip is included, why stop there?! After all, also available is a front lip spoiler, a Joest-style roof extension, a choice of rear spoilers (with or without intercooler ventilation cut-outs), rear quarter panels, back corner light boxes, pedal board cover, rocker panels, doors, wheel arch flares and much more besides. Each body component is produced to order from high-quality fibreglass and hand-made by TK GFK Technik's talented team, which boasts more than forty years of experience in the field of fibreglass and composite technology for motorsport. All parts can be customised to individual requirements.

Price: £3,763 (front clip only, £3,397 with slotted air inlets)
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986 Boxster brake conversion kits provided by Porsche chassis tuning specialist, Elephant Racing, enhance pedal feel, making it easier to modulate braking. This improves control and gives drivers the ability to feather the pedal when threshold braking. The Boxster's four-piston monobloc caliper design provides an impressive visual update and delivers meaningful performance enhancements to the host 911, 912 or 914. The staggered-size piston design provides even pad wear and accommodates a much larger pad area than A- and M-type 911 calipers. This impressive brake system upgrade package retains parking brake functionality and is a simple installation with an Elephant Racing adapter kit.

Price: Varies
elephantracing.com or call +1 408 297 2789

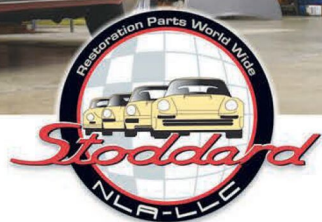


LONGSTONE TYRES RANGE OF PREMIUM TYRE OPTIONS FOR ALL GENERATIONS OF 356

The 356 was introduced at a time when tubeless tyre technology was in its infancy. These cars were manufactured with tube-style wheels requiring inner tubes – when fitting tubeless radial tyres to these wheels, you must fit tubes in order for the wheel to function efficiently. The 356 Pre-A was equipped with sixteen-inch wheels and 525-profile tyres. Longstone Tyres suggests the 5.00/5.25 Avon Tourist, fitted with Michelin 16E inner tubes. The 356 A moved to fifteen-inch wheels and 5.60-profile crossply tyres. There is not currently a crossply the company recommends for the 356 A, although the Longstone Tyres team tells us the 165 HR Pirelli Cinturato CA67 is the best period tyre available for both the 356 A and 356 B. The 356 C and SC was kitted-out with either a German-made 165R15 Dunlop (which is no longer made) or the Cinturato CA67. "It's the only genuine period tyre remaining in production from when the 356 was being manufactured. It was also an option for the early 911. Back then, it was named Cintura," muses Longstone Tyres Managing Director, Dougal Cawley. And of fitting fatter rubber? "Wider tyres impair the handling of the 356, which is why we don't recommend fitting them, but if a customer insists, we suggest the Pirelli Cinturato CN36, primarily because it makes use of a carcass designed to support earlier Porsche suspension."

Price: Varies
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356C Windshield Shown



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ALEX MANOS

As a limited-run, US-only Rennsport built in response to complaints from North American Porsche enthusiasts outraged by news the 964 Carrera RS wouldn't be sold Stateside, the 964 RS America is a significant addition to the 911 canon and, despite being little known outside the USA, is worthy of your attention today...

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



As I've said in these pages many times before, there is an almost cult-like adoration of Porsche's air-cooled sports cars, a love crystallised by Luftgekühlt, an annual celebration of Porsche's air-cooled history. The name literally translates as 'air-cooled'. Event organisers, Patrick Long and Howie Idelson, have staged several Luftgekühlt meetings around the world. At first, their intention was to bring together a few fans of vintage Porsches, but the idea quickly grew. Indeed, by the third event, more than 450 classic Porsches were on display, amounting to the biggest air-cooled Porsche show in the United States.

Of course, the 964 Carrera RS America is a fine example of the air-cooled

Most were built as 1993 models. Only red, black and white were available as standard colours — silver or metallic blue could be selected as a cost option. Paint to Sample was available to well-heeled buyers.

This was a lightweight, highly puissant version of the 964 Carrera 2. Out went fancy notions, such as sound insulation, power steering, cruise control, power mirrors, air-conditioning, electric seats, sunroof and the radio. Air-conditioning was an available option, as was a limited-slip differential. Electric windows were standard equipment.

Simplicity goes a long way when executed properly. Take a look at the RS America's 'whale tail' rear spoiler to see what I mean. Additionally, this US special retained a fuel-injected 3.6-litre six-cylinder engine and close-



911. In fact, this is a classic Porsche I have loved for a very long time. It's so tasty, so classy, so power-packed. Porsche even named it after my home country. Sort of. After assiduous lobbying by Porsche Cars North America, Porsche in Germany created a high-performance version of the 964 Carrera 2 complying with American import requirements. The new model was listed as the Type 964-320 and badged as the RS America. It was, in essence, a response to complaints from Porsche Club of America members upset the landmark 964 Carrera RS was deemed too extreme for US buyers following model launch in mainland Europe.

In all, only 701 RS Americas are believed to have been constructed over a two-year period, beginning in 1992 for the 1993 and 1994 model years.

ratio five-speed manual transmission. Porsche declared the car to be a "pure protein 911". In other words, the RS America would handle like a competition car. The fender flares, seats, brakes, M030 suspension and wheels were derived from the 964 Turbo. The wider wheels means the stance of the car immediately commands attention. This is definitely a 911 deserving of the RS badge.

Weighing 1,340kg, the 964 RS America is thirty-five kilos lighter than its Carrera 2 sibling, allowing the benchmark sprint from rest to 60mph in a flabbergasting 5.4 seconds. All this in a 911 some ten thousand dollars cheaper than the staple 964. Little wonder the RS America commands as much respect from enthusiasts today as it did when new. **CP**

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Presenting this 1956 Porsche 356A Coupe in Red with Tan interior. Equipped with a manual transmission, flat 4-cylinder air-cooled engine, dual carburetors, VDO instruments, a PCA window decal, and whitewall tires. An excellent opportunity to acquire a highly coveted 356A Coupe that is mechanically sound. For \$108,500



1962 Porsche 356B 1600 Super Sunroof Coupe #14854

Presenting this 1962 Porsche 356B 1600 Super Sunroof Coupe in Gato Blue with Black interior. Equipped with a 4-speed manual transmission, Flat 4-Cylinder 1600S engine, dual carburetors, wood steering wheel, sunroof, and Porsche hub caps. An extremely sought-after sliding sunroof. Twin Grille 16 that is mechanically sound.

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1975 Porsche 930 Turbo #05638

This iconic 1975 Porsche 930 Turbo is for sale in Guard's Red with Black interior. Equipped with a manual transmission, factory electric sunroof, chrome driver's side mirror, power windows, Fuchs wheels, as well as a spare tire. It's had the same owner since 1986 and is mechanically sound.

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1976 Porsche 914 2.0 #15176

Presenting this 1976 Porsche 914 2.0 available in Summer Yellow with Sand Beige interior. Equipped with a 5-speed manual transmission, 2.0-liter engine, 4-wheel disc brakes, jack, and spare tire. An excellent mechanically sound original blue plated California car.

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1979 Porsche 930 Turbo Coupe #14909

Presenting this 1979 Porsche 930 Turbo Coupe featured in Petrol Blue Metallic with Black interior. Equipped with a 4-speed manual transmission, Flat 6 Cylinder 3.3-liter engine, and Fuchs wheels. A highly coveted air-cooled Porsche Turbo that is mechanically sound.

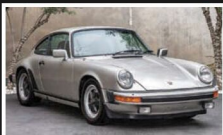
For \$129,500



1982 Porsche 356 Pre-A 1500S Reutter Cabriolet #14567

Presenting this extremely sought-after 1982 Porsche 356 Pre-A 1500S Reutter Cabriolet available in Strawberry Red with Sand Beige interior. Equipped with a 4-speed manual transmission, and 1983 Flat 4 Cylinder 1500 engine, and Telefunken radio. An excellent opportunity to acquire such a rare and hard-to-find early low production 356 Pre-A that is mechanically sound.

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1983 Porsche 911SC Coupe #16343

Presenting this 1983 Porsche 911SC Coupe in Zinc Metallic with Black interior. Equipped with a manual transmission, Flat 6 Cylinder 3.0-liter engine, and VDO instrumentation. An excellent opportunity to acquire a highly desirable air-cooled Porsche 911SC Coupe that is mechanically sound.

For \$99,960



1985 Porsche Carrera Coupe Turbo Look #491 #16569

Presenting this 1985 Porsche Carrera Coupe Turbo Look in Black with matching interior. Equipped with a 5-speed manual transmission, Flat 6 Cylinder 3.2-liter engine with Durajo fins on Fuchs wheels. Do not miss your opportunity to acquire this rare limited production factory Turbo Look Porsche that is mechanically sound.

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1989 Porsche 930 Coupe #14613

Presenting this 1989 Porsche 930 Coupe in Linen Gray Metallic with Linen interior. Equipped with a 5-speed manual transmission, Flat 6 Cylinder 3.3-liter engine, air conditioning, and Gbie Pallas driving lights. Do not miss your chance to jump into this beautiful supercar that is mechanically sound.

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1990 Porsche 964 Carrera Coupe #16101

Presenting this 1990 Porsche 964 Carrera Coupe in Black-Schwarz with Tan interior. Equipped with a 5-speed G50 manual transmission, 3.6-liter 6-cylinder engine, VDO instruments, Michelin tires. A highly collectible air-cooled 964 Carrera that is mechanically sound.

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1990 Porsche 964 Carrera Targa #16299

Presenting this 1990 Porsche 964 Carrera Targa in Grand Prix White with Black interior. Equipped with a Tropicar gearbox, Flat 6 Cylinder 3.6-liter engine, four-wheel disc brakes, VDO instruments, and Continental tires. A highly collectible air-cooled 964 Carrera that is mechanically sound.

For \$86,500



1994 Porsche 964 Carrera 4 Wide-Body Coupe #14824

Presenting this 1994 Porsche 964 Carrera 4 Wide-Body Coupe (1 of 267 ever produced) in Guards Red with Black interior. Equipped with a 5-speed manual transmission, Flat 6 Cylinder 3.6-liter engine, and automatic speed control. Do not miss your chance to own this mechanically sound limited edition 964.

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1995 Porsche 993 Carrera Cabriolet #16205

Presenting this 1995 Porsche 993 Carrera Cabriolet Grand Prix White (908) complemented with a Midnight Blue interior. Equipped with a 5-speed manual transmission, 3.6-liter 6-cylinder engine, and VDO instruments. An extremely sought-after and well-equipped 993 Carrera Cabriolet that is mechanically sound.

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22nd July - Castle Combe - Sprint
26 & 27th August - Snetterton - Sprint
3rd September - Brands Hatch - Sprint
16th September - Shelsley Walsh - Hillclimb

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The screenshot shows the Elephant Racing website's Package Builder interface. At the top, there are navigation links for Car Builds, Tech, Instructions, Newsletter, and Shopping Cart. A banner for 'ORDERS OVER \$250 SHIP FREE WORLDWIDE' is visible, along with contact information for Sales & Support (+1.408.297.2789). The main navigation bar includes model numbers (911, 964, 993, 996/997, 991) and a search bar. 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). Below these steps are two grids of product images: 'Suspension' and 'Brakes'. A 'PACKAGE CHARACTERISTICS' table is visible on the right, showing 'SIDE COORDINATE' at 41 and 'PERFORMANCE' at 63. A yellow 'Add To Cart' button is located at the bottom of the customization section.



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IVEY LEAGUE

Trading for more than half a century and forging a reputation as a force to be reckoned with in the upper echelons of endurance racing, Surbiton-based Porsche indie, Charles Ivey Specialist Cars, is one of the UK's best-known marque specialists...

Words and photography Dan Sherwood





Anyone with more than a passing interest in Porsches will be familiar with Charles Ivey. This is because, for more than half a century, the company bearing his name has been at the forefront of not only Porsche sports car sales and maintenance, but also the high-intensity world of elite-level motorsport.

In 1971, as a long-time enthusiast of the marque, Ivey established what started out as a small general service garage for Porsches in an idyllic mews near his home in Kensington, London. Word soon spread and, within three years, he had outgrown his original premises and moved the fledgling company to larger workshops on Fulham's Hurlingham Road.

As trade continued to grow, Ivey decided to make the leap into motorsport, forming Charles Ivey Racing as a subsidiary of the main business. Throughout the 1970s, 1980s and 1990s, his team campaigned many formidable Porsche racing machines, including specially-prepared examples of the classic 911 Turbo (930), Kremer Racing 935 K3 and the legendary 956 Group C sports-prototype, taking in numerous outings to the 24 Hours of Le Mans between 1976 and 1988, as well as contesting the World Championship of Makes in 1974 and across four consecutive seasons from 1977. Charles Ivey Racing was also a regular in the World Endurance Championship between 1981 and 1984, and the World Sports-Prototype Championship in the latter part of the decade. Notable wheelmen appointed to the team include John Cooper, Peter Lovett and British Touring Car Championship stalwarts, Chris Hodgetts and Tim Harvey, the latter going on to become Carrera Cup GB champion not once, but twice.

The firm has a foothold in the world of motorsport to this very day, partnering with the Campaign Against Living Miserably (CALM) All Porsche Trophy, a non-profit championship celebrated as the UK's first carbon-balanced race series. Open to all Porsches, the competition's proceeds are donated directly to CALM, a registered charity supporting men with mental health issues. Charles Ivey Racing runs a 968 on the grid, as well as supporting a further four participating Porsches for customer entries.

Although Ivey's name remains attached to the company, he no longer plays an active role in the business, although he regularly visits the firm's workshops and is a keen spectator at the team's race meets. He is succeeded by Alvaro Crego, who first bought into Charles Ivey Specialist Cars in 1991, before purchasing the remaining share of the business in 2005, when Ivey retired.

Alvaro's association with the brand, however, goes back many years previous, as he explains. "I've been working at the firm since 1978, when I joined straight from school as an apprentice. Back then, I was learning the trade. Charles Ivey Specialist Cars was an excellent place for a young petrolhead to gain experience. Throughout the years, I worked on an every generation of air-cooled Porsche, including many RS-badged 911s."

As his proficiency grew, Alvaro narrowed his focus on transmission and engine rebuilds, which eventually led to him being appointed as workshop foreman. "The 1980s was a magical time," he recalls. "Throughout the working week, the Charles Ivey workforce would attend to customer cars, but at weekends, we were supporting our race team, which competed in various GT categories. Class wins at Le Mans in 1981, 1982, and 1983 were real

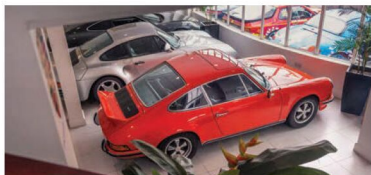
Above This listed building is of huge historical significance in the automotive sphere, which is why Alvaro committed to sympathetic restoration when Charles Ivey was ready to relocate from its former site

Previous spread Porsche invited Charles Ivey to order a 959 following huge success enjoyed as a privateer at the 24 Hours of Le Mans



Above Daniel joins his father, Alvaro, and his uncle, Genaro, at Charles Ivey, which is a family business in every sense

Below Original drawings from the building's days as Cooper headquarters continue to decorate office walls



high points," he beams. "I held the position of the team's Chief Mechanic and enjoyed every moment. A small specialist garage in Fulham taking on factory works teams and beating them is the stuff of dreams."

Of course, success achieved by the motorsport arm of the business is the proverbial icing on the cake – priority has always been given to providing owners of road-going Porsches with impeccable service, something Alvaro remains unwaveringly passionate about. "No matter what goes on outside the workshop, our loyal customers will always come first," he says.

"Steadfastly sticking to this ethos saw the business grow to the point it once again needed more space."

The continuing rise of London's property prices meant it was increasingly likely a developer of residential

buildings would acquire the firm's highly desirable Fulham workshops, which were being leased. Coupled with the requirement for larger premises, this lingering threat

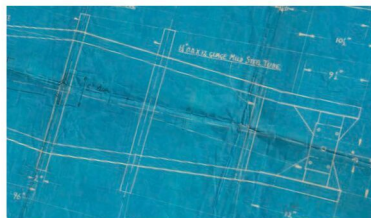
COOPER UPPED STICKS IN 1965 AND, AFTER A STINT AS A GARAGE FOR THE POLICE, THE SITE LAY NEGLECTED

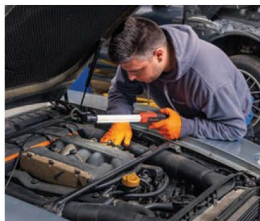
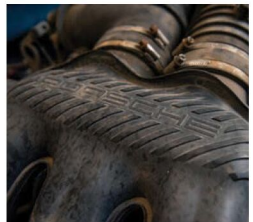
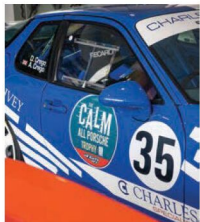
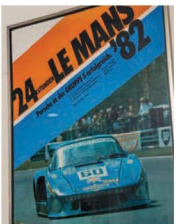
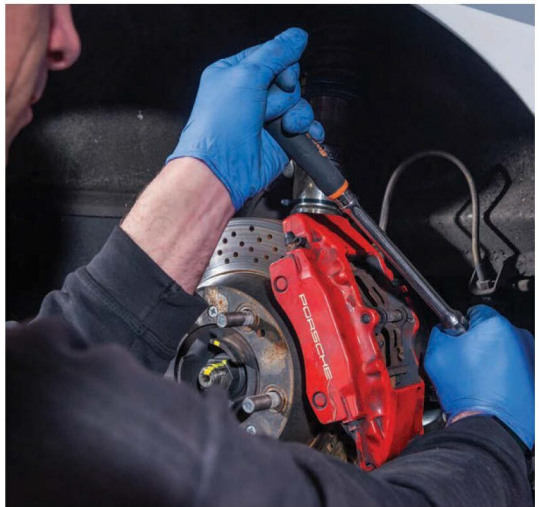
prompted Alvaro to find the business a new home. "I considered several central London locations, but unsurprisingly, asking prices were stratospheric. In truth, most of the properties I looked at lacked the space needed. Consequently, I decided to widen the search, a move which brought me to Surbiton, where Charles Ivey Specialist Cars is now based."

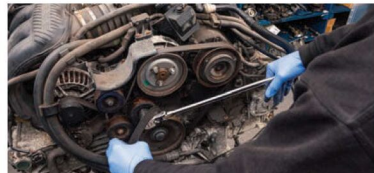
BUILDING DREAMS

Irrespective of where the company would relocate, Alvaro was keen to own the new premises outright. By 2015, he found what he was looking for and began the purchase process, at which point he became aware of the building's significance in the world of historic motorsport. Those with a keen interest in the racing of yesteryear will recognise the structure's iconic curved frontage as a hallmark of Cooper Racing. It was penned by the father of John Cooper's chief designer, Owen Maddock. Cooper moved to the site on Hollyfield Road in 1934, living above the showroom adjacent to the workshops, where tuned Minis and championship-winning Grand Prix cars were designed and assembled.

Many great drivers, including Jack Brabham, Stirling Moss and Bruce McLaren, frequented the building during the 1950s and 1960s. At the time, it was one of the world's most important Formula One production







Above Charles Ivey Racing's involvement in motorsport continues with the preparation of 968s for the CALM Trophy

Facing page Porsches of all ages are catered for, from early 356s to Boxsters, Caymans and the latest generation of 911s

facilities, credited as the birthplace of many groundbreaking innovations, such as placing a Grand Prix car's engine behind the driver and the use of curved suspension arms, a feature which the arc of the building is believed to mimic.

Cooper upped sticks in 1965 and, after a lengthy stint as a garage for the Metropolitan Police, the site lay neglected. Eventually, it was under threat of demolition. Enter Alvaro. "The building's historic status was impressive, but I was more concerned with the size and layout, which was perfect for the growing needs of Charles Ivey Specialist Cars," he confirms. "That said, it is immensely satisfying to know we are part of such a rich automotive legacy. With this in mind, we have sympathetically renovated and restored this listed building to a high standard, being careful to preserve as many of its original features as possible."

This legacy is also recognised by English Heritage, evidenced by the presence of a coveted blue plaque. These signs are awarded by the organisation to celebrate noteworthy individuals of the past, as well as the buildings they occupied. The former Cooper Racing headquarters has the privilege of being the first building in Surbiton granted this honour.

For two years, the Charles Ivey team was split between the previous site in Fulham and the ex-Cooper building, but in 2018, the firm was fully relocated and now runs solely in Surbiton. The business continues to be managed by Alvaro, but he now has his equally Porsche-fanatical son, Daniel, by his side. "He started working with me in 2016, after attending university, where he studied engineering. From the age of fourteen, he worked here at weekends and during school holidays. It has always been his dream to work at Charles Ivey Specialist Cars full-time. He is extremely passionate about the company and the cars we take care of."

Having completed his education in the field of vehicle electrification, Daniel has been instrumental in ensuring Charles Ivey Specialist Cars is prepared for the new era

of hybrid and all-electric vehicles Porsche is committed to manufacturing. "He joins both myself and my brother, Genaro, who has been with the firm for three decades. This really is a family-run business," Alvaro smiles, proudly. On the day of our visit, the father and son duo greet us on the small forecourt shadowed by the building's imposing concave façade. "Back in the day, there were petrol pumps out here, which were used by the public's utilitarian four-wheelers, such as Austins and Wolseleys, as well as Cooper's latest Formula One racers," smiles Crego the Younger. The fuel pumps are long gone – the forecourt is now home to a selection of Porsches. The assembly is a mix of sales vehicles and customer cars awaiting collection. We note a spread of early air-cooled 911s, as well as a 964, 993 and water-cooled Porsches, including Caymans and a thoroughly modern 992. We also spy a race-ready Boxster and a 944 S2, two of the firm's current competition workhorses.

RIGHTEOUS REWARD

Invited inside, we walk into a bright showroom fronted by huge glass windows illuminating the gleaming machines parked within. The generational mix continues, with both new and classic models on display. An immaculate Tangerine Carrera RS 2.7 and a one-owner 959 immediately catch the eye. In recognition of Charles Ivey Racing's participation and success at Le Mans, Porsche invited Ivey to buy the 959 in 1988. Legend has it he initially ordered two 959s, but later changed his mind, settling on just the one. "This 959 is such an incredible car and serves as a centrepiece for the business," Daniel enthuses. "Even though it commands immense financial worth, it's certainly not a Porsche we're considering offering for sale any time soon. Obviously, it has a lot of sentimental value."

Further evidence of the company's racing background can be seen in cabinets bulging with silverware. A nearby glass-domed pedestal plays host to a fleet of small-scale models of the cars used to attain these hard-won



trophies. Evocative period motorsport posters and old photographs hang on the surrounding walls, each image a snapshot of Charles Ivey Racing's enviable motorsport achievements. Take a wander up to the first floor and the theme continues. Alvaro works in the same office John Cooper once occupied, complete with its original wood panelling and framed period photographs, artefacts kindly donated by Cooper's son, Michael. The firm's parts department shares the same floor

and is packed with all manner of new components for both air- and water-cooled Porsches, while a separate room is filled to the brim with salvaged used parts. It's an Aladdin's cave of spares, should a customer need a specific item in short time or at low-cost.

Advancing to the top floor of the building, we enter the on-site canteen, complete with large wooden dining table and table football. "This room is where the Cooper Formula One team's design department was located," Alvaro tells us. "It's where the technical drawings for Cooper race cars were created." Given what we've seen elsewhere in the building, we're pleased, but not surprised to spot a few of these illustrations adorning the walls.

COVERING ALL BASES

As much as Alvaro is proud of both the history of Charles Ivey Specialist Cars and that of the building the business occupies, he keeps an eye firmly on the future. "Through more than fifty years of trading, we obviously have incredible depth of experience with air-cooled Porsches, but we also pride ourselves on our ability to cater for the whole of the Porsche enthusiast market. We look after every flavour of Porsche, from an early 356 through to

the latest 911, Boxster, Cayman, Panamera, Macan and Cayenne. We also have the required knowledge to care for the new wave of hybrid and all-electric Porsches. Interestingly, we're starting to see an increase in the number of cars from the manufacturer's transaxle family of products roll into our workshop, a sign values are

finally on the rise, leading owners to spend more on maintenance."

To ensure his team can fulfil the demands of its wide-ranging customer base, the

workshop has been equipped with six ramps, a state-of-the-art Hunter four-wheel alignment machine and the latest Porsche diagnostic tools. This allows the firm's technicians to undertake everything from the rebuilding of engines and gearboxes, through to MOT testing, air-conditioning servicing, bodywork damage repair and even ground-up restorations. "We're proud to offer work of the highest standards, but without main dealer prices. We can even offer free collection and delivery for customers who can't get to us."

The final piece of the puzzle is one you won't find if visiting Surbiton: long-term car storage. "Many customers who own rare or collectible Porsches don't wish to use them on a daily basis," Alvaro rightly asserts. "We offer a maintained storage solution at a dedicated site five miles up the road, in Morden, where customers can keep their cherished Porsches in a safe, secure environment, leaving them ready and waiting for a return to the road."

Clearly, whether you're looking for a highly experienced marque specialist to maintain your Porsche, or you simply wish for somewhere store it in readiness for the sunny days of summer, Charles Ivey Specialist Cars has both the skills and knowledge to oblige. CP

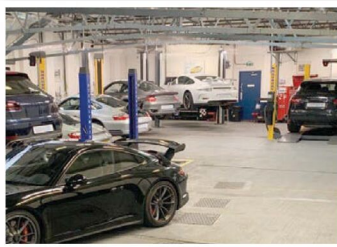
Above A walk around the Charles Ivey workshop presents classic, modern classic and new Porsches being treated to servicing, repair and restoration

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TURN OF SPEED

Owned by land and water speed record breaker, Donald Campbell, this Meissen Blau 356 A coupe was used by the world-famous sportsman to assist holiday park entrepreneur, Billy Butlin, in 1959's highly anticipated London-to-Paris Bleriot anniversary race...

Words Dan Furr Photography Dan Sherwood

Buying a Porsche of any age is an exciting experience, but if you're attempting to secure ownership through auction, then it's essential to be able to place a bid unhindered. You're unlikely to experience problems if you've taken up residence in the auction hall on the day of sale, but if you're bidding remotely, then a variety of influencing factors can take the shine off what should be an enjoyable pursuit.

For example, you could be monitoring the auction by cell phone, meaning intermittent network coverage could be the difference between a triumphant win and losing out on your dream drive. Alternatively, a distracting fight between a group of drunk tramps might have broken out while you're trying to place your bid as the close of sale draws near. Wait. What?

Both of these interruptions caused Mick Pacey frustration when he was trying to buy the 1959 356 A you see on these pages. "The car was being offered through RM Sotheby's London sale in November 2021," says Mick, founder of Cranfield-based classic Porsche sales and restoration outfit, Export 56. As regular readers will know, his team is frequently charged with sourcing historically significant air-cooled Porsches for discerning clients. "One of our very good customers has amassed a stunning collection of cars featuring some of the rarest Porsches manufactured. While his enthusiasm is for one-offs and successful racing machines, he also enjoys being in possession of the first or last of a particular model. Additionally, he has a penchant for 'matching numbers' air-cooled Porsches with interesting backstories. These cars don't have to be of importance in the grand scheme of Porsche output, providing they boast interesting provenance."

The Meissen Blau beauty certainly fits the bill. Imported to England by Archibald Frazer Nash (AFN), the UK's sole concessionaire of Porsche sports cars prior to the formation of Porsche Cars Great Britain, the car was delivered to its first owner through Harold Radford, a coachbuilder and supplier of high-end sports cars to Britain's rich and famous. On 10th May 1959, five days

after Radford took custody of the little Porsche, it was collected by Donald Campbell CBE, the man responsible for breaking eight absolute world speed records on land and water in the 1950s and 1960s. Arguably at the height of his powers when Radford handed over the keys, Campbell smashed his own water speed record just three days later, when he piloted his famous Bluebird K7 jet-engined hydroplane to 260.35mph on Coniston Water in the Lake District.

Across the course of the following seven years, Campbell would attempt to beat this record, succeeding in December 1964 by pushing Bluebird K7 to 276.33mph

at Lake Dumbleyung in Western Australia. By this point in time, he'd already set the land speed record, beating John Cobb's achievement of 394mph by driving the gas turbine-powered

Bluebird-Proteus CN7 (built with 500mph in mind) to an astonishing 403.10mph on Lake Eyre.

Campbell was the son of Sir Malcolm Campbell MBE, holder of thirteen world speed records on land and water in the 1920s and 1930s. As a result of a difficult relationship between dad and lad, the younger Campbell was driven to beat (or at least equal) his father's achievements. Records are made to be broken, after all. This statement holds true even if you're competing with yourself – Campbell returned to Coniston Water in early January 1967 with Bluebird K7. He'd announced plans to build a rocket car capable of 840mph. Provisionally named Bluebird Mach 1.1, the vehicle was scheduled to be completed before the end of the decade, but Campbell needed third-party financial backers to meet his self-imposed deadline. In a bid to generate publicity for the project, he decided to engage in another water speed record attempt at Coniston. Tragically, he was killed on 4th January after Bluebird K7 became airborne, somersaulting after reaching peak speed of 328mph.

Anyone who knows the thrill of speed can't help but be fascinated by the Campbell story, which is why it comes as no surprise to learn Mick was determined to become the winning bidder when our star car was ready to go under the hammer at the RM Sotheby's sale. "My client was keen to add this 356 to his collection, but when the auction was scheduled to take place, I

ANYONE WHO KNOWS THE THRILL OF SPEED CAN'T HELP BUT BE FASCINATED BY THE CAMPBELL STORY

Facing page What other colour than blue for the most prolific water speed record breaker of all time?!



had a dinner reservation at a restaurant in the city." No problem – these days, it's easy to place a bid remotely, right? "Unfortunately, I was at what must be the only eatery in London with no mobile network coverage. Making my excuses, I decided to step outside when the auction was about to wrap. To avoid standing in the middle of a busy pavement, and to concentrate on what was happening in the auction room, I wandered down an alleyway to monitor proceedings on my smartphone. Then, just as bids started flowing in, I became acutely aware of shouting over my shoulder. I turned to see drunk tramps arguing. Soon after, a fight broke out."

The scene was one of utter chaos, but mercifully, the aggrieved seemed oblivious to Mick's presence and he was able to enter the winning bid without interruption. He felt a huge sense of relief come auction end, but notwithstanding intriguing ownership history, what exactly had he bought?

Chassis 107180 is a right-hand drive 356 A 1600 Super by Reutter, leaving the factory on 17th April 1959, less than a month before Campbell signed on the dotted line. Equipped with 1.6-litre flat-four number 83769 and gearbox 27262, the car was finished in Meissen Blau with red leatherette upholstery and tan carpets. Assigned UK registration number WXY 3, the Porsche remained with Campbell until 1st January 1960, when it became the property of Frank Masefield Baker, a former military sergeant and farmer, later elected Mayor of Brighton. "He was described by a tabloid newspaper as being a very fast driver," Mick smiles, acknowledging this particular Porsche's knack for attracting owners with a heavy right foot. "The article suggested every lamppost from Brighton to Rottingdean was in mortal

danger whenever he was on the road!" The car (and nearby lampposts) survived the experience and, in January 1965, title passed to Peter George Kelly of Orpington, Kent. The Kelly family retained ownership for an impressive fifty-six years until Mick's successful bid, by which time the car had registered 65,130 miles on its odometer. "Unlike many of the early Porsches out there, this one was in very good condition," Mick tells us. "Jonathan Kelly, son of the last owner, had overseen comprehensive restoration. Thankfully, he had the foresight to document all work with extensive paperwork and photographs."

Under Jonathan's watch, the shell was stripped to bare metal at BSL Body Repairs in Maidstone and,

Above The car's new owner insisted on spotlights for this wonderful Porsche, which was in the same family ownership for more than fifty-six years until late 2021





Above Leather replaces the worn original vinyl, but the colour remains the same

Below Restoration was finished to a high standard in 2018, with Export 56 picking up the baton and focusing on attention to detail in readiness for the car's many planned event appearances

pleasingly, was discovered to retain all its original numbers-stamped panels. A fresh coat of Meissen Blau was applied and the powertrain was fully rebuilt. Deviating from original specification, the interior was reupholstered in red leather, as opposed to vinyl. New carpets and a new headliner were fitted at the same time.

The work was completed in 2018 and involved parts supplied by many companies known to readers of *Classic Porsche* — Roger Bray Restoration, Karmann Konnection, Longstone Tyres, Sierra Madre and Pilkington Classics rank high among the many names printed on receipts in the car's accompanying



PARTICIPANTS WERE PERMITTED TO USE ANY NUMBER AND TYPES OF CONVEYANCES TO MAKE THE JOURNEY

folder of documentation, which also includes details of Campbell's role in the 1959 London-to-Paris Bleriot anniversary race. Organised by the *Daily Mail* newspaper

in partnership with the Royal Aero Club, the event commemorated the fiftieth anniversary of the first crossing of the Atlantic by aeroplane and saw both civilian and

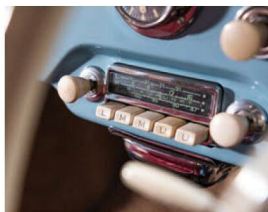
military competitors vie for the fastest crossing between London and Paris. Campbell couldn't resist. He was also acutely aware of the £10,000 prize money up for grabs.

CHANNEL HOPPING

Point to point, the race took place between Marble Arch and the Arc de Triomphe. Participants were permitted to use any number and types of conveyances to make the journey, providing they crossed the Channel by air. For example, a competitor could use a combination of car, helicopter and jet aircraft, if they wished. Alternatively, they might prefer to stick with public transport for the duration. That said, a separate cash prize was made available in recognition of the originality and ingenuity of the method of transport used. Special consideration was given to the value of the example set by the competitor in providing personal transport.

For the challenge, Campbell teamed up with holiday park entrepreneur, Billy Butlin. In period photographs taken at Marble Arch, the pair are pictured setting off in WXY 3, although overall victory would evade the plucky Porsche's occupants — the winner was Royal Air Force Squadron Leader, Charles Maughan, who completed the trip in forty minutes and forty-four seconds.

A separate RAF entry led by Group Captain, Norman Ryder, finished third with a time of forty-two minutes and six seconds. Interestingly, at the time of the race, Maughan was leading the number sixty-five Hunter





Squadron at Duxford, where Ryder was serving as Station Commander.

Campbell's 356 wasn't the only air-cooled sports car taking part in the event. Flying Dutchmen, Hans Hugenholtz and Henk van Zalinge, booked their cross-Channel flight in a Fokker S14 jet aircraft by driving two Hironnelles, one in England, one in France. The car used for the seventy-kilometre stretch of the trip on land in Blighty was an "ultra-streamlined Special" powered

by a Porsche flat-four. From 168 competitors, Hugenholtz and van Zalinge finished twenty-sixth with a time of one hour, one minute

and twenty-five seconds. The event's fastest civilian managed the same feat in one hour, one minute and forty-eight seconds.

Video footage published on YouTube by Associated Press shows Campbell and Butlin at race start on 20th July 1959. Butlin is seen signing on at the Marble Arch start line, while Campbell waits patiently in WXY 3. As soon as Butlin has finished completing event papers, the clock begins ticking — he jumps into the 356 and Campbell drops the hammer, flying past spectators at a scarcely believable pace, the passenger door of the car still open as the Porsche sets off.

After hopping out of the 356 at an airfield outside London, Butlin crossed the Channel in a single-seater Supermarine Spitfire fighter aircraft. His official finish time was one hour, ten minutes and ten seconds, the

fastest time set by a competitor using an aeroplane other than a jet.

That was then, this is now. "Along with the car's original owner's manual, we're lucky to have original Bleriot race literature in the history file," Mick reveals. "There's also hand-signed correspondence from AFN management to Peter Kelly, plus a vintage price list for Porsche accessories and optional extras." Importantly, there's also a buff-style vehicle registration document

signed by Campbell, old tax discs and a letter to the Kelly family from Porsche Club Great Britain's 356 registrar, Fred Hampton. The latter confirms not only Campbell's

ownership of WXY 3, but the fact he bought a 356 C coupe from AFN in the early 1960s. Original copies of the *Evening Standard* announcing Campbell's death on the day of his demise are an understandable if somewhat supplementary inclusion.

"The restoration was a real labour of love for Jonathan," Mick continues. "That said, because there were so many changes to the 356 during its time in production, particularly between the rollout of the early Gmünd coupes and the time of this car's manufacture, it's easy to miss some of the details on a build such as this. This is fine for personal projects, but cars in the Porsche collections we manage have to be as complete as it is possible to get, which is why we set about making corrections when the car reached our Bedfordshire base. Even so, the work bringing the car

Above Equipped with a 1.6-litre Super engine, Campbell's 356 A powered him and Billy Butlin out of Marble Arch at astonishing pace

THE CONCOURS OF ELEGANCE WINNER ISN'T SELECTED BY A PANEL OF JUDGES, BUT BY OWNERS OF COMPETING CARS



Above and below Chassis 107180 is now part of one of the most impressive collections of classic Porsches outside the factory museum in Zuffenhausen

up to scratch in advance of auction was completed to a satisfyingly high standard, resulting in a very cool car to drive around in."

Mick is keen to stress this 356 has always been cared for by its owners. "Fortunately, the body was already in excellent condition at the point Jonathan commissioned the restoration." Export 56's client insisted on the appointment of original SEV Marchal fog lamps, but Mick also sourced a new battery cover, starter motor, a front luggage rubber mat ("where carpet had been fitted"), a two-pole pull switch with early correct bezel and beige knob, new sound deadening pads, rear luggage bolts, an electric fuel pump kit and primer button, generator pulley, horn restoration kit, a new bonnet badge grommet, ignition lead holder, a full carpet set ("the previous carpets featured edging in the wrong colour"), a five-piece Coco Mats floor mat set, a Hirschmann red aerial tip, new headlight seals, replacement glove box trim, rear

seat bungee, rear light seals, an Aero door mirror, a new crankshaft oil seal ("there was a small oil leak, but no rebuild of the flat-four was required"), tyre valve clips, a new exhaust, new engine tinware and a new engine bay decal set.

"The headlight seals were missing, meaning we needed to restore the headlight bowls. We also sandblasted the engine oil filter reservoir and painted it the original colour. The car was ninety percent of where we wanted it to be at the point of purchase, but we needed to make sure everything was spot-on thereafter, not least because our client, the new owner, wanted us to enter this Porsche into the 2022 Concours of Elegance, held at Hampton Court Palace."

THE DEVIL IS IN THE DETAILING

Bringing together sixty rare cars from around the world, the celebration incorporates a two-day driving tour leading up to the main event. Uniquely, the Concours of Elegance winner isn't selected by a panel of judges, but by owners of competing cars. Each participant is asked to vote, the results determining 'best in show'. Needless to say, feedback is super-critical, hence Mick's focus on detail. It's also why car cosmetics specialist, Marque One Detailing, was enlisted to give the Campbell coupe a show-stopping shine. The overall winner, incidentally, was a 1938 Delage D8-120 'de Villars'.

Old photographs of the 356 on our pages suggest a change of colour at some point in its life. "It's definitely not Meissen Blau," Mick reasons, as we eyeball black and white images, guessing at the shade depicted. In the photograph, the body registers a dark grey. A red, perhaps? We then spot a letter addressed to Peter Kelly from Frank Masefeld Baker. Dated 13th January 1966, a year after Kelly bought the car, the typed correspondence dictates "the 'elusive' colour used in the Porsche is Glaso Helio, made by the General and Industrial Paint Company at 28 Wadsworth Road, Perivale, Greenford, Middlesex." The business is no longer trading, meaning





we can't be sure what Glasco Helio is, but an educated guess suggests a shade of purple, made famous

by American glassware manufacturer, Cambridge Glass. The firm's Helio range was launched in 1923 and was instantly recognisable for

its lavender-like colour, which changed shade depending on the light source, much like a modern flip paint. Often (and mistakenly) referred to as Heliotrope, this particular variation of purple differed between pieces of glassware, but the colour was consistent within the product itself.

The strip to bare metal and the subsequent return to the car's original colour have eradicated all traces of whatever hue was applied during Masefield Baker's time in charge. Save for a short period of head-scratching on our part, this is no problem, of course, but it's easy for details – and factory equipment – to be lost during major renovation. With this in mind, we're pleased to see the original spare wheel, jack, tool roll and Messko tyre pressure gauge have survived the changes. The car's history is also supported by vintage Porsche Club Great Britain membership documents and a copy of the Porsche-held Kardex.

The fact this 356's claim to fame isn't related to rarity means it can be used guilt-free, unlike some of the super-low mileage and unique entries in the collection it has joined. "This Porsche will be prepared for touring

and will make appearances at special events," Mick confirms. We look forward to seeing it out and about at forthcoming shows.

Bluebird K7's wreckage was recovered from Coniston Water in 2001. Ten weeks later, Donald Campbell's remains were found, allowing

his family to finally lay him to rest. He might not have broken any speed records with WXY 3, but we're sure he'd be proud of the way his story continues to be told through the vehicles he was associated with, including this spectacular air-cooled Porsche. **CP**

THE FACT THIS 356'S CLAIM TO FAME ISN'T RELATED TO RARITY MEANS IT CAN BE USED GUILT-FREE

Above Thanks to cherished ownership from new, this 356 drives just as well as it looks





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ACTIVE AT THE CREATION

With Porsche in the midst of its seventy-fifth anniversary celebrations, we take time out to talk with Ernst Piëch, eldest grandson of Ferdinand Porsche, about the difficult years leading to the family company being established as a successful manufacturer of sports cars...

Words Karl Ludvigsen Photography Porsche, Ludvigsen Partners

Ferdinand Porsche's first grandson, Ernst Piëch, was born on April 7th 1929. His father was Vienna lawyer, Anton Piëch. His mother was Louise Porsche, Ferdinand's only daughter, sister of Ferry. Until 1943, Ernst lived with his family in Vienna, completing his education in the field of manufacturing engineering six years later. With the Piëch and Porsche families close, young Ernst had many opportunities to spend time with his famous grandfather, who he recalls in this exclusive account.

Ernst worked on Porsche's post-war projects, including a tractor design for Allgauer, with which the Piëch and Porsche families rebuilt their business careers. In 1959, he married Elisabeth Nordhoff, daughter of Volkswagen leader, Heinz Nordhoff. Until his retirement in 1970, Ernst was executive of Porsche Salzburg, importer of Volkswagens and Porsches to Austria. In 1983, he elected to sell his Porsche shares, which were acquired by the other family members. Thirty years later, at Mattsee near Salzburg, Ernst and Elisabeth Piëch opened fahr(T)raum, a unique collection of cars, tractors and aeroplanes designed, built and engine by Ferdinand Porsche. It is a wonderful tribute to the professor, whose works reflect decades of engineering adventure. Ernst was active in many of these projects. Fast approaching his ninety-fifth birthday, he provides reflections on his adventures in the early years of Porsche.

To my grandfather and grandmother, Ferdinand and Aloisia Porsche, I was always regarded as special, primarily because I was their first grandchild. I was famous for destroying most of the wall panels in the Porsche Villa on Feuerbacher Weg – I was not really precise in driving my pedal car. Funnily enough, I recently checked where the marks were and they still exist.

In August 1939, shortly before the outbreak of war, we drove from Dellach to Kapfenberg in the brand-new Mercedes-Benz W150 convertible given to my mother as

a birthday present. Our intention was to visit a cousin of my grandfather. Uncle Ferry was on one side, grandfather in front. My father, my mother and I were aboard. On the way, the car broke down. I recall a big discussion about what could have happened. Uncle and grandfather were brilliant engineers, but they couldn't find anything amiss.

I recall a truck driver stopping and asking what the problem was. After being told of our troubles, he smiled.

"The fix is very simple," he relayed, opening the distributor cap. He looked in and found a build-up of carbon deposits making a short circuit. He took out his knife, scratched the carbon

THE TANK CONTINUED ON ITS WAY, BUT IT WAS A HUGE AND HEAVY VEHICLE PERCHED AT FORTY-FIVE DEGREES AND WE WERE INSIDE

deposits away, replaced the cap and the engine ran again. Uncle Ferry gave the guy a big tip. Meanwhile, grandfather addressed us all in a very soft voice. "Don't reveal who we are," he whispered.

During the war, grandfather involved me in every discussion at his design studio. He would show me top secret documentation. On one occasion, at the factory in St Valentin, we were driving with a tank chassis on a test track up a forty-five-degree slope. When we were half-way up, grandfather told me to stop the vehicle, which I did. He then asked me to start it again. Stones went off in all directions. "Stop!" he shouted. He asked his engineering team if they could use a softer clutch. They took little bits off the surface, and then the tank continued on its way, but it was a huge and heavy vehicle perched at forty-five degrees and we were both inside. It was a really tense moment!

You may be wondering where grandfather was working during the war. He spent many of these years in sleeping carriages on trains travelling between Stuttgart, Berlin and Vienna. He would sleep on the train at night and work in the day, sometimes in a hotel. During this time, he was very upset with German political leader, Hermann Göring, because Porsche wasn't awarded an order for development of aircraft engines. Grandfather had been the number one aero-engine builder in Austria and set many records with his engines, but received no commissions, even though he'd prepared

Facing page Ernst Piëch and his wife Elisabeth (daughter of legendary Volkswagen chief, Heinz Heinrich Nordhoff), pictured in the grounds of their museum, fahr(T)raum, situated in Austria's Mattsee district



detailed drawings of good designs and had a factory in Fallersleben with which to begin production.

What I found brilliant and so different to the outlook of many engineers I've encountered over the years was how my grandfather was fair and respectful of other people's ideas. After the war, for example, we travelled together to the Automobile Show in Paris, where I witnessed him marvelling at the design elements of a particular vehicle. "Brilliant," he remarked, recognising a novel engineering solution. He never betrayed any jealousy. All his life, he maintained openness to the ideas of others. In my opinion, he viewed accepting the input of others and, importantly, combining ideas, as a way to get good results and keep a big team happy.

NEAT TECHNIQUE

One sunny Sunday afternoon, we walked to his office in Stuttgart. He enlisted the assistance of in-house vehicle stylist, Erwin Komenda, and showed me drawings relating to a new small car the team had been designing. This was an early example of bending fenders and shaping sheet metal for greater strength, holding more strongly with rounder forms in a low-weight body. What grandfather described to me was a process he'd witnessed on one of his many trips to America. Essentially, it was deep drawing (known as *Tiefziehen* in Germany), a sheet metal forming process in which a sheet metal blank is radially drawn into a forming die by the mechanical action of a punch. This technique

creates shapes with material retention and would go on to be adopted in the manufacturing of bodies for the future Beetle.

When the team screwed together the first true Beetle prototype on an afternoon at the family villa on Feuerbacher Weg, the chassis was readied with two seats on the platform. Uncle Ferry put some five hundred kilograms of sandbags on the deck, approximately mirroring the weight of the intended body. He then drove this sketchy affair out of the garage. We went past the

Above Blonde Ernst (back row) posing with his grandfather, grandmother, siblings and cousins

Below As Ernst relates, the family's industrial future hinged on the interest of Ernst Allgaier (left) in tractor designs developed under the watch of Ferry (centre) and Ferdinand Porsche (right)



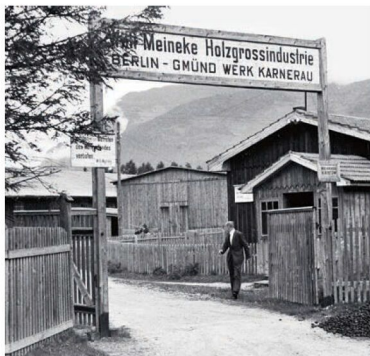
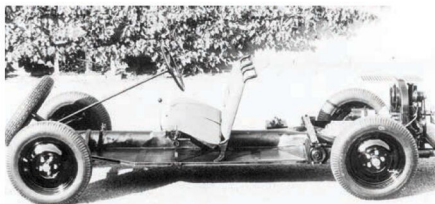


Above Ernst's uncle, Ferry Porsche, and his mother, Louise, aged six and eleven

Top right Just such a chassis as this, burdened with sandbags, carried Ferry Porsche and Ernst Piëch on a memorable drive from Stuttgart to Solitude and back in the summer of 1936

Right The former sawmill in the town of Gmünd

Below Heinrich Kunz (salesman), Ferry Porsche, Bernhard Blank, Louise Piëch, Ernst Schoch (Blank's private secretary) at the 1949 Geneva Motor Show



Bismarck Memorial Tower to the suburb of Solitude, completed a lap of the Solitude race course and then drove back. It was a really fantastic day. You have

to remember, there was no requirement for seat belts. We weren't wearing safety helmets, either. We were just sitting atop a rolling chassis!

This was my first involvement with the Beetle and one which convinced me Porsche was building a car much better than anything else on the market.

After a Christmas before the war, we were driving

UNTIL THIS INCIDENT, JOSEF, WHO WAS SITTING NEXT TO ME, HAD BEEN SILENT FOR THE ENTIRETY OF OUR JOURNEY

from Stuttgart to Obersdorf in the Allgäu for skiing. Because the family was so big, we needed three cars. We had a Beetle, of course, as well as a Packard saloon

grandfather brought back from his 1936 visit to the USA. We also had an eight-cylinder Wanderer prototype, which I was driving, sitting on three cushions to see out. The Beetle led the way, with my uncle driving my grandfather. My grandmother and the family chauffeur, Josef Goldinger, were with me. Herbert Kaes, a cousin of my mother, drove the Packard behind the Beetle and carried my father, mother and sister. I was last with the Wanderer.

We hit a peculiar greasy snow. Herbert, proudly driving the Packard, wanted to keep up with the Beetle, which was easier to drive in snow, sliding a little, but needing only a small amount of correction. Suddenly, the Packard started swerving. Its steering was enormous and Herbert couldn't catch it. Around it span. The car hit a tree and span again, at which point, the bonnet flew off. The vehicle immediately ground to a halt. Until this incident, Josef, who was sitting next to me, had been silent for the entirety of our journey. "The Americans aren't Germans," he proclaimed before looking my way. "You don't know everything, either." I certainly knew the Beetle was far superior to the other cars in our convoy. Incidentally, both the Beetle and the Packard had cabin heating systems. The Wanderer was without – I remember making use of a little catalytic stove to keep my feet warm in the cold.



On account of being Ferdinand Porsche's oldest grandchild, I had more contact with him than my siblings and cousins, certainly in terms of discussions

around work and engineering. In truth, he was a little bit disappointed in me — he hoped I'd become an engineer, just like him. I remember explaining I was

more interested in production-line engineering, rather than design engineering. This was some consolation. He subsequently sent me to his workshop and told me to learn everything I could. "This is your future," he said.

I was stationed at a bench in the old Porsche workshops in Gmünd, Austria, in 1947 or thereabouts. I was in my late teens. The time had come for my first driving lesson. Grandfather came with a Beetle which was a present from Heinz Nordhoff, who was general manager at Volkswagen and would later become my father-in-law. This was a Beetle with an unsynchronized gearbox, meaning I had to learn to double-clutch. Grandfather was at my side. When I found the right gear, everything was okay. When I didn't, he wasn't too happy. Nevertheless, we drove from the family seat in Zell am See to Dellach, where we spent the summer.

Grandfather and I had many enjoyable times together, not least because we had two key interests in common: driving and sailing. The only thing he didn't like was too much wind when engaged in either pursuit. I remember we were sailing alone out on a lake. Blustery conditions swept in and the boat began creaking. He told me he hoped I knew what I was doing because, much to my surprise, he couldn't swim.

At the beginning of July 1943, I travelled from my school in Vienna to home, which was in Stuttgart. Grandmother and I were waiting for a drive in the Beetle

to Dellach, a trip of more than three hundred miles.

Josef was on holiday, leading grandfather to announce his intention to drive us. My grandmother

was concerned. She'd never experienced seat time in a car driven by her husband. She was worried he was a little too old to be taking charge of a vehicle he was usually chauffeured in. "Let's go!" he shouted, ignoring her considerations. We drove from Stuttgart to Zell am See, where we stayed overnight before tackling the Grossglockner High Alpine Road down to Dellach.

Above In 1923, Ferdinand Porsche built 'The Porsche Villa' in country-manor style at Feuerbacher Weg 48 using plans by Stuttgart architects, Paul Bonatz and Friedrich Eugen Scholer

Below Located in an Alpine pasture above the town of Zell am See, this six-hundred-year-old estate caught the eye of Ferry Porsche while on a drive in the 1930s, leading Ferdinand Porsche buys the estate in 1941, whereupon the Porsche and Piëch families used the estate as a vacation home and, later, as a refuge from the turmoil of the Second World War

I UNDERSTOOD HOW AND WHY WE FACED THE PROSPECT OF THE COMPANY BEING SEIZED





Above Ferry and Louise pictured in 1994

Top right In the Vienna Technical Museum, Ernst Piëch and Karl Ludvigsen pose by the first electric car built by Ernst's grandfather back in 1900

Right Ernst and his passenger, Annette Ludvigsen, prepare for a drive in his 1901 Lohner-Porsche, the first car designed by his grandfather to feature a gasoline engine driving through an electric transmission

Below A magnificent Austro Daimler poses at fahr(T)raum



This was an interesting experience – every family member has a different driving style. I was less worried than my grandmother, but equally curious. You see, at this point in time, I'd never been in a car driven by my grandfather. I quickly discovered he was a very rough driver. His style owed much to motorsport, although I noted it was similar to that of my mother's. I also noticed how he didn't ever really seem to pay attention to cars in the road ahead – he was always checking the rear-view mirror, but rarely seemed to pay attention to what going on at the nose of whichever vehicle he was driving. This was a surprise to me, especially considering his motive was to travel faster and faster and faster. Having said all this, he was, overall, a very good driver.

After the war, my grandfather was in possession of his first production Porsche. We were in Zell am See,



heading back down to Dellach. He was so proud of this new car. He invited me to drive it. I'd never driven a new Porsche, let alone a Stuttgart-made 356.

I remember being on a very fast road between Villach and Felden on the Wörthersee. An Alfa Romeo was in front of us. I overtook. Grandfather didn't say anything. A while later, he spoke. "You shouldn't drive so fast with me in the passenger seat, but that was a good move." Praise indeed.

TROUBLING TIMES

The situation in Austria after the close of the war was interesting to say the least. In short, control of all German-owned companies in Austria was transferred to the government. It was thus with Siemens and AEG. One after the other, all these big businesses were transferred to the ownership of the Austrian authorities. The same was attempted with Porsche Konstruktionen, the company in Salzburg responsible for overseeing our activities in Gmünd. I understood how and why we faced the prospect of the company being seized – the Austrian government had a problem insofar as steel production in Linz was managed and owned by German businesses. To achieve Austrian ownership, a law taking control of German companies had to be passed. Porsche obviously fell under the provisions of this law.

There were big discussions between family lawyers, but no idea came forth. Then my mother had a brainwave. "I'm Austrian," she said, acknowledging her birth in Wiener Neustadt. "I also have part ownership of the company. If I buy all other shares in the business, it will be wholly owned by an Austrian, meaning the government won't take control." Duly, the rest of the



family transferred their interests to her. She told representatives of the Austrian government they could take what was left, of which there was nothing. Overnight, we were Austrian! Crucially, the company remained in Porsche-Piëch family ownership.

In Gmünd, we tried to develop all the hardware we saw was needed in the immediate aftermath of the war. Josef Mick, our aerodynamics expert, invented a turbine watermill. At the time, we were in the company of a great many watermills with big wheels. He reasoned changing these to simple, uncomplicated turbines would be of huge benefit. The idea was to use a ring of blades,

such that the water went through the turbine's blades twice. When it was free, it had no loading, with the result it reached only a certain level of rpm and stayed there. Essentially, he developed self-adjusting turbines. This was a successful Porsche product built in various sizes. Of all non-car projects conducted at Gmünd, I think this turbine was our greatest achievement.

Even so, the operation at Gmünd was much too large to be economically sustainable. Put simply, we ran out of money. There were too many engineers and not enough business to occupy their time. Hand-made Porsche sports cars were already a thing of the past, but 356 production in Stuttgart was still only an idea. Coachbuilder, Reutter, had agreed to build Porsche bodies, but without payment, there was little chance of progress being made. Then, in the midst of this situation, terrible news came our way. Our bank, the Ländebank, would no longer finance Porsche. The consequence was that we could no longer pay social security for our employees. Bankruptcy seemed inevitable.

When my father, grandfather and uncle were back in Austria following imprisonment after the war, the Allgaier company came forward with a request for a

diesel-powered twin-cylinder engine design. This request came a moment before the Porsche company was facing total collapse. We drew up a contract with Allgaier and went from bank to bank to get credit. Ländebank refused us. Making matters more difficult, we were not in a very good position in Austria because the big banks were all linked to the country's leading manufacturing conglomerate, Steyr, which had a fixed view: "even if what Porsche is designing is the best in the world, we

are never building it." This was the philosophy of the Steyr boardroom, which meant it was also the philosophy of all the major Austrian banks, including

Kreditanstalt, which was Steyr's biggest shareholder.

One bank, however, accepted us. It was Spenglerbank in Salzburg, a small private bank. We were given credit, marking the beginning for Porsche in Stuttgart. With this rescue package in place, the company was awarded a contract as importer of Volkswagen vehicles to Austria. Suddenly, everything was secure. This all happened in 1948 – a very tight period. The family promptly closed the old factory in Gmünd and moved everything to Salzburg. Many observers wondered why we decided to keep the distribution business in Salzburg. This was a decision reached after long discussion – many of our people said it would be impossible to successfully issue a high number of Volkswagens outside Vienna. What we knew, however, was that in Vienna, we would be just one of various distributors, while in Salzburg, we would be the *only* distributor. This meant Volkswagen treated Porsche as a valuable ally.

In fact, we were so successful, all of Vienna's Volkswagen importers followed our lead and relocated to Salzburg within a decade. Being in the centre of Austria gave us the perfect base to operate from. The rest, as they say, is history. CP

Above Ernst and Elisabeth enjoying life at fahr(T)raum (a crafty conflation of 'driving' and 'dream')

THE FAMILY PROMPTLY CLOSED THE OLD FACTORY IN GMÜND AND MOVED EVERYTHING TO SALZBURG

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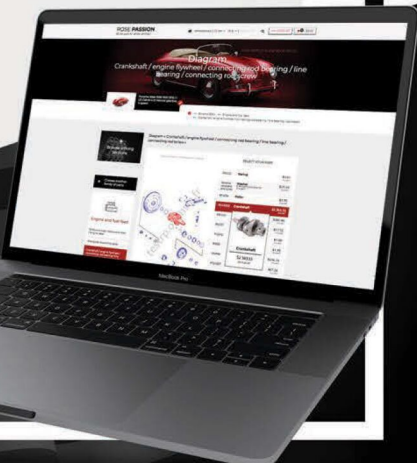
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SIX POTS GOOD, FOUR POTS BETTER?

Inspired by his wife's enthusiasm for four-cylinder Porsches, on relocating to New York, Donald Hall went from owning 911s to buying a 912. Fettleed by Heathrow-based marque specialist, Revival Cars, this well-travelled classic Porsche now resides with its master in the UK...

Words Johnny Tipler Photography Dan Sherwood

Donald Hall's Irish Green 912 is in beautiful condition. He and his wife bought the car as a Christmas gift to themselves following relocation from London to Manhattan in 2011. He'd owned a couple of 911s here in the UK, but unlike his wife, was unfamiliar with the four-cylinder 'baby 911'. "She turned me on to 912s," he admits. "When I relocated to the USA, which is where she hails from, we decided to start the search for a 912 to call our own." After a year of looking, this one popped up on eBay.

The car was being offered by a high-end classic car dealer in Connecticut. As Donald discovered, this particular seller also traded 912s, despite the model being hugely underappreciated at that particular point in time. In truth, outside of Porsche circles, the 912 remains relatively unknown today. "This one had been restored," Donald tells us. "It formed part of an extensive collection of privately owned classic sports cars. After sealing the deal, we commissioned New Jersey-based Porsche guru, Dick Hyland, to collect our new toy and give it a once-over. He had it for a couple of months and worked his way through any niggles. We then collected the car and immediately set off on a road trip, taking in Maryland and Virginia."

In New York City, the prospect of keeping and storing a classic car at reasonable cost can be bleak. Fortunately, Donald was able to rent a garage owned by a pizzeria in Queens, a borough located on Long Island, about fifteen miles from Manhattan. A family farm in northern Massachusetts provided weekend entertainment — the Halls took the subway to Queens, hopped into their 912 and drove to New England. The farm is located in Ashfield, northwest Massachusetts, close to Amherst and Northampton. "The area is known as Hilltowns because elevations increase from sixty metres to at least three hundred metres. It's a lovely spot with fantastic scenery for driving in an old Porsche. It's where

the Connecticut River flows," Donald relates. In 2012, his wife fell pregnant — the 912 was promptly relocated from Queens to the Ashfield farmhouse, where it took up residence in a barn and was reserved only for leisurely drives along winding Massachusetts backroads. A far cry from the hustle and bustle of The Big Apple.

It's not just the relative simplicity of the 912 that Donald and his wife find so appealing. Whilst he could

have bought a classic 911, he was swayed by articles in *Classic Porsche*. Specifically, he'd taken note of editorial promoting the 912 as not only a fantastic-handling car, but one bolstered with

the aesthetic purity of the early 911, underscoring what his wife was saying about the brilliance of the flat-four-powered Porsche. And so, he became the proud owner of this 1967 model-year car, built in 1966. "I looked for a short-wheelbase example because I like the fact it carries the same-age 911's shape, but has one foot in the interior of the earlier 356. In subsequent years, Porsche introduced increasingly modern touches to its product range, even to the 912, in a bid to improve sales. I prefer the austerity of the early 912, hence the desire to buy a short-wheelbase model."

CHEAPER ALTERNATIVE

This might be an appropriate point to disclose the history of the 912. Billed as the entry-level Porsche at launch in April 1965, it was powered by the 1,582cc Type 616/36 flat-four, inherited from the overlapping 356 C, a Porsche discontinued in May 1966. Pragmatically, the 912's introduction was cost-driven: it came into being simply because the 911 was too expensive for many of Porsche's previous customers. Creating a more affordable Porsche — by putting a cheaper, less powerful engine into an austere version of the new model's bodyshell — was the logical solution.

Aesthetically, there was no difference between the 911 and 912, other than badging. The contrast came in the price. While the 1965 911 was priced at DM22,900 (£9,902), the 912 was stickered at DM16,250 (£7,026),

Facing page This 912 was used extensively in the USA before moving to Britain with the Halls a few years ago



therefore representing a saving of DM6,650 (a whopping £2,875). It was anticipated the new body shape (allied to a tried-and-trusted four-cylinder powerplant deemed perfectly acceptable by 356 buyers) would do the business. By comparison, the outgoing 356 C 1600 SC coupé cost DM16,450 (£7,113), meaning the 912 represented something of a bargain, certainly in terms of Porsche prices. You got the old running gear, but with a sleek new body shape. In short, the 912 was a safe bet, both mechanically and stylistically.

The 90bhp flat-four's output was modest, especially when compared with the 911's 130bhp, but in reality, the smaller-engined Porsche was pretty gutsy, not least because at just 970kg, the 912 was a lightweight when pitched against its 1,080kg six-cylinder sibling. Despite the 911's flagship status, however, the four-cylinder version was a commercial success, particularly in the North American market. Indeed, 912s were considerably more numerous than contemporary 911s, with 28,333 912 coupés and 2,562 912 Targas built against 22,768 of all types of 911 made between 1963 and 1969. Significantly, perhaps, the 100,000th Porsche to roll out of the Zuffenhausen plant was a 912 Targa (destined for Stuttgart's traffic cops).

By 1969, the deal with Volkswagen to produce the 914 as a joint venture called time on the 912, which literally had to make way for the mid-engined roadster on the Porsche production line. From then on, the 1.7-litre, VW-propelled, Targa-topped two-seater was presented as the new entry-level Porsche sports car. In any case, Zuffenhausen was confronting increasingly stringent US emissions legislation. This spelled trouble for the 912. Porsche also had to rationalise its product line-up:

the deal with Wolfsburg meant the 914 was a given, and the 911 range by now comprised three models graded according to performance and trim: the S, T and E.

Under these circumstances, the 912 seemed like an anachronism. We hadn't heard the last of it, though. In 1976, the model resurfaced on the US market as the 912 E, complete with the G-series 911's impact bumpers, although as far as the cognoscenti were concerned, the comeback kid was pegged back by its Bosch L-Jetronic-injected 1,972cc flat-four, derived from the VW 411 and developing just 86bhp. Only 2,099 912 Es were manufactured, but in my book, this could well be the 912 to look for, particularly if you're keen to invest in a classic Porsche offering decent build quality.

Above Irish Green proved to be one of the most popular colours selected by 912 buyers during the model's time in production



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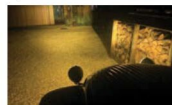
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For reference, a quick scan of online classifieds reveals two standout 912 Es, one offered at £32,000, the other at £60,000. They're located in California and Turin respectively. I quizzed Donald about his perception of 912 values. "I recently asked Max Levell at 912 specialist, Revival Cars, to value my Porsche. In no uncertain terms, he told me it should be insured for £70,000. Prices have rocketed since I took ownership.

It's a nice car to own and drive, but there's no doubt it has proved to be a solid investment. As for selling, it's not something up for consideration. We were lucky to have been able to have bought this 912 when prices were more affordable. The relatively low value of the car encouraged us to pile on the miles. We moved to England a few years ago, and although the car gets used less in this country, it's good to have it available for sunny days. Plus, we live close to Brooklands race track. We attend the annual 1st January meet at the circuit. We also drive the car to the Goodwood Members Meeting and the Simply Porsche gathering at Beaulieu each year. There are so many events you can attend in a 912."

There's also the driving experience to consider. Sixty years ago, the 911 wooded Porsche devotees with its two-litre six-pot screamer and its fresh new contours, but early short-wheelbase 911s had a reputation for on-the-limit, tail-happy handling, especially in the wet, and it took the wizardry of a seriously skilled driver to demonstrate how to turn that quirk into an advantage.

The 912, however, with its smaller and lighter flat-four engine, not to mention its mass located further inboard, was more confidence-inspiring, despite – or because of – being less powerful.

Tuned 912s can be made to go very well. Need proof?

Rally star, Sobieslaw Zasada, not only won the 1967 Polish Rally with a 912, he also used the model to score the Group 1 category victory in the 1967 European Rally Championship.

Reinforcing the point, Vic Elford won the Group 3 class in a 911 S.

Providing you're acquainted with classic cars in general, the 912 is an uncomplicated vehicle to drive. It's pure proto-901, compliant and eager, with precise controls. As long as you're gentle with them, you can give it its head. The steering wheel is constantly active, enabling you to monitor every little nuance of the road surface and changes of direction. You are at one with the car. Every corner is a thrilling balancing act, and when you're in an overtaking situation, the torque four-pot engine responds gamely, pulling from low revs in second gear. You can use all the revs on the back roads in fourth, optimally between 3,000rpm and 4,000rpm, and you'll be harmonizing the lightweight back end. No need to put too much effort into the steering, just relish the delicacy.

The dog-leg first is a given. The rest of the gate is easy to use. Both four- and five-speed transmissions were available to buyers of the 912 when new. There's

Above Max Levell at Revival Cars has given this 912 a mechanical refresh and takes care of all servicing and maintenance following the car's relocation to the UK

THIS 912'S WHEELS LOOK THE PART, BUT THEY'RE ACTUALLY A SET OF FIFTEEN-INCH FUCHS FROM THE EARLY 1970s



Above and below interior is sparse, although the option of a five-gauge dash and a five-speed gearbox narrowed the gap between specification of the 912 and the era's 911

a confidence-inspiring, unburstable quality about this Porsche. It's a nifty-handling, energetic little car on the lanes, and a sound companion on A-roads. Top speed? Porsche claimed 115mph, no slouch in the mid-1960s.

Donald and his family took up residence in Britain back in 2016. "For our final year in the USA, I quit my job and we stayed the whole summer in Massachusetts. This enabled us to use the 912 as a daily driver. It was very efficient, even as a general-purpose car. We shipped it over to the UK, and really, the only thing we had to do was change the front headlights. I took the opportunity to switch to LED illumination. You don't have to convert the whole unit — you can buy H4-compatible LED bulbs, which are available from the website of Classic Car LEDs, an automotive lighting company based in Worcestershire."

With the original wiring loom getting on a bit, and with the generator light glowing when all the power was on at

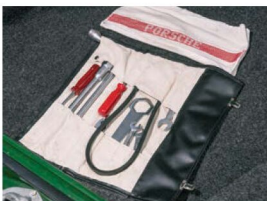
night, Donald had an alternator installed not long before this issue of *Classic Porsche* hit newsstands. "Luckily, I found one that's the same size as the old dynamo," he tells us. "Most alternators are much bigger, which necessitates changing the mount. The unit I bought was a straight swap. It's a brilliant upgrade."

DRIVE AND REVIVE

The alternator in question is the brilliantly named Tudor Dynamator, a dynamo-to-alternator conversion, complete with six-volt body and twelve-volt Internals. A Facet Posi-Flo fuel pump was installed at the same time. Max at Revival Cars did all the work. "As a reader of *Classic Porsche*, I was well aware of Revival Cars, having seen adverts for the company in each issue of the magazine. I messaged Max, asking what I needed to do to make my car road-legal in the UK. He confirmed I needed to change the headlights, and a rapport was soon established." As a result, Max now takes care of this Porsche's regular servicing and maintenance.

"Max recently changed the carburetors to Webers because the old Solexes had a flat spot in them," Donald confirms. "They were very worn." The Webers were sourced from carburettor specialist, Fast Road Cars. Did the new parts bring any improvement in performance? "I don't really drive flat-out," Donald shrugs. "That said, I've noticed the power is more usable. I certainly have more confidence when driving the car. When the old carbs were in place, I'd put my foot down and the power just wouldn't be there, which is scary when you're about to work through a busy junction. With the Webers fitted, the power band is immediately available and very smooth. It's a perkier car, for sure. There has probably been a slight improvement in performance, but replacement carbs were needed, in any case."

A JFR4 electronic ignition kit was also installed at Revival Cars. Otherwise, Donald has tried to keep everything as original as possible, including the Knecht air filter, which he cites as his car's direct connection





to the 356. In view of his previous ownership of 911s, I'm curious to find out whether he ever felt the flat-four soundtrack was somehow lacking. He replies in the affirmative — enough to buy himself a 1987 Carrera 3.2 Targa, although he assures me his 912 is the keeper.

In terms of driving impressions, creature comforts and sophistication, these two air-cooled Porsches are eons apart. "The Carrera 3.2 has a completely different feel. The inside of the car is from another era.

Porsches from the 1980s are great, and I love my Targa, but the 912 is a time capsule, taking the driver back to a magnificent period in Porsche production history. And, it has to be said, this car attracts a huge amount of attention on the road. It's quite extraordinary. Of course, for myself and my wife, it also holds big sentimental value. I can never sell it."

His 912's wheels look the part, but they're actually a set of fifteen-inch Fuchs from the early 1970s. At six inches, purists might suggest they're a little wide, although we once again acknowledge the 912 E, which had them fitted from factory. Donald has his car's original narrow wheels stashed away. He admits they're in need of restoration.

"I didn't refurbish them when I was in the USA, which I should have done, because it's much easier to have the work done there than it is in the UK. You have to

split them. They wear tyres, meaning I can use them if I want to, but I mostly make use of the Fuchs, which are wrapped in vintage-style Blockley radial tyres. The tread is that old-fashioned dog-bone pattern. I was struck by how competitively priced this rubber is — I couldn't justify the cost of Pirellis after seeing the quality and

price of Blockley's products. The car feels great in corners and on-road handling is nothing short of fantastic."

Following time spent commuting in the USA, his 912 is

now reserved for high-days-and-holidays, although he recently indulged in a significant road trip. "My fiftieth birthday was in 2018. As a treat, I drove the 912 to the year's Le Mans Classic. I covered the car in retro-look stickers and racing numbers. I even put a spare wheel on the roof rack and tied it down with leather straps. Basically, I turned my 912 into a rally car, albeit in looks alone. It was tremendous fun."

Purity and innocence make the 912 completely adorable. No frills, no pretensions, just basic mid-1960s look and feel, yet a character that brooks no messing. Get to know this classic Porsche's handling traits, balance them with the hearty flat-four's power delivery, and you'll have a great all-round air-cooled companion at your disposal. If only this four-cylinder sensation was as affordable today as it was back when Donald took the plunge. CP

Above Even today, a 912 makes for a great daily driver

NO FRILLS, NO PRETENSIONS, JUST BASIC MID-1960s LOOK AND FEEL, YET A CHARACTER THAT BROOKS NO MESSING



356 Speedster

Signal Red • Black Leather Sports Seats
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Authenticity • Tool Kit & Jack • Previously
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£314,995



911 GT2 (996)

Polar Silver • Black Leather Sports Seats
18" GT2 Wheels • Porsche Ceramic
Composite Brakes • Carbon Interior
Package • Previously Sold & Serviced
by Paragon • 21,991 miles • 2003 (03)

£134,995



911 Turbo S (991.2)

Jet Black Metallic • Black Leather
Sports Seats • PDK Gearbox
20" Turbo Centre Lock Wheels
Porsche Ceramic Composite Brakes
Sport Chrono • 19,924 miles • 2017 (67)

£117,995



911 Carrera 4 GTS (991.2)

GT Silver • Black Half-Leather Sports
Seats • PDK Gearbox • 20" GTS Centre
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Navigation • Sport Chrono • Switchable
Sports Exhaust • 12,573 miles • 2017 (67)

£91,995



911 Turbo (991)

Basalt Black • Black Leather Sports
Seats • PDK Gearbox • 20" Turbo Centre
Lock Wheels • Touchscreen Satellite
Navigation • Sport Chrono • Carbon
Interior Pack • 16,012 miles • 2015 (15)

£91,995



911 Carrera 4 S Targa (991.2)

GT Silver • Bordeaux Red/Black Dual-
Tone Leather • 20" RS Spyder Design
Wheels • PDK Gearbox • Sport Chrono
Previously Sold & Serviced by Paragon
33,089 miles • 2017 (17)

£89,995



Boxster Spyder (981)

GT Silver • Red Half-Leather Bucket
Seats • Manual Gearbox • 20" Spyder
Design Wheels • Touchscreen Satellite
Navigation • Switchable Sports Exhaust
Sport Chrono • 12,039 miles • 2016 (65)

£74,995



911 Carrera 2 Targa (993)

Polar Silver • Classic Grey Leather Seats
Manual Gearbox • 17" Targa Split Rim
Wheels • Air Conditioning • CD Auto-
Changer • Previously Sold & Serviced by
Paragon • 78,536 miles • 1996 (N)

£67,995



911 Carrera 4 S (991)

Guards Red • Black Leather Sports Seats
PDK Gearbox • 20" Black Carrera S
Wheels • Touchscreen Satellite Navigation
Switchable Sports Exhaust • Adaptive
Cruise Control • 22,782 miles • 2014 (64)

£67,995



911 Carrera 2 S (997.2)

Carrara White • Black Leather Seats
PDK Gearbox • 19" Turbo II Wheels
Touchscreen Satellite Navigation
Sport Chrono • Rear Parking Sensors
41,760 miles • 2011 (11)

£49,995



Boxster S (981)

Dark Blue Metallic • Sand Beige Leather
Sports Seats • PDK Gearbox • 19" Boxster
S III Wheels • Full Leather Interior
Brushed Aluminium Interior Pack
Heated Seats • 48,930 miles • 2012 (12)

£33,995



Boxster S (986.2)

Arctic Silver • Black Leather Seats
Manual Gearbox • 18" Turbo Wheels
Full Leather Interior • Air Conditioning
Fully Electric Heated Seats with Driver
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THOSE PESKY POOPERS

"We never called them Poopers!" cried the creators of Porsche-powered Coopers in the 1950s. Even so, this sobriquet stuck in the minds of motorsport enthusiasts who loved these fast and fragile racing cars, unlike owners of the Porsches they were trouncing...

Words Karl Ludvigsen Photography Porsche, Ludvigsen Partners

It all started with a Special. Working as a salesman and mechanic at Seattle Sports Car, a Porsche and Volkswagen distributor in the Pacific Northwest, Gerard Carlton 'Pete' Lovely decided to build his own race car. He was not without experience of the genre – in the early 1950s, not long after his twenty-sixth birthday, following time in charge of a Jaguar XK120, the sandy-haired and genial Lovely raced a German Porsche, Italian Giau and British Singer, chiefly in West Coast motorsport events.

Casting his lot with Volkswagen and Porsche, Lovely

decided to build a car of his own to highlight the virtues of both brands. Seattle Sports Car pitched in with parts and cash, helping Lovely and his

crew to construct a frame from 2.5-inch tubing, from which VW suspension was attached, front and rear. Body shop proprietors, Zeke Zigler and Del Fanning, wrapped the frame in an aluminium body, which looked like the embryo of a 550 Spyder.

Under the rear deck of this VW-Porsche Special was a standard Porsche 1500 S flat-four driving through a VW transaxle. Throughout the car, parts were drilled to reduce kerb weight to a scant 476 kilograms. Lovely reckoned that with the Super engine's 80bhp – tuned up from the standard 70bhp – he was in charge of a reliable and lively package.

Starting in June 1954, Lovely and his new buggy were regularly finishing second or third in the 1.5-litre class. At Stockton, California in March 1955, he won the race for 1,500cc cars outright. People were now paying attention to both car and driver. Subsequently, during winter that year, Lovely left Seattle Sports Car and set up his own VW dealership, leaving his VW-Porsche Special behind. It was later raced by East Coast small-car specialist, Dolph Vilardi. In Britain, meanwhile, Charles Cooper and his son, John, were building small mid-engined racers gaining widespread recognition. These cars made use of independent suspension with transverse leaf springing and rack-and-pinion steering. Stirling Moss started

serious racing with one of the Cooper duo's first batch of Mark II models. In a chassis designed by Owen Maddock (name-checked elsewhere in this issue of *Classic Porsche*), power was given by a 500cc motorcycle engine for Formula 3 outings, and in a slightly longer chassis, a one-litre vee-twin for heavier duty.

During the early 1950s, Cooper made several full-bodied cars to tackle speed records. The first of these was built in 1951 and based on the longer-wheelbase Cooper Mark V chassis, with a fully enclosed low-drag, eighteen-gauge aluminium body penned by Maddock. "I

just drew a record car," he said, modestly. "It was the way I thought a record car should look." His colleague, Gordon Bedson, made a model of the car and tested it in a wind tunnel at Brooklands.

AT A FACTORY CEREMONY IN 1954, THE LOW-SLUNG RACER, NOW A BESPOKE BLUE AND WHITE, WAS HANDED OVER TO JOHN M. FOX JR

"We altered the nose in line with his findings," said Maddock, after the event.

John Cooper and project backer, Bill Aston, set international records with the car in the 350cc and 500cc categories on the banked tract at Monthléry, near Paris, in October 1951, setting a best lap of 116.33mph. Cooper also used the car (known as the Cooper Type 17) to compete in 500cc Formula 3 events on fast tracks in Germany, winning at the Grenzlandring in August 1952 and at Berlin's AVUS in June 1953. Having exploited it to the full, Cooper and Aston decided to part with the streamliner. At a factory ceremony in 1954, the low-slung racer, now a bespoke blue and white, was handed over to John M. Fox Jr, a Cooper importer based in San Anselmo, California. Fox took his new acquisition to the Utah Salt Flats for the August SCTA Speed Trials. He drove the streamlined Mark V special to a Class H record speed of 110.75mph. Returning in 1955, he beat his own record, reaching 118.271mph.

Racer, Eric Brandon, commissioned a similar car from the Cooper company. It was built in 1953 on a new and improved Mark VIII T28 chassis. That October, Brandon was called away after testing the car at Monthléry. Cooper stepped into the breach. Using three Norton singles prepared by ace tuner, Francis Beart, Cooper set

Facing page The gangly Ken Miles found ways to get in and out of the snug cockpit of his Cooper-Miles R-3



records in Classes H, I and J at up to two hundred miles. In a case of history repeating, the car was then put on a boat heading for the Port of Los Angeles, where an expectant John M. Fox Jr was waiting.

Upon its arrival in the United States, this 'Brandon' Cooper T28 was promptly bought by Lovely, who knew just what to do with it: convert it to an SCCA-legal sports car. He installed head- and tail-lamps, a left-hand mini-seat and door, plus the obligatory spare wheel. Lovely's seating had to be higher than that of the record car, but not by much. He kept the ingenious Cooper wheels, complete with their integral brake drums.

HYBRID THEORY

Protruding through holes in the rear deck were the carburetors of a Porsche engine. Lovely and his team rejected the idea of installing a Type 547 four-cam, feeling it would be weighty and out of proportion to the fragile Cooper. Instead, a Porsche 1500 S flat-four producing 84bhp was assigned the task. In keeping with tradition, the power unit was coupled with a VW transaxle. The result was a car weighing only 417 kilograms, distributed 39/61 front/rear on an eighty-seven-inch wheelbase.

This gave a power to weight ratio of less than five kilos per horsepower against twelve for Porsche's customer 550 Spyders. This small margin, plus exquisite cornering, promised superiority at the race track.

Driving a new and unique race car, Lovely decided

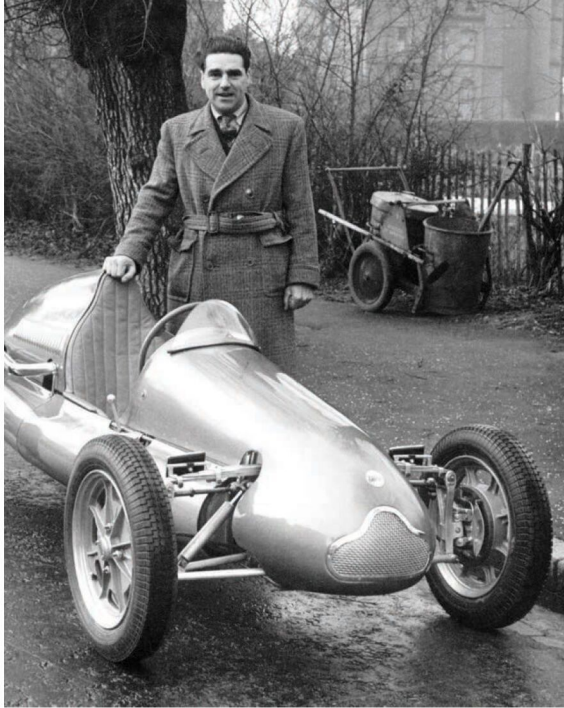
to get familiar behind the wheel before entering competition. "I spent considerable time practicing on a local airport runway to ascertain the cornering limits of the new machine," he told *Road & Track*. Faster and faster he went, until he felt he had reached the limit of adhesion. He then went faster still. "Surprisingly enough," he quipped, "there was no tendency to spin out until far beyond the normal limit speed I expected."

The first outing for bright-red number 124 was at Santa Barbara, on May 29th 1955. Though not at its

Above Seen fending off the attentions of an exotic Italian OSCA, Pete Lovely built a respectable racer from VW parts and a Porsche engine

Below Jim Sitz captured Lovely in his Cooper placing fourth in the race for 'F Modified' contenders at Pebble Beach in 1956





Above John Cooper with the F3 racer he and his father created and which became the basis of the 'Poopers'

Top right Seen with their handiwork was the Cooper crew (John behind the cockpit) and backer, Bill Aston (far right)

Middle right A win at Seattle Seafair was one of the successes making Lovely the 1955 SCCA National Class F Modified champion

Below Owen Maddock designed a low-drag body for record-breaking using the Cooper single-seater chassis

best (thanks to dirt in the fuel clogging the carburettor jets), the car went well and started winning soon thereafter. At Torrey Pines, California, on July 10th, five 550 Spyderys were

helpless against Lovely and his Cooper-Porsche. In subsequent races of 1.5-litre cars at Seafair, Sacramento and Glendale, the

Lovely hybrid was untouchable – he drove the car to five class wins on his way to securing top honours in the SCCA F Modified National Championship in 1955.

Road & Track editor, John R. Bond, was surprised (and



DURING A PIT STOP, TIPPY LIPE DISCONNECTED THE SUPERCHARGER, GOING ON TO LIMP ACROSS THE FINISH LINE

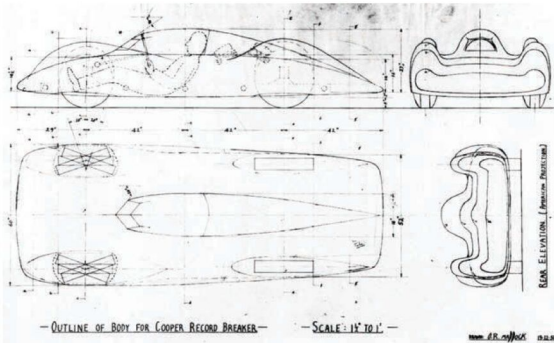
pleased) when Lovely offered the car for a road test in November that year. "In driving this special," wrote Bond, "a first impression is that it is going to be like nearly

all other specials: uncomfortable, difficult and full of idiosyncrasies. However, once you are fully settled into the seat, which leans back much farther than normal, this

featherweight proves to be very easy to drive, providing you avoid over-revving. The car accelerates through the gears extremely rapidly with almost no wheelspin. Despite an extraordinary weight distribution, it handles very well, with practically no oversteer. This is a result of negative camber on the VW-derived rear suspension, larger rear tyres and Cooper independent front suspension, which exerts powerful understeer."

Acceleration times included seven seconds to 60mph, 11.4 to 80mph and then, tapering off in performance, 22.4 seconds to 100mph. Although *Road & Track* correctly identified the car as a Cooper-Porsche Special, Bond's headline referenced *The Pooper*. Lovely blamed the magazine for the widespread adoption of this unappealing moniker, which has since been applied to all Cooper-Porsche hybrids.

In 1956, class standings for the Lovely Cooper-Porsche remained good, with two wins, one second-place finish and two fourths. The following year, Lovely's first starts with the Anglo-German hybrid resulted in victories, but by mid-season, he was enjoying an upgrade





to a Ferrari 500 TR. In the hands of Tom Meehan, the 'Pooper' continued to be successful through 1959. Today, it circulates in the historic racing realm.

On the East Coast, another Pooper was swatting Spydys. It was the handiwork of Gordon C. 'Tippy' Lipe of Marion, Massachusetts. In the unlimited Seneca Cup race at

Watkins Glen in September 1954, Lipe anticipated Lovely by racing an open-wheeled Mark VII Formula 3 Cooper propelled by a supercharged 1.5-litre Porsche flat-four.

Lipe led the first two laps, but soon had blower trouble. During a pit stop, he disconnected the supercharger, going on to limp across the finish line in twenty-fifth place.

So unusual is the car described, it seems certain it first ran in the Giants' Despair hill climb the previous July 23rd. There, its driver was J. M. Richard 'Rich' Lyeth Jr, an engineer and enthusiastic racer who would go on to promote his Hi-Tork limited-slip differential through road racing. Lyeth may well have been present at the creation of the car raced at the Glen by Lipe.

In mid-1955, Lipe's Porsche-powered Cooper appeared with a full envelope body wrapped around it, complying with the SCCA's sports-car rulebook, right down to the car's horn. Like Lovely, Lipe kept a central driving position and added an offset 'passenger seat' to conform to sports-car rules. The body was hammered out by Irishman, Robert Harbinson, whose handiwork on a Singer special was admired by Lipe when he saw it in an issue of *Motor Sport*. On an eighty-five-inch wheelbase, the Lipe Cooper-Porsche scaled 454 kilograms.

Though not as successful as Lovely's car, the Tippy Lipe Pooper was an embarrassment to the wealthy New England sportsmen who had bought 550 Spydys from

New York-based Porsche importer, Max Hoffman, in the expectation of sweeping all before them. Porsche, too, knew what was happening. Lipe's first race with the

car was at Cumberland, Maryland, on May 15th 1955. He dominated a field for cars up to 1.5 litres, which included two OSCAs and four 550 Spydys, one of which finished third and was driven by factory pilot, Herbert Linge.

In the demanding Mount Equinox hill climb on June 9th, Tippy Lipe struck again, clocking first in class and sixth overall. On the fourth of July, he and his Pooper

Above and below Continuing with Lovely's choice of red paint, but adding black stripes, Tom Meehan carried on with the Lovely Porsche-powered Cooper and is pictured competing at Seattle Seafair in 1958

FOR PORSCHE IMPORTER, JOHN VON NEUMANN, RACING BRITON, KEN MILES, BUILT THE MOST PROFESSIONAL POOPER YET





Above Tippy Lipe's Pooper featured up-swinging front and rear bodywork for easy servicing and maintenance

Top right Ken Miles was a picture of coolness at the wheel of his Cooper-Porsche, based on the Cooper Bobtail with refinements executed by Dick Troutman

Middle right With its Fuhrmann four-cam, the Miles R-3 could be a handful, as it looks here for Jack McAfee in the Stan Sugarman entry

Bottom right McAfee raced the Miles-built Pooper, but rarely with number ninety-five

Below Tippy Lipe in his supercharged Pooper, Watkins Glen, autumn 1954

were at Beverly Airport, where they won the seventy-eight-mile 1.5-litre-plus Production Car race by an impressive twelve seconds over the closest 550 Spyder. Another race later that year went less well, and his two 1956 outings were unremarkable. He booked an entry for Watkins Glen in 1957, but didn't show.

Nor did Lipe carry on racing. He cashed in by selling his Pooper, sans engine, to Ed Walsh of St. Louis. With the help of Carroll Shelby, Walsh bought a 750cc OSCA powerplant from the Maserati brothers and installed it in the car, which became known as the Walsh Special. Ahead of a small-bore swarm, he was beaten only by Briggs Cunningham in the SCCA National at Road America on September 12th 1959.

In his favoured number nine, Walsh switched to a SAAB two-stroke and carried on with good results until 1962, when he converted to a Lotus 23. After the usual languishing experienced by race cars of this vintage following their time at the race track, the unique



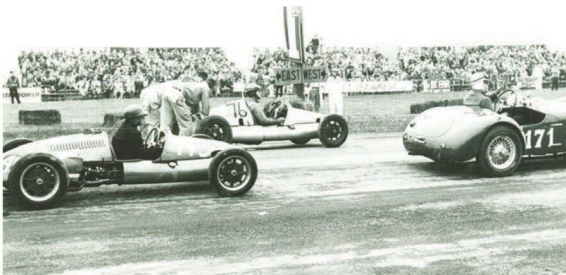
motorsport machine found a new home in 1992 and was subsequently restored. Reunited with a Porsche flat-four, the car is now active in historic racing and looks a whole lot better than it did in its Tippy Lipe days.

STIFF COMPETITION

Built more for 1,000-kilometre racing than America's short sprints, Porsche's offerings were often troubled by these upstarts. Though the manufacturer was fielding a much-improved Spyder (the 550 A) across Europe in 1956, it did not (at first) offer such cars for sale. In the meantime, other mid-engined 1.5-litre cars were coming thick and fast in the form of central-seated Coopers with Coventry Climax engines built by the British factory.

To fight fire with fire, for West Coast Porsche importer, John von Neumann, famous racing Briton, Kenneth Henry Jarvis 'Ken' Miles, built the most professional Pooper yet. Miles was already famous for the two MG-powered sports-racers he designed and built, known as the R-1 and R-2. The R-3 consisted of a brand-new Cooper chassis powered by a Porsche Type 547 engine. The mating proved challenging, however, because the Cooper Bobtail – as it was nicknamed, on account of its cut-off tail – was designed for a light and small 1.1-litre FWA four. In contrast, the Fuhrmann four-cam, plus its factory transaxle, was a muscular mass of machinery.

With a generous budget from von Neumann, Miles went first-class all the way. A new Cooper Bobtail rolling chassis with a modified nose (planning an oil cooler elsewhere) was acquired. There was very little room in the engine compartment for the flat-four. Six engine mounts were added to distribute drivetrain loads into the fragile chassis. The Spyder engine's distributors were





replaced with street Carrera units, which could be driven from the other ends of the camshafts. The Porsche transaxle had to be modified to accept Morris Minor driveshaft flanges in order for it to mate with the Cooper rear suspension.

With the much heavier Porsche-four in use, weight distribution was a challenge. To regain balance, the oil tank, oil cooler, battery and spare wheel were all crowded into the extreme nose, while the fuel tank was at the driver's feet.

Specifically, the oil tank and cooler were attached to the front deck lid, to give access to the spare. Renowned metalworker, Dick Troutman, subtly

reworked the body with a more graceful tail than that of the truncated Cooper, adding blisters on the rear deck to cover the carburetors. At 426 kilos, this beautiful installation was a little heavier than the Lovely Pooper, but benefited from Miles' experience in building his two fantastically successful M-based track attackers. This newer car became the Cooper-Miles R-3.

Making its debut late in 1956, von Neumann's Miles-built car was tremendously fast. In November, at Paramount Ranch, California, it won both its class race and the main event for unlimited sports-racing cars. At Nassau in December, it was fourth overall against strong international competition. Miles drove the R-3 for its third and last outing, which took place at Pomona in January 1957, before von Neumann sold the car.

At the time, it was suggested Porsche bosses objected to this Anglo-German crossbreeding by its prominent distributor, but von Neumann maintained this wasn't so. "They didn't mind because their new car was just as fast," he shrugged. "Though the R-3's lines were clean," he added, "it was not extracting full power from its engine because the hot air being exhausted could get into the engine-cooling inlets, a common problem with

these early Porsche-powered racers."

Sold to 550 Spyder and Mercedes-Benz 300 SL pilot, Stan Sugarman, the R-3 was entered spasmodically for Jack McAfee to drive through the 1957 and 1958 seasons. The handsome machine is now star of the privately owned Porsche collection of Napa Valley winemaker, Julio Palmaz. What happened to John M. Fox Jr's Cooper-Porsche after he tired of setting records at Bonneville? It came into the hands of Ted

Corazza, owner of Riviera Imported Cars, located in California's Manhattan Beach. Successfully seguing into a Volkswagen dealership, Corazza

saw merit in following the lead of Lovely. He did so, however, with a Type 547 four-cam powerplant.

An opening appeared in the nose of the Riviera Special — as it was dubbed — where the spare wheel and oil cooler could be seen. Ears were added, flanking the expanded headrest to make room for the four-cam carburetion. The driver remained centre-seated, with the mandated door carved out on the right-hand side.

The Corazzamobile broke cover in the 1956 season, competing largely on the West Coast. Clarence Raville frequently handled it, as did Ed Barker. On one occasion, when a driver was unavailable, Corazza himself stepped in, but he was not in the same class as Lovely. Often wearing the number forty, the car from 'Escuderia Corazza' was campaigned for several years before dropping out of sight.

After enriching racing on both coasts of America (and in between), the Cooper-Porsche craze ran to a quiet conclusion. Surprisingly soon, however, it would have a successor. In 1964, a marriage between Britain's Elva and Porsche was consecrated. The resulting Elva-Porsche was entirely in the Anglo-German spirit of the Poopers, as we will always know them. **CP**

Above Strutting its stuff in today's world of historic racing, the Lipe Cooper-Porsche is one of the most active survivors of the 1950s hybrid creations

OFTEN WEARING THE NUMBER FORTY, THE CAR FROM 'ESCUDERIA CORAZZA' WAS CAMPAIGNED FOR SEVERAL YEARS

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THE PHOENIX SANCTION

It takes courage to pluck a rust bucket from a wrecker's yard and turn it into a dream car. We head to Andover and meet Ian MacMath, a Porsche enthusiast who created a 356 Outlaw from the ruins of a cast-off...

Words Johnny Tipler Photography Dan Sherwood

Sometimes a pal forwards a photograph featuring a derelict Porsche or, worse, a group of derelict Porsches, buried in the undergrowth of some godforsaken wilderness. Your first thought is to wonder who would be insane (or callous) enough to abandon such gems. Your second thought is to determine whether any of the cars pictured are worth saving. Fortunately, for one such derry, Ian MacMath is a Porsche buff with the patience, resources and talent to resuscitate a neglected classic. Bearing in mind what it costs to restore any vintage vehicle, and regardless of market values, where do you draw the line and simply walk away? At what point does pragmatism kick in? As we'll see, Ian is made of stern stuff.

It wouldn't be an understatement to say he has a passion for Porsche. He owns several of Stuttgart's air-cooled sports cars, including the three 356s. What has risen from the ashes is by no means a standard 356 B, which is what the car on these pages was in its past life. Having disposition favouring the Outlaw look, that's what he's gone for. And, when you're starting from practically nothing but a heap of rusty panels and an engine in a box, you're perfectly at liberty to go your own way. In fact, you're endowing a dead car with a new life and a fresh character, all its own. Nonetheless, Ian is downbeat. "She is a bit of a mongrel," he concedes. "Having said this, all right-minded Porsche owners bugger about with their cars, although I've probably gone further than most." When we see photographs of the dilapidated heap he started with, we can only marvel at the transformation. "I bought the car as a wreck in 1995. Despite paying the paltry sum of £350 for an air-cooled Porsche, most people would have sent it to the scrapyard. I was brave and kept hold of the car, but I only started working on it three years ago."

We need to a reality check. Back in the mid-1990s, 356s were still relatively cheap, but this one was rubbish.

Ian found it in Oxfordshire. "It had rusted out and was abandoned by its previous owner. In those days, the same fate lay in store for many tired 356s. Few owners cared enough to preserve them. This old Porsche was simply dumped by the guy selling it. I can't remember how I came across him, though." To have forgotten such detail prompts the notion Ian must own a fair number of cars. "Half-a-dozen Porsches, and a few other toys,"

he reveals. His fleet includes a 1969 914. Four-cylinder, right-hand drive. Yes, a right-hooker. It's a Crayford special. And Ian has two of them. "I own the first Crayford 914 built, but

I've also got the seventh. Crayford only produced eleven such conversions, all right-hand drive. Number seven is a complete basket case, but I'll bring it to life at some point in the not too distant future. I've also got a 1970 914/6 race car," he says, casually.

Mention of this takes me straight back to 2011, when I drove La Carrera Panamericana in just such a car. This, of course, is pure Outlaw territory, where Ian's bespoke 356 would fit right in. With his trio of 914s, a 1969 911 S and three 356s, he's clearly not fussed where a Porsche's engine sits. "I've also got a 924 S," he smiles. Front, middle and back. A full house. At the opposite end of the automotive spectrum, he also runs a couple of Chevy V8 pick-up trucks.

Back to the 356 restoration. Ian is a resourceful guy. Apart from paint, he did most of the work himself, including welding the bodywork and rebuilding the engine, transmission and suspension. Really, he started with almost nothing. You might argue all his £350 bought was a chassis number. The rest was largely wrought from other defunct 356s and components stashed in the MacMath parts bin.

Starting from scratch, he chopped away the whole front clip and meted out the same treatment to the back end. It sounds harsh, but he knew what he was doing. "The car is actually a 1960 356 B. The level of corrosion made it easier to cut off the front and rear ends and replace them with those from another 356." He just

IN TYPICAL OUTLAW MODE, THE BUMPERS ARE GONE AND SMALL PLATES COVER THE ASSOCIATED BOLT HOLES

Facing page Rear was pieced together from a selection of donor parts supplied by Roger Bray Restoration



happened to have a 356 A nose tucked away. "The 356 B isn't my favourite shape of early classic Porsche," he reports. "Even so, I wanted to turn it into a keeper, which is why I reasoned I could get away with bespoke specification, doing things to my personal preference. The project was simple to justify. It didn't owe me much, after all. Besides, the car was a complete and utter wreck." And so, he went for it.

Among the key identifiers of the earlier 356 A are the 'beehive' sidelight lenses. There are also louvers in the engine lid, referencing the 356 Carrera GTL Abarth. Sharp-eyed 356 buffs spotting Ian's car for the first time, however, will notice an anomaly in this Outlaw's projection as an A-model: the quarter-light windows are from the 356 B. There was very little wrong with this particular aspect of the original car, although Ian found himself having to buy front and rear screens.

Period-look competition straps secure the bonnet. The fuel tank is accessed directly through the filler-cap poking out from the centre of the panel. The door mirror is actually an aftermarket item, though there's no name on it and Ian can't recall the make. In typical Outlaw mode, the bumpers are gone and small plates cover the associated bolt holes. "You might also notice that there's no badging to let onlookers know what this particular Porsche is," he tells us. "This was intentional. I like the idea of the car being anonymous. If someone knows their 356s, they'll get what this is. If they don't, well, too bad." Totally Outlaw, man.

Unsurprisingly, the floor pans needed re-plateing. The sills and A-, B- and C-posts also had to be repaired. Other crucial aspects of the chassis in need of attention were the suspension mounts, all of which had to be

addressed. After all the work was finished, it was time for paint. A good friend prepped the bodywork in Ian's garage, after which, the rolling chassis was transported to the workshops of Martin and Walker, a classic car bodywork specialist based at Thruxton race circuit.

"I borrowed one of the company's paint booths for a few days. A friend, Pete, took care of the respray, which is excellent. We named the car Ivy on account of the colour, which is Ivory, paint code 5704." Interestingly, Martin and Walker, also trading as Technic Classic Motorsport Replicas, is celebrated for its 904, 550 Spyder and 356 Speedster copies. As we've highlighted in previous issues of *Classic Porsche*, this a relatively economical way to own a Porsche otherwise beyond

Above Based on a 356 B, but wearing earlier front and rear ends, Ian's Outlaw was built from a shell acquired in the 1990s for just £350

Below Engine build was carried out by Paul Smith at 356 specialist, PR Services



RESTORATION

Design EUROPE



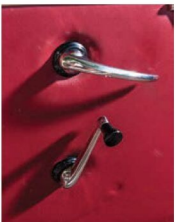
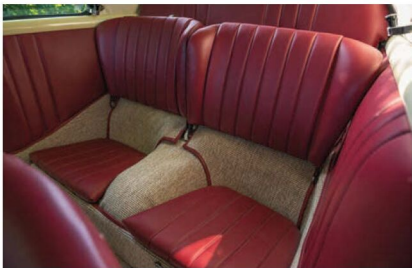
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Above EMPI wheels were acquired from one of Ian's mates many years ago

Below This is one of a handful of interesting air-cooled Porsches currently on the MacMath fleet, which includes a pair of right-hand drive Crayford 914s

Facing page Ivory paintwork over obxlood-coloured leather is a stunning combination

the reach of those unable to stretch to the cost of the real thing." The aforementioned centre-bonnet fuel filler is a major statement in Outlaw iconography, referencing 1950s and 1960s competition cars. Ian claims it was relatively straightforward to fabricate. "I got a circular chunk of metal that was quite thick. Less of a tube, more a ring, half-an-inch by half-an-inch. I clamped up from underneath after cutting the hole and dressed the bodywork around it. I then welded the pipe straight into the fuel tank. The classic Porsche GT racer-style fuel filler was just another touch I wanted."

It almost goes without saying, but let's go for it anyway: the seats and cabin upholstery were knackered. "Oh, the cabin was totally shot," Ian recalls. "All upholstery had to be replaced. The car now makes use of reproduction 356 Speedster seats, which I bought from Martin and Walker. I modified them to fit on the floor frames of the car's seat runners. The finish is soft-touch

obxlood leather." The square-weave carpet, meanwhile, was manufactured by a now defunct business in Birmingham.

The headlights are Cibiés, replacing the original Marchals. The dashboard gauges are the original 356 B dials, while the steering wheel was sourced from Sierra Madre in Los Angeles. The radio is an original 356 item from the 1950s. The gear knob, however, is a curiosity. It's a pool ball surmounting the gear stick. Ian provides reference. "The beautiful thing about it is how the number seven displayed on the gear knob matches the single digit in the car's registration number, the outer colour more or less matches the leather, and the ivory circle around the number seven is a good match for the car's exterior colour. It's the perfect knob for this 356."

STATESIDE STYLE

Ivy rolls on EMPI fifteen-inch five-spokes, which look brilliant. They're shod in Fulda tyres ("because I had them lying around") and hide the original drum brakes, which have been retained. The wheel and tyre combination is a tad wider than standard, meaning it does a great job of filling out the wheel arches. The car's purposeful stance is also down to Ian lowering the ride height — dropping the factory adjusters to their maximum setting lowers a 356 by the best part of an inch.

We get that he's a wizard with a welding torch and, so it seems, all things mechanical. I enquire about the state of the engine and transmission. "The original engine was in pieces," he explains. "I built up a donor 356 B engine I had in storage. I used 356 B cases with 1,720cc barrels and pistons. I also added Solex P11 40 carburettors, but I wasn't entirely happy with the end result, which is why I recently handed the engine to Paul Smith at PRS 356. His is a reputable name and his company is recognised for its long history of serving owners of old Porsches. I reasoned the engine being built by Paul and his team would reap rewards when the time comes to sell up and move on to a different project."





The transmission is standard 356 B, while the exhaust is an adapted 912 system with twin tailpipes. An electronic distributor from 123ignition (sourced from Holden Vintage and Classic) gets Ian's seal of approval.

"It works nicely," he says. I note he has used a number of specialists for individual jobs, rather than one particular source to take care of all necessary work,

and venture he's cherry-picking, in a way. "This is true," he says. "I can do the majority of the work myself, but not professionally. Also, my eyesight isn't what it once was, leading me to get some of the jobs taken care of by trusted service providers. This enables me to rest assured everything is done properly and to a high standard, leaving me to get in and drive the car."

FUEL THE FIRE

The slightly wider track and lowered chassis make this 356 "feel more planted than standard. It's definitely less skittish. Right now, though, the carbs need new jets. They're just slightly out, and the car feels a little underpowered. I'll order the new parts and book time on a rolling road." He plans to have the carbs rebuilt and set-up at Coln Engineering in Gloucester, a company renowned for not only its work in the restoration of carburettors, but also its vapour blasting services.

There are no surprises when it comes to identifying the most difficult aspect of this project. "The bodywork!" Ian laughs. "Changing the panels was the hardest part.

Installing the new front clip and fitting the replacement back-end was difficult. The back piece came in three sections supplied by Roger Bray Restoration. They were parts Roger had cut off other cars. I joined each

piece together and fitted them to my car's bodyshell as a complete rear section."

I remark it seems like a very brave thing to do. Ian is blasé.

"Well, the thing is, the

car was a sad-looking heap. I don't like the aesthetic of the 356 B, but more than this, I was able to obtain the 356 A rear-end from Roger a lot easier than I would have been able to get like-for-like. I owned a 356 A many years ago and regret selling it. With my 356 Outlaw project, I had the opportunity to take much of what I liked about the A and apply it to a B."

£350. Not even £3,500, let alone £35,000. Sure, it was 1995 and the car was *abandonada* — out of road and out of time. Today, this reconstituted *bandido* is insured for £120,000. The project cost Ian a few grand, but since he did much of the graft himself, it was nothing like the cost of a full-on pro-job. But, as he admits, "I haven't got a clue what it's actually worth. It's not an original car. It's a mismatch of this, that and the other. To a Porsche purist, it's worth absolutely nothing, but to a 356 enthusiast not bothered about preserving originality, it's got a fair number of zeros attached to it. To me, of course, this car is priceless." Therein lies the point of an Outlaw: as I've always maintained, Porkers are for fiddling about with. Ian's certainly gone whole hog. CP

Above If you're looking for inspiration on how to own a 356 on a budget, here's all the encouragement you'll need

SINCE HE DID MUCH OF THE GRAFT HIMSELF, IT WAS NOTHING LIKE THE COST OF A FULL-ON PRO-JOB



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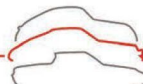


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PRESERVING HISTORY

In recognition of the new 911 Dakar road car landing in dealer showrooms, recommissioning of the 959 driven by Jacky Ickx and Claude Brasseur in the 1986 Paris-Dakar Rally has recently been carried out by members of the Porsche Heritage and Museum team together with their colleagues from Porsche Classic...

Words Robert Smith Photography Porsche Corporate Archives

For myriad reasons, the 959 is a remarkable car, not least because in rally trim, it can survive more than fourteen thousand kilometres in the deserts and savannahs of Africa without hesitation. The 959 in our pictures mastered the

gruelling rally from France to West Africa in 1986. Its drivers, Jacky Ickx and Claude Brasseur, finished second behind the winning French team of René Metge and Dominique Lemoyne, who were driving an identical Porsche. The Ickx/Brasseur machine, however, is now ready to be driven once again.

The recommissioning has been carried out over the course of the past few months by the Porsche Heritage and Museum team, supported by their colleagues at Porsche Classic. The multi-part *959 Paris-Dakar* documentary on the Porsche YouTube channel offers exciting insights into the recommissioning process.

The starting line-up of the 1986 Paris-Dakar Rally was dominated by trucks and all-terrain vehicles. The three works-entered 959s therefore stood out. The third of the trio was essentially a service car driven by Porsche's Paris-Dakar project manager, Roland Kussmaul, and technical expert, Wolf-Hendrik Unger, although the pair managed to take sixth place. To this day, the Porsche Museum has preserved all three 1986 959 rally machines as part of its collection of significant competition cars. "The winning 959 remains untouched. We keep it in a kind of time capsule, so to speak," explains Kuno Werner, Head of the Porsche Museum Workshop. "The car still wears the physical evidence of competing in the rally. We intend to preserve the dirt and damage for as long as possible."

Porsche's former Director of Motorsport, Peter Falk, recalls the first three rallies, beginning in 1984 with the 953 (a precursor to the 959) and the following two years with the 959 Paris-Dakar. "It was great to get all cars across the finish line and win the race at our first

attempt, but I remember Helmuth Bott, then head of the company's research and development programme, saying we needed to go again. In 1985, we obliged, but all three of our cars dropped out of the race." Falk was well aware of the potential damage such comprehensive loss could inflict upon a brand staking its reputation of the reliability of its products. "The result was obviously

devastating for us as a team, but we were determined to race again, even though we were all a bit sick of the Paris-Dakar after losing in such dramatic fashion.

Thankfully, we

bounced back — all three 959s finished the 1986 Paris-Dakar. Better still, we scored a one-two victory."

It can be argued the idea of all-wheel drive in a Porsche preceded that of the 959. Bott was holding back on his designs for an all-wheel drive open-top 911 until company boss, Ernst Fuhrmann (a man known to be considering the 911's end of production), departed. Bott convinced incoming CEO, Peter Schutz, to allow him free rein on the development of the 911 Cabriolet, as well as a significant evolution of the 911 capable of competing under the FIA's newly formed Group B regulations. The *Gruppe B* design study was immediately prepared, but as far as turning it into a production model was concerned, there was still a huge amount of work to do.

FOUR TO THE FLOOR

To help prove the reliability and usefulness of Bott's dreamed-of all-wheel-drive system, Porsche created the 953 Falk is referring to. Often labelled as the 911 4x4, this was a high-riding rally raid special built specifically to compete in the 1984 Paris-Dakar Rally. Due to the fact there was no requirement for homologation at this event, it was an easy proving ground for new technology in the heat of competition.

Porsche stuck with a tried and tested normally aspirated 3.2-litre air-cooled flat-six for the 953, going so far as reducing compression ratio to enable use of local low-octane fuel. The engine produced a modest

THERE WERE AROUND 18,000 KILOMETRES ON THE CLOCK OF THE ICKX/BRASSEUR 959 FOLLOWING THE 1986 PARIS-DAKAR

Facing page Few Porsches evoke as much enthusiasm as the 959, especially when in attack mode, as seen here



221bhp, output indicating Porsche's priority: to test new hardware driving the wheels. Details of the initial system are not publicly documented, but we do know the 953 featured a manually operated centre locking differential, which would have allowed the driver to lock the front and rear axles at the same speed, presumably to get the car through deep sand or mud. The 953 also featured a double wishbone front suspension design with two dampers on each side, all of which found its way into the 959. This trick technology contributed to the 953's win at the hands of René Metge, beating Patrick Zanierolli and his V8-propelled Range Rover to the top spot.

As Falk hints, before the series production 959 was ready for the road, Porsche returned to the Paris-Dakar for the 1985 season, adopting a 959 body and a further development of the new four-wheel-drive system, though the manufacturer stuck with the 953's normally aspirated 3.2-litre engine. Ickx and Brasseur were on driving duties. Their Porsche held the overall lead until late in the eighth stage, when the nose of the car collided with a large rock hidden beneath a layer of sand. The pair were forced to retire, though they weren't alone: only 101 of the 362 cars entered reached the finish line, with seventy percent of the total 552 competitors retiring in frustration. These statistics demonstrate just how punishing the Paris-Dakar rally is, and that's before we consider how the Global Positioning System (GPS) didn't

make its appearance at the event until 1992.

"It's important to maintain the condition of these cars," says Werner. "In place of full restoration, we engage only in an overhaul, although we obviously eliminate any technical or mechanical flaws." Because the second-placed car from 1986 was still in very good shape, those responsible for the recommissioning managed to get away with replacing as little as possible, allowing them

Above Timo Bernhard and the car's original driver, Jacky Ickx, on the occasion of the car's first outing following completion of the recommissioning work





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Steel wheel

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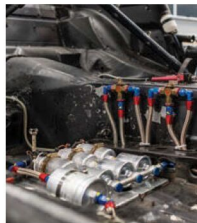
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all steel wheels with ECE number







Above From sand to snow, the 959 Paris-Dakar is an all-terrain masterpiece

Right Ickx reunited with the turbocharged off-road Porsche he knows so well

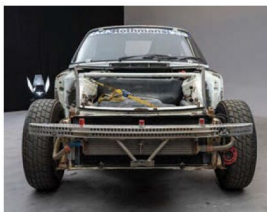
Facing page Even though the car was overhauled (rather than restored), the bodywork and drivetrain were removed, repaired and reinstalled

to keep the maximum number of original parts.

There were around 18,000 kilometres on the clock of the Ickx/Brasseur 959 following the 1986 Paris-Dakar. The figure is the length of the rally, plus a few thousand kilometres on top. Like its series production counterpart, the rally-specification 959 was powered by an air-and-water-cooled flat-six with compound turbocharging. Due to the low-quality fuel available during the event, the output of the six-cylinder engine was reduced to 395bhp.

"Any 959 Paris-Dakar is essentially a prototype, one of the reasons why recommissioning these cars is such an emotionally charged affair," says Uwe Makrutzki, Head of Porsche Classic's factory restoration department. His

and Werner's teams worked hand-in-hand throughout the project, discussing in great detail every aspect of the challenges they faced. As far as division of labour was concerned, Porsche Classic dismantled, overhauled and reassembled the engine, gearbox and drivetrain. All the parts showed little or no damage. "The car was in very good condition, with no major defects or corrosion," Werner confirms. "As with any recommissioning of this nature, however, where preservation of originality is paramount, we looked at each part individually and made partial repairs where we reasoned doing so was unavoidable. It's worth noting many of the original parts had near-series production prototype status at the time of the car's assembly."



OUT OF REACH

For the gruelling long-distance endurance rally, Porsche optimised many of the 959's features, among them the installation of the engine control units (ECUs). These were positioned high up in the car, to enable it to cross rivers without the parts being damaged. Porsche also prepared the oil cooler and oil lines under the rear wings and perforated the aluminium support to reduce kerb weight. To reduce bulk further still, holes were drilled into the brake discs and the doors and bonnet were manufactured from Kevlar. All in, a relatively low dry weight of 1,260 kilograms was achieved.

During the 959's disassembly, the team discovered sand and dirt from the African desert — since the car's return from the rally, the body and mechanical parts had never been separated. "This was not an everyday Porsche project," Werner continues. "Muddy dirt showed us not only how the 959 Paris-Dakar went through rivers, but had experienced water in its interior." Small areas of



corrosion where the Kevlar body parts ground against the metal frame as a consequence of the physical pressures of high-speed rally driving were conserved (rather than repaired) in order to further preserve the history of the car. To this end, cable ties were left

exactly where they were found after each of the car's components were successfully overhauled.

Porsche transmission specialist, Klaus Kariegus, is also a fan of the dust left on the car. "This 959 has proven its quality and durability. Even sand and dust from hard racing in the African desert couldn't harm the car's technology. High-quality materials were used throughout assembly." For Le Mans winner, Timo Bernhard, who accompanied Jacky Ickx at the reveal of the overhauled Porsche, the experiences of his fellow racing driver are fascinating. "I remember extraordinary rally scenes in which the helicopters were unable to follow the cars because they were going so fast," says Bernhard. Almost four decades later, Ickx sums up the first race in three words. "Memories, emotions, passion." For Werner, the reveal is also very special. "This 959 stood idle for many years before being given the opportunity to reunite with its original driver." The scene? Snow and grit. "Resurrecting this Porsche has been a source of great pride for the entire Porsche Heritage and Museum team."

A camera crew accompanied both the Porsche Heritage and Museum and Porsche Classic teams during

the process of recommissioning. Released as a series on the Porsche YouTube channel, the aforementioned 959 Paris-Dakar

documentary highlights the original condition of the car, the dismantling of the flat-six and bodywork, as well as overhaul and reinstallation of the engine. The

series also showcases the recommissioned Porsche's first drive following completion of the work. Further information and trailers for all episodes can be found on the *Classic Porsche* Facebook page, as well as the Porsche Museum's Instagram channel. CP

Above Great effort was taken to ensure preservation of dirt and damage accumulated on the 1986 Paris-Dakar rally

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FRENCH CONNECTION

Built from a bare shell, this 1970 911 T restomod is powered by a tuned Carrera 3.2 powerplant and made its debut on the road to Le Mans...

Words Dan Furr and Johnny Tipler Photography Dan Sherwood

Sunny Silverstone Circuit. There's a furious queue of traffic on every approach to TRAX, an event billed as Britain's biggest performance car show. Early birds are already on site, setting up club displays, trade stalls and polishing their motors free of the dirt they've picked up en route to "the home of British motor racing". A multi-marque gathering attracting owners, enthusiasts and industry specialists from far and wide, this annual party of automotive poke provides a good opportunity for fans of contrasting marques to see the modified sports machines taking up residence in different pockets of the automotive world.

It is, of course, difficult for a car to make itself known when there are so many extraordinary motors on display. To grab the

attention of attendees bewildered by the high volume of fettle four-wheelers presented for entertainment in a sea of modified metal, a car has to have something extra special about it. Perhaps a unique exhaust note capable of cutting through the din of engines being revved for attention? Striking bodywork? Serious road presence? As it rolls into view, it's clear to see Dave Hammond's 911 T restomod has all this and more.

An army of admirers stops in its tracks to witness the wide-arched Dolphin Grey hot rod casually making its way to a premium display area. Subdued by Silverstone's strict off-track speed limits, this 3.2-litre air-cooled classic navigates its way through the crowd, travelling just slow enough for observers to witness its brilliantly executed bodywork alterations and perfect panel gaps. There's the noise, too. It's a lively, raspy sound generated by the aforementioned donor Carrera 3.2 engine, which has been treated to a raft of carefully selected breathing apparatus, from a carbon-fibre induction kit with an open air filter, to RSR headers paired with custom tailpipes.

Silverstone isn't the first motorsport venue to welcome this Minilite-riding road racer. Indeed, despite being brought to the Towcester track by the team at Suffolk-based independent Porsche servicing, maintenance, sales and tuning specialist, PIE Performance, the finished build's debut was at the Le Mans Classic, where the car carried Simon Evans, director of Porsche race car preparation outfit, Pro-9. He's the man responsible

for the restoration and modifying work prior to Dave's ownership. "Not so long ago, the car was a bare white 911 T shell," Simon reveals. "It had been stripped for parts at a time when air-cooled Porsches weren't worth their current value. Even so, I recognised the amazingly good condition of the body and decided to put it to one side for a future project." Pro-9 commissions came thick and fast thereafter, but none required a donor shell. "I was in possession of a mountain of air-cooled Porsche parts left over from various Pro-9 jobs. The 911 shell, which was an import from California and pleasingly free of corrosion, was the perfect place to fit the equipment I'd amassed. Moreover, I reasoned the car could work

well as a promotional tool to demonstrate the quality of Pro-9 work."

Customer cars had to come first, though, which is why the build took place during evenings and

weekends over a two-year period. "Time was tight," Simon continues. "Nevertheless, I needed a deadline to work to. I'd always fancied a trip to the biennial Le Mans Classic, which is why I aimed for a project completion date of the event's happening in 2016."

An ST-inspired build, the car was soon being equipped with a comprehensive, TIG-welded, multi-point roll cage. "Pro-9 fabricates roll cages for many 911s used in motorsport," Simon confirms. "It made sense to add one to my 911 T build, not only to help the car handle like it's on rails, but also to show off my team's capabilities." From his own moulds, fibreglass ST front wings and rear quarters were expertly installed alongside lightweight slimline bumpers and a bonnet with a centre-mounted fuel filler peeking through a motorsport-inspired panel opening. By Christmas 2014, three years after he first acquired the bare shell, the car was ready for its covering in a lick of gorgeous Dolphin Grey, a colour originally available for the 356.

The 911 ST was descended from the 1967 911 R. The intention was to run the R in sportscar racing, but homologation rules pitched it in with prototypes. Consequently, in 1968, Porsche created the 911 TR, a 911 T chassis making use of a 911 S engine and homologated as a Group 3 GT car – still relatively modified, but less so than the R. Somewhere in the region of thirty-six TRs were built and campaigned by professional and amateur race and rally teams. For

AS IT ROLLS INTO VIEW, IT'S CLEAR TO SEE DAVE HAMMOND'S 911 T RESTOMOD HAS ALL THIS AND MORE

Facing page Following installation of a raft of PIE Performance Tuning (PPT) products, this once humble 911 T was showcased at Silverstone Circuit



1970 and 1971, the standard 2.2-litre S became the base model for tackling the touring car race and rally scenes. This iteration of 911 is widely identified as the ST. And while the rally cars retained standard engines, racing versions were initially increased by 52cc, accompanied by a power hike from 180bhp to 240bhp, fired by twin-plug ignition and mated with a 901 transmission and limited-slip differential.

This may not sound radical compared with what came subsequently, but it was early days, and small increments made for considerable gains. It's likely fifteen examples of the 2.3-litre ST were built in race and rally form, with a further twenty-three units of the 2.5-litre ST designated as race cars. Like the TR, the ST designation was an in-house amalgam of existing model identifiers: an S engine and the lighter T chassis.

Legend has it twenty-five 'bodies-in-white' (bare shells) were taken off the 911 assembly line in 1969, before being sent to Weissach to be built into race cars. The first 2.3-litre STs may well have originated from these lightweight bodies. It's also possible some of the 2.5-litre STs were built on the same. Evidently, there was far more going on with the ST than just an increase in cubic capacity. Wider wheels and tyres for enhanced grip required flared wheel arches front and rear. The solution was a delightful and fascinating mélange of materials. For example, on the early ST, the front arches were made of fibreglass and the rears from steel. The front lid and both bumper panels were assembled from fibreglass, with aluminium doors and engine lid. Apart from the front screen, all windows were polycarbonate. The rear three-quarter panels, roof and rear seat-pans were in thinner gauge steel, while all extraneous fixtures

and fittings were left out, from glovebox lid and ashtray to front and rear lid locks, door and bumper trim strips. There was no sound deadening material or floor mats, and the paint was even thinned down. Apart from a competition fuel tank with central under-bonnet filler, front strut brace and brake calipers from the 908/2 prototype, the running gear was little changed. It's a purposeful looking machine, but visually, the most obvious indicator of the ST's identity is the difference in wheel types – since Fuchs didn't produce nine-inch-wide rims back then, Porsche had to look elsewhere. It found what it needed at Minilite, whose eight-spoke competition wheels (ubiquitous in contemporary touring car racing) were made of sand-cast magnesium and were lighter than aluminium.

Above Dolphin Grey paintwork looks fantastic covering the ST-influenced bodywork

Below Engine is a lightly modified Carrera 3.2 flat-six giving lots of extra torque



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Looking back at previous editions of the 24 Hours of Le Mans is a great barometer for gauging which race cars are on the scene at any particular time, and for 1970's daylong race at Sarthe, four of the eleven 911s running were ST specification. Sadly, just one classified as a finisher (the Erwin Kremer/Nick Koob 2,253cc car, placing seventh overall). A special lightweight 911 ST (featuring swirling psychedelic red and yellow livery) equipped with a bigger-bore-and-stroke 2,395cc flat-six was built for the 1970 Tour de France and driven to second place by Gérard Larrousse. The following year was, arguably, the ST's heyday, when nine of eighteen 911s running at Circuit de la Sarthe were STs. Raymond Touroul and Andre Anselme finished sixth overall, first in the GTS class.

A MIX OF CHASSIS EQUIPMENT BOUGHT NEW OR LIFTED OUT OF THE PRO-9 PARTS BIN FOLLOWED THE RESPRAY

CHANGING THE GAME

The ST's specification shifted for 1972. Appendix J permitted only the 911 S's fibreglass front bumper and embryonic spoiler to be used in the competition car. Ahead of the season, a number of 2.5-litre 911 S coupés were built for racing under option M491, bearing the same chassis numbering as the standard 911 S, though for this reason, it's not easy to say exactly how many were created at the factory and how many were subsequently fettled to ST specification by private teams. Incidentally, it's only retrospectively this group of cars has become known as ST — Porsche management discouraged doing so at the time, though it was the engineering team's reference within Weissach.

Interestingly, Jürgen Barth refers to the 1972 race cars simply as 911 S, leaving the ST back in 1970-71, but it seems fair enough to categorise the period's competition 911 as the ST, certainly up to the inception of the RS 2.7.

These 1972 STs were fitted with bigger bore (86.7mm x 70.4mm) 2,492cc competition flat-six engines (Type

911/70) assigned a special serial number group mated with uprated gearboxes, improved cooling and full pressure lubrication. Suspension

modifications included new anti-roll bars and harder Bilstein shocks, and a half roll-cage was located in the rear of the stripped-out cockpit. The suspension was lowered, seven-inch and nine-inch wheels were fitted (traditional Fuchs on the front and the aforementioned Minilites on the back) enclosed by the familiar swollen wheel arches, flared by five centimetres in accordance with regulations and fabricated in steel to a curvature peculiar to the ST.

There were significant differences in composition to the earlier STs and, apart from the front spoiler, the rest of the body panels were also in steel or aluminium, including steel front wings and an aluminium valance between the deleted overriders, adding up to a given weight of 1,025kg.

Stylistically, what's intriguing about the ST is the way the front wheel arches marry up so beautifully with the front bumper and front valance. There's also the rather heroic swell of the rear wheel arches. In fact, the flaring of front and rear arches is one of the finest and most satisfying of all automotive designs. Having the classic bumpers, grilles and indicators in the wings

Above Retrimmed 944 Sport seats make an otherwise raw cabin a pleasant place to spend hours on the road and at the race track



Below Miniilites an NSU-style rear lights look brilliant on this 911, built from a shell at Pro-9 before being fettled by PIE Performance Porsche

adds to the charisma. Additionally, Cibie driving lamps were mounted on the front lid. The racing fuel tank was filled via a central filler nozzle. Weber carburettors were standard equipment, but could be specified with Bosch mechanical fuel injection. Racing camshafts and pistons were incorporated, engines were blueprinted with polished intake and exhaust ports, plus a dual ignition system was installed. In this specification, the 2.5-litre engine developed an impressive 270bhp at 8,000rpm. While our Dolphin Grey stunner isn't an exact replica of an ST, it's close in spirit and aesthetics.

A mix of chassis equipment bought new or lifted out of the Pro-9 parts bin followed the respray. 911 Turbo (930) anti-roll and torsion bars, Koni sport dampers, a rebuilt pedal box and four-piston 964 calipers loaded with Carrera 3.2 rotors and Goodridge braided hoses were added to the mix. Polyurethane bushes were fitted front to back, with all supporting suspension hardware

blasted and powdercoated before installation. The flat-six was left in a standard state of tune, but was joined by the aforementioned RSR headers and a rebuilt 915 transmission linked to a gearstick spring-loaded on both sides to encourage more positive shifting.

Inside the car, Sport seats lifted out of a 1985 944 were fitted after Simon's upholsterer replaced their tired original fabric with houndstooth centres and black vinyl outers. Willans street-legal four-point safety harnesses joined the custom uprights, as did RS door cards and bespoke dash inserts, including USB and twelve-volt charging points in readiness for Simon's expedition to Sarthe. "It was a magical trip," he smiles. "Travelling to the Le Mans Classic in my own personalised Porsche was an experience I'll never forget. Completion of the build, however, took place very close to when I was due to depart for France, meaning there wasn't any time for shakedown. I ended up packing a stack of spares and tools in case I was required to carry out roadside repair work. Thankfully, the car travelled the thousand miles to Le Mans and back without incident. The trip was fantastic fun."

Back in Blighty, the car made an appearance at various shows, but an increasing lack of space in the Pro-9 workshop, not to mention a sense of 'mission accomplished', meant it was time for the roll-caged coupe to head for pastures new. "That's when Simon contacted me," explains PIE Performance boss, Chris Lansbury. "We've had a brilliant working relationship over the years. Simon knows I've got a customer base interested in acquiring unusual and interesting Porsches, which is why he asked me to find a new home for his 911 T." Enter Dave, a serial Porsche modifier and already the owner of a 1981 911 SC backdate, as well as a 996 Carrera 4S treated to a round of PIE Performance Tuning (PPT) upgrades, including an oversized 3.9-litre engine. Needless to say, he was unable to resist the 1970s smasher's undeniable charms.

Just like Simon, Dave was keen to leave his mark on





the car from the get-go. "He bought it in 2018," Chris remembers. "Since that time, we've added to the racing theme by trimming the dashboard in Alcantara. We're also in the process of creating new door cards and trimming the front and rear caps to match. Dave likes his 911s to be raw, stripped out. This was the perfect Porsche for him, but that's not to say minor cosmetic changes were all he wanted us to apply to the car."

Plans to extract an increase in power from the 3.2-litre lump were in full swing. "The aim was to get the best out of the standard engine without stressing it in any way. We weren't too concerned about horsepower, but wanted to develop extra torque without

interfering with the mechanical equipment." Chris already had form in PPT's bespoke tuning packages for the 964 and pre-1973 911. The company was keen to develop a similar offering for the Carrera 3.2. Dave's instruction came at precisely the right time.

"We switched the Carrera 3.2's analogue fuel injection system to a digital setup with our own ECU equipped with a custom map," Chris confirms. "Coilpack ignition was also added, plus we removed the idle control valve and deleted the mass airflow sensor, a horrendously expensive part from Porsche. Pray you're never unlucky enough to find yourself having to order one! We also installed a digital throttle position sensor to gain fine control and accurate throttle response at the pedal." All in, this PPT performance package (now available for all Carrera 3.2s) has added bags of extra torque and boosted power to almost 270bhp. "As intended, the engine runs with complete and total reliability at all times," Chris smiles, suitably proud of a job well done.

The flat-six in the rear of Dave's devastatingly good 911 remains totally unstressed, but boot it and you'll

easily spin those staggered fifteen-inch Minilites on dry road. Purposefully mapped to deliver even more snap, crackle and pop from the back end, the car is an absolute riot, providing just enough comfort from those transaxle-sourced sports seats to make normal driving pleasurable, but with a huge amount of bite ready to be released for spirited sprints along rural backroads. The three-spoke MOMO steering wheel, lack of carpets, drilled footrests and PPT's own colour-coded rev counter add to the 'race car for the road' theme, as does the

noticeably more compliant shifting, but it's the immense push from behind and the roaring sound of the engine barking angrily through RSR headers that overloads the senses

with excitement, immediately making the hairs on the back of your neck stand to attention.

Hunkered over sticky Toyo Proxes T1-R black circles, the lowered and stiffened chassis fills anyone lucky enough to be in the car with total assurance of its road-holding abilities. This raucous 911 clings to the asphalt, encouraging extra confidence in corners, particularly on exit during pedal press, where satisfying heightened torque makes itself known. It's worth noting the subtler changes giving this terrific T a character of its own, though — look closely and you'll spot LED headlights, black front horn grilles and indicator surrounds finished in the same colour. Easier to detect on first glance are the RSR-style rear lights. Small changes, big impact.

As anyone who saw Dave driving his Dolphin Grey restomod on the approach to Silverstone will attest, his is a 911 with a bark to match its bite. It's also a beautifully presented fast-road racer benefiting from the input of two of the UK's most respected independent Porsche specialists. No wonder the TRAX faithful were utterly mesmerised. Who wouldn't be?! CP

Above Trust us when we say you'll hear this 911 restomod before you see it...

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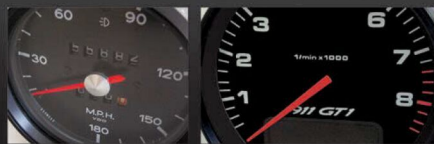
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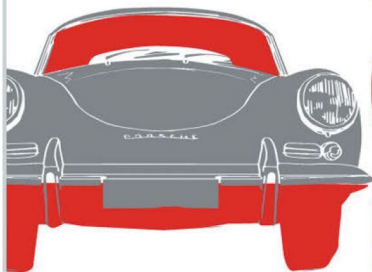
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PORSCHE

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CREST OF A WAVE

As Porsche updates its corporate identity in recognition of the company's seventy-fifth anniversary, we tell the remarkable story of how the famous Porsche crest came to be...

Words Karl Ludvigsen Photography Porsche Corporate Archives, Ludvigsen Partners

When Ferdinand Porsche and Albert Prinzing met New York-based European sports car importer, Max Hoffman, at the Paris Salon in October of 1950, they were well aware a powerful new personality was entering their world. "I was not one hundred percent for Porsches – I was a thousand percent for Porsches!" Hoffman announced. He was ready, willing and able to commit his considerable resources to the new 356's success in America.

Hoffman's involvement came at a price, though – he was a never-ending source of comments, criticisms, suggestions and recommendations to the Porsche folks in Zuffenhausen, whether they liked it or not. As we now know, his deep enthusiasm

for and knowledge of the car business meant his ideas were often useful. Put simply, no entrepreneur involved in car importation had better taste than he. While Porsche could not immediately meet all his requests – he was keen to sell a two-litre 356 developing 80bhp – it would accept and exploit many of them to mutual advantage.

Prinzing was Hoffman's principal contact at Porsche and was therefore the main conduit for his many proposals concerning vehicle development in Stuttgart. Not lost in the welter of ideas was Hoffman's insistence Porsche needed a crest or badge to place on its cars. "All other cars of some standing in the world have a crest or an emblem," he said. "Why not Porsche?"

He had a point. Hitherto, the auto maker had been relying solely on the distinctive extended Porsche lettering, a hallmark of the brand. BMW, Mercedes-Benz, Ferrari, Chrysler, Alfa Romeo, Cadillac and Jaguar, however, made use of distinctive heraldry powerfully representing their marques. Such emblems were useful not only to identify cars and to illustrate sales materials, but also on the lapel pins brand advocates enthusiastically wore.

Ferry Porsche, who had not been present at the Paris meetings, soon learned of Hoffman's suggestion. After Porsche Sr's death at the end of January 1951, Ferry had far more to deal with than his company's brand identity. That said, not long thereafter, he mentioned Hoffman's idea to his friend, Ottomar Domnick, one of the most

dedicated collectors and promoters of modern art to have emerged in Germany after the Second World War.

By profession, Domnick was a specialist in neurology and psychiatry. He ran his own clinic in Stuttgart, but was also a film writer and pioneer of experimental cinema. Such was his versatility, he also played the cello and organised concerts of contemporary music with his wife, Greta. Importantly, he was one of the perceptive enthusiasts who were rabid fans of the new sports cars being made in Zuffenhausen, so much so he bought one of the first 356 coupes assembled.

"Why not promote a competition to create a badge for the Porsche brand?" This was Domnick's suggestion

after hearing of Ferry's needs. Domnick was just the man to do it, too. Launching the contest early in the year, he prepared a handsome brochure and assembled a panel of ten judges,

PROMINENT ART CRITIC, FRANZ ROH, AUTHORED A SOMEWHAT WORDY INTRODUCTION TO THE COMPETITION BROCHURE

including Ferry and Prinzing. Others were professors of art and design known to Domnick, himself a juror.

The appeal went out to leading academies across Germany from Hamburg, Nurnberg and Kassel to Munich, Cologne and Frankfurt. Stuttgart's own State Academy was not overlooked. Prominent Munich art critic, Franz Roh, authored a somewhat wordy introduction to the competition brochure. It read as follows:

"It corresponded to the spirit of Dr. h.c. Ferdinand Porsche to give young people a responsible task. For this reason, Porsche KG, Stuttgart, decided to entrust a competition for its company crest to art academies. May the academies that invited to this competition realise their responsibility to serve everyday industrial life well. The connection between this Porsche competition and the Domnick Prize may indicate there is no rigid dividing line between art and everyday design. Only poorly expressive cultures have made this separation. In a dynamic culture, every device displays its mission perfectly. The shapely Porsche car was created from the interaction of its individual elements, which when coordinated, inevitably led their functional creation to an aesthetic solution."

"In the period of naturalistic art, a little horse was placed on the front of the car, with the weaker power artlessly symbolizing the stronger one. But since the arts are no longer looking for images, but rather for symbols, the usefully oriented systems of technology converge with the emotionally oriented expressive symbols of art."

Facing page For its landmark anniversary, Porsche has simplified the company crest, which is due to roll out on the new Cayenne before year end



Cash prizes for the three winning entries were DM1,000 for first place, DM500 for second and DM250 for third. Porsche reserved the right to decide whether to make use of any of the entries. The results of the competition were displayed in Stuttgart's Württemberg State Gallery between April 7th and May 5th of 1951. To this day, each submission remains in the archives of the Domnick Foundation in Nürtingen, near Stuttgart.

Although the proposals were exhibited and prizes duly awarded, the Porsche men elected not to use any of the submissions. A new impetus came when Ferry Porsche and his cousin, Ghislaine Kaes, spent much of December 1951 in New York and environs. During one of their many dinners with Max Hoffman, the Porsche importer first personally raised the issue with Ferry. In his notes of the conversation, Kaes used the word *wappen*, which in English, translates as *coat of arms*.

The discussion focused on a new Porsche logo to be displayed on the 356's instrument panel. Ferry revisited the idea after he and Kaes had returned to Stuttgart. On December 27th, he jotted down the following: "Steering-wheel hub featuring 'Porsche' and the Stuttgart coat of arms or something similar."

Advertising manager, Herrmann Lapper, was tasked with the job. One option for the in-house design team was to base a crest — as it could be called — on images associated with Ferdinand Porsche's origins in Bohemia. No Porsche coat of arms existed from which to draw inspiration. Lapper, however, realised he had access to an in-house resource that could prove valuable. He took Ferry's idea to Franz Xaver Reimspiess, the engineer for whom graphic design was a passionate pastime. His credits included the pre-war emblem for the KdF-Wagen

and the crest for its successor, the Volkswagen. The latter has stood the test of time.

Ferry's idea to have graphics linking the revival of Porsche in Stuttgart as a car manufacturer, as well as an engineering firm, was sound, so said Reimspiess. The welcome Porsche received in the city and the wider state of Württemberg, so he considered, could be reflected in the badge design. As its main element, the coat of arms Reimspiess created used the crest of Württemberg-Hohenzollern (as the geographic entity was known after 1946), complete with its gold background and curving stag horns, but topped with the Porsche name. In the centre, he placed the bold coat of arms of the city of Stuttgart, featuring a rampant black horse on a yellow field. The crest symbolized the settlement from which

Above Ottmar Domnick was so close to Porsche that he popped a cork to celebrate with staff when taking delivery of his 1951 356 during a visit to Gmünd

Below This was the cover of the Porsche Prize brochure sponsored by Domnick, accompanying a display of the competition entries between April 7th and May 5th 1951 in Stuttgart

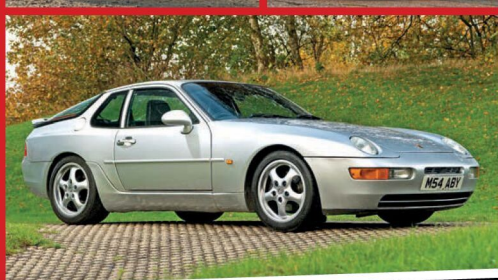


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the city grew, a *Stuotgarten* (stud farm) established around the 950 AD.

Reimspiess limned several variants of the Porsche crest to satisfy all parties. His final rendering, dated 1952 and carrying his distinctive acronym, remains in the Porsche archive. The crest eventually used on Porsche cars and in the firm's publicity materials differed in having a slightly shorter shield-like proportion with a curved top, as opposed to a straight edge. The

Stuttgart name, incidentally, had to appear on the crest in order to satisfy local authorities.

No such appropriation of official city and state emblems could take place without voluminous correspondence, Ferry and Lapper found. Nor did it end with the Porsche crest's creation. Having granted permission for incorporation of their respective coats of arms, but on the condition they be faithfully and precisely reproduced, neither the city of Stuttgart nor the state of Baden-Württemberg hesitated to point out any deviations. From time-to-time, Porsche in turn had to

admonish its suppliers to render the heraldry accurately.

"It may seem incredible," wrote Porsche public-relations assistant, Thora Hornung, "but the use of the emblem of the former state of Württemberg in the planned badge gave all the participants one headache after another. In 1952, the available paper was not of outstanding quality. Printing also left a great deal to be desired. Moreover, another problem was costly gold, which the Swabians, otherwise known for their frugality, used in their coats of arms. Even so, gold it had to be and gold it had to remain."

Following its registration with the relevant authorities, the new Porsche crest first appeared on steering wheel hubs in late 1952. Beginning in November 1954, it embellished the 356's 'frunk' handle. It migrated to the hubcaps in 1959. Its use has, rightly enough, been vigorously protected by Porsche since its protection as a trademark in 1952.

Since its creation, the crest has been tweaked subtly on various occasions. Such an occasion is 2023,

Above For 2023, Porsche's in-house design team introduced a 'honeycomb' element to the red stripes on the crest, while removing the mottled surface of the badge

THIS LATEST UPDATE REPRESENTS RELATIVELY COMPREHENSIVE CHANGES TO THE PORSCHE CREST



Above Franz Xaver Reimspiess, brilliant designer of the Beetle engine, discusses with Ferdinand Porsche the design of a blower impeller

Top right Different incarnations of the Porsche badge over the years

the seventy-fifth anniversary of Porsche sports car production, which has been prepared for well in advance. "A trademark is not proposed 'out of the blue' within a few days," says Joachim Paetzel, colour and décor specialist at Style Porsche. "You have to come back to it again and again, sometimes at longer intervals. A second or third look can reveal things you want to optimize until the design finally achieves a harmonious, natural effect. Only then can you say this is exactly how it should be."

This latest update represents relatively comprehensive changes to the Porsche crest. The rampant steed is delineated with greater personality. Intervals between letters of the Porsche name are reduced, allowing the letters themselves to be bigger. The previous mottled effect behind the name and the antlers has gone, giving an overall smoother and more robust look. Interest in the horizontal bands has increased, with a honeycomb effect on the red bands. The Stuttgart name is black instead of

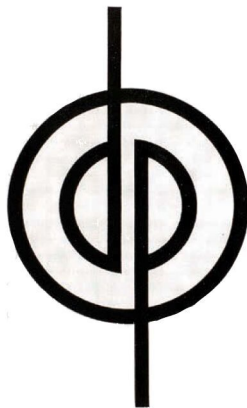
raised, making it more legible. The gold rim surrounding the crest, meanwhile, is ever so slightly wider.

The basic design, however, is the same as it was back in 1952. Unlike the corporate identities of companies which once had distinctive logos, but mucked them around, just so they could be seen to be doing something different (Buick and Cadillac come to mind), Porsche's original crest creator, Franz Xaver Reimspiess, would recognize today's Stuttgart bonnet badge at first glance.

"The Porsche crest is an unmistakable symbol," says Robert Ader, Porsche's Chief Marketing Officer, "and simultaneously a central element of our brand identity. For this reason, the modernised crest became the catalyst for us to rework our brand design." Expect to see the updated Porsche crest appearing near the end of 2023, initially on Cayennes, before being rolled out across the entire Porsche product range, when it can be appreciated all the more. CP

Right The first two designs are the only proposals for the Porsche crest – not necessarily winning entries – to have been released for publication by the Dornick office

Far right Reimspiess signed his proposal for the Porsche crest – the first badges were close to this design, which has been faithfully reproduced on many Porsche competition cars since 1952



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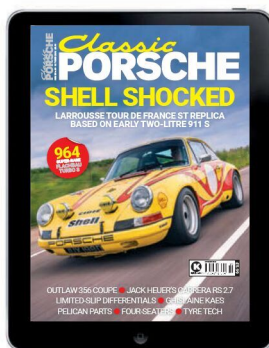
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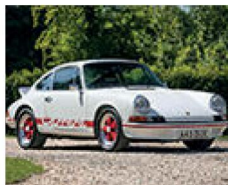
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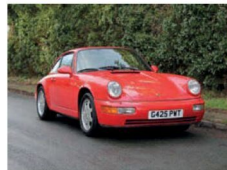
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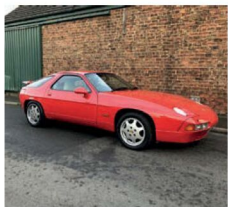
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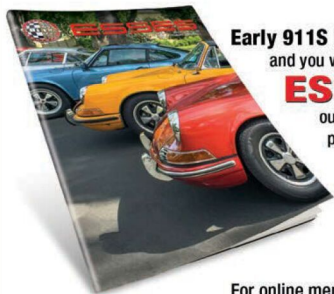
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