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Tel: 01778 392026
subscriptions@warnersgroup.co.uk
classicporschemag.com

Printed in England
Walstead Roche

Worldwide stockists
To find your nearest stockist:

UK: seymour.co.uk/storefinder
N. America: magfinder.magnetdata.net
ROW: export.ops@seymour.co.uk

For single copies and subscriptions:
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For digital copies and subscriptions:
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Classic Porsche® is published by
CHPublications Ltd
PO Box 75
Tadworth
Surrey
KT20 7XF
Tel: 01883 731150 E-mail: chp@chpltd.com

ISSN: 2042-107

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Ten years. My, how time has flown. Is it really a whole decade since the very first edition of *Classic Porsche* was published? It seems like only yesterday. Actually, the idea for publishing a magazine dedicated to early Porsches was being kicked around nearly 20 years ago, but at the time the classic scene as we know it today was in its infancy, and publishing was slowly beginning to feel the effects of the digital world. Maybe it wasn't the right time. Maybe... But the idea never went away.

That first issue, which hit the newsstands in November 2009,

“I CANNOT WAIT TO SEE WHAT THE NEXT TEN YEARS WILL BRING...”

was largely a compendium of features which had appeared in sister title *911 & Porsche World*. It was a toe in the water exercise, if you like. We knew it would work, but what about the readers? We needn't have worried.

No sooner had that first issue flown off the shelves than we were deluged with messages asking just one question: when is the next issue due out? It's been a blast producing the magazine and I cannot wait to see what the next ten years will bring. I look forward to having you along for the ride.

And to help celebrate 10 years of *Classic Porsche*, we're giving away a set of Group 4 PAG/Campag wheels in an easy to enter competition. Turn to page 20 for details. Good luck!

Keith Seume
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08



REGULARS

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Mallett's mental meanderings

ROBERT BARRIE

More from our resident racer

CLASSIFIEDS

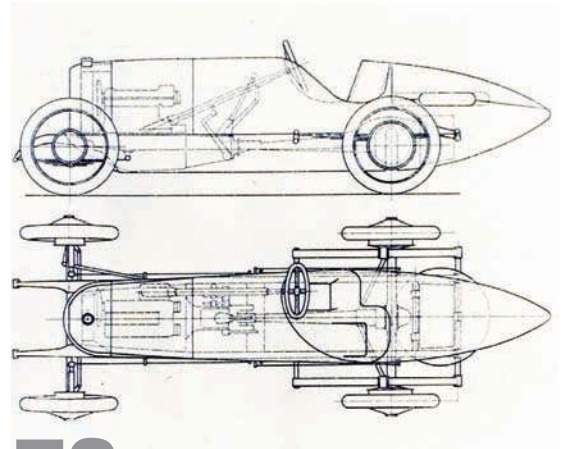
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If you kneel down beside your classic car, then please do so stylishly.

The Porsche Classic Tool Bags for the Porsche 356 and 356 Carrera.

Based on original tools and operating instructions, we have developed new tool bags that are optimally tailored to your classic car: the 356 set (model years 1948–1965) and 356 Carrera set (model years 1955–1965). The 356 Carrera set is also suitable for all models powered by a Fuhrmann engine. Both tool sets are stored in a stylish bag in a high-quality leather design, featuring the historic Porsche logo. More information at www.porsche.com/classic-toolbag



ORANGE CRUSH

An unlucky choice of engine builder left this '79 Turbo as an abandoned garage ornament for more than a decade – but, with the insight of Ninemeister and an injection of modern technology, this race-bred monster is back and better than ever

Words: Alex Grant
Photos: Andy Tipping







Motorsport has long been the breeding ground for some of the most important innovations in new cars; not only performance related, but improvements in durability and fuel economy as well, all cutting their teeth in professional racing. It's a link manufacturers are only too keen to point out when the opportunity arises, but that relationship is rarely as tangible as it was with the 930 Turbo.

This was, and is, revered as a turning point for the 911 – a sizeable step up in performance, ferocious in its power delivery and born out of the development programme for the equally unhinged 934 and 935. If you remember it from its launch, that fearsome reputation as an adrenaline-pumping road car tends to leave a lasting impression.

For Colin Belton, managing director of Warrington-based Porsche specialist Ninemeister, the 930 has become something of a recurring theme. Not only because he's been working on track-focused builds since the early 1990s, but because this was what first piqued his interest in the brand and eventually became a career, too. It's an influence that runs deeper than most.

'Back in 1975 I went fishing with my dad, and on the way back we called in at a service area,' he recalls. 'I bought a copy of *Autosport* magazine, which had a silver 911 Turbo on the cover, leaving two straight black lines of rubber behind as

it accelerated down the road. The magazine raved about it, and that was my first association with Porsche. I really remember it.'

Long-running relationships with a marque tend to form exactly the sort of network that puts interesting projects your way, but this car was a fortunate find. The previous owner was an electronics specialist based in Northamptonshire with a taste for pan-European road trips. He'd tracked down a left-hand drive import to make it easier once he got to the other side of the Channel, and wound up with an unrestored Grand Prix White, non-sunroof '79 coupé, complete with period Martini stripes.

Unfortunately, he'd also run out of luck in spectacular fashion. 'I found the car in March 2016, via a friend of a friend. The owner lived in a detached property with a small barn at the back, converted to a garage, and this car had been sat inside for 12 years,' says Colin.

'He had taken it to a local specialist, who had diagnosed a damaged cylinder head and got as far as removing and dismantling the engine. Then he disappeared. The first the owner knew of any of this was someone phoning to say he needed to collect his car because the liquidators were coming in. He couldn't afford to replace everything that was missing, so the car languished in his garage until the time came to get rid of it.'

Above: Hard to believe this very car had sat neglected and unloved in a barn for a dozen years. Ninemeister's transformation is impressive

Right: The engine now displaces 3.4-litres using Mahle pistons and Nikasil cylinders, 964 camshafts, ported intake and K27 turbo

Below left and right: Details, details... Wheels are seven- and nine-inch wide, 16-inch Fuchs with Michelin rubber







The Turbo had more potential than the outgoing owner really appreciated. Colin admits paying £4000 over the asking price to secure the car, before hauling it back to the Ninemeister workshop to assess the scale of the build. The body was structurally solid beneath the dust but had been separated from its wheels and brakes and came with only a handful of dismantled engine parts – the crankcase, intake system, alternator and fan. It also had some questionable and outdated bolt-ons, including a CB radio and extensive audio system with additional speakers and an equaliser cut into the interior panels.

‘We specialise in the difficult jobs, but the problem with an old car like this is dealing with something that’s a pile of parts. You never know which bits are going to work, and which bits won’t. So we didn’t really know what we were going to do with it at first. We left it covered in dust for a while,’ he tells us.

Finding a new owner turned out to be as convenient as uncovering the car in the first place. The Ninemeister team posted a few snapshots of the grubby 930 on the company social media channels and got a bite straight away. Serhad

Koro, famed for his work with the video game industry, happened to be searching for a Turbo in exactly this spec. So much so that he offered to take on the project without first seeing it in the metal. First impressions go a long way.

Like all good builds, plans shifted as the work got moving. ‘The job really defines mission creep,’ says Colin, chuckling.

“THE JOB REALLY DEFINES MISSION CREEP, SAYS COLIN...”

‘Our original idea was to sympathetically restore the car and try to keep some of the patina, but it quickly became evident that there was enough rot on the car that we’d have to paint three or four panels. If we’d carried out local repairs then we’d have been forced to remove the Martini stripes and replicate them, but you’ll never replicate the ageing of the stripes and it could just look awful. We tried not to

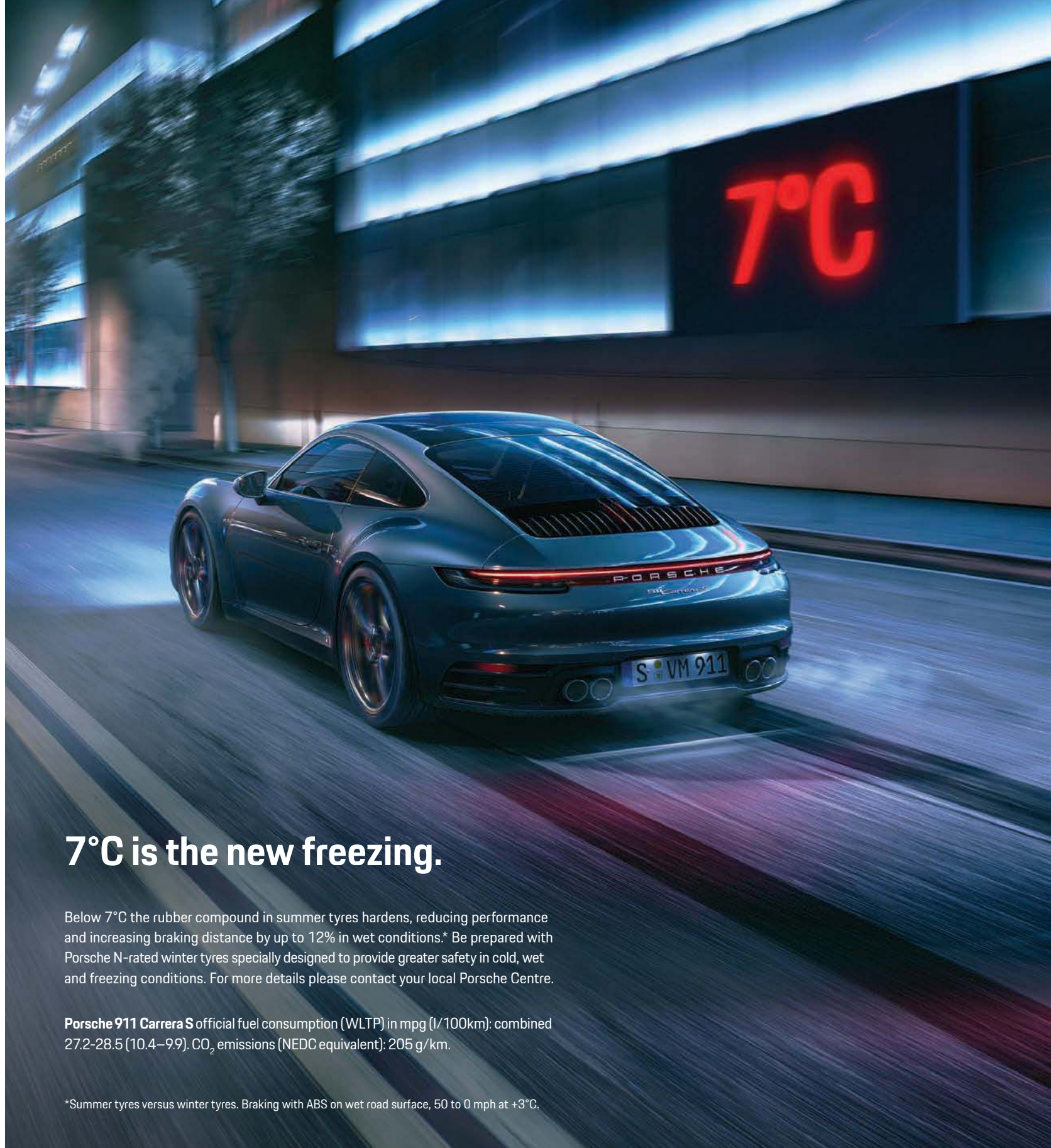
fully re-paint the car, but in the end we just had to do it.’

The upshot was a reduction in repair work. Serhad opted to have both wings replaced to cure rust issues in the headlight bowls, and the sills and one of the doors are also new. With no sunroof, the cabin had never suffered from leaks and damp carpets, so the floorpan was solid and the

Above: Few cars have as much ‘presence’ out on the road as the 930 Turbo. No surprise, then, that it was one of the most desired cars of the 1970s and ‘80s

Below left to right: Level of detailing is exemplary throughout, whether under the front bonnet or at the rubber-clad rear end...





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Porsche 911 Carrera S official fuel consumption (WLTP) in mpg (l/100km): combined 27.2-28.5 (10.4-9.9). CO₂ emissions (NEDC equivalent): 205 g/km.

*Summer tyres versus winter tyres. Braking with ABS on wet road surface, 50 to 0 mph at +3°C.



PORSCHE



corrosion was relatively minor for a near 40-year-old car in a year-round wet climate. But there's no sense not going the extra mile on a full build like this.

Of course, it snowballed. Having restored the car back to solid metal and laid down the first coat of white on the floorpan, Serhad decided to throw a curveball into the process. Catching it just before most of the bodwork was complete, he opted to fully align the spec with the 930 he'd always aspired to and change the colour to Continental Orange. It's neither the original hue, nor would it have been an option in 1979, but this is a personalised build rather than an all-numbers-matching museum piece.

'In my view you don't go into a project like this with your eyes closed,' says Colin. 'Continental Orange is one of my favourite colours, so I knew it would look fantastic. It would have been great if we could have kept that lived-in look, but there was too much that wasn't quite

right. If you're commissioning the restoration of a car that you're determined never, ever to sell as long as you live then you might as well have it as you want it.'

Artistic licence didn't extend a welcome to the aftermarket add-ons. Keen to keep the car reliable and usable, Ninemeister built a new wiring loom and fuse board, then co-developed an efficient electric air-conditioning system using the original decklid evaporator mounts and switchgear. The seats are original, but the leather has been re-Connolised to match the new headliner, carpets and replacement interior sections where the audio system had once been. Some of the repair pieces had to be made from scratch.

'The previous owner had cut a section out of the dashboard for the CB radio, and left-hand drive sections are hard to come by. Everyone wants them to convert later cars to early spec. We had a right-hand drive '79 in the workshop,

“YOU DON'T GO INTO A PROJECT WITH YOUR EYES CLOSED...”

Above: Not the view the average Ferrari driver wanted in his rear-view mirror back in the 1970s...

Opposite page: Before and mid-restoration photos give some idea of what the Ninemeister team were up against. The colour change to Continental Orange was an inspired decision

Below left and right: Interior survived quite well, largely thanks to the lack of sunroof. However, original seats have been re-Connolised and headliner replaced







which we were building as a 935. We fabricated a full lower section for that in steel, to get rid of the holes, and we managed to transpose that work from the right to left-hand drive. That car also donated the glovebox lid, CDI box and some of its fuel system.'

In the background, the team had been steadily sourcing parts to reassemble the drivetrain. One of Colin's friends happened to have a spare crank and con rods in storage but, with so many of the original parts missing and only a small price-walk to upgrade to something tougher, there was never much appetite to rebuild the 930 to factory spec. Particularly as, being a post-'78 car, it had the intercooler needed to safely extract some extra power.

New pistons and cylinders are par for the course for a project like this, and uprated parts weren't significantly more expensive than Porsche original equipment. The engine now displaces 3.4-litres using higher-compression Mahle pistons and Nikasil cylinders, and machined heads running 964 camshafts and a ported intake. In turn, it's set out the groundwork for a K27 turbo, safely nudging the power output up to 964 Turbo levels, put down through the factory four-speed 'box and limited-slip differential.

'These decisions are easy to make,' explains Colin. 'The K27 is of its day – there are better turbos available nowadays

– but it's a period tuning item and a perfect combination for a 911 Turbo. We're running around 0.95 bar of boost, instead of 0.7, with a better wastegate for more accurate control. This car will make 380- to 400bhp all day long, and the K-Jet fuel system will support it because it runs so rich.

'The limiting factor in these cars is the size of the intercooler, so for 3.3 Turbos there's no point trying to go beyond 400hp. You won't achieve it. With all 930 Turbos I say take them to 400bhp and leave them there. Put a big intercooler on it if you want to take it on track, but leave it at 400bhp because it will do that all day long, every day.'

Otherwise, it's pretty much factory spec, though faithfully restored down to the last nut-and-bolt. Having spent most of the last 30 years building 930s, Colin equips them with a slightly stiffer suspension setup to go with the new Bilstein shocks. Anti-roll bars, torsion bars and the 3.3-litre brake setup (upgraded in 1978) are all as Porsche intended. Seven- and nine-inch wide, 16-inch Fuchs wrapped in Michelin rubber are the final components for an authentic – albeit slightly reinterpreted – driving experience for its new owner.

In doing so, it's keeping a little bit of that hedonistic, flame-spitting Seventies motorsport DNA alive and well. A tangible, barely-tamed link to some heroic race-bred machinery that needs little or no explaining. **CP**

Above left and right: Small boost gauge was trademark feature of Turbo's tachometer; Dashboard needed repair where original owner had cut it to mount a CB radio

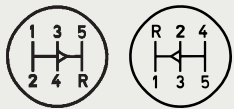
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Below: And this is the view most rivals got of the 930 in its heyday...



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NEWS & PRODUCTS

What's happening in the classic Porsche world...

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GETTING TOOLED UP!

While the original was made of synthetic leather, the impressive new edition of the official Porsche tool bag for the 356 Carrera is finished in extremely high-quality leather. Just like those now available for other 356 models, the Carrera version features brown leather straps for securing the tool bag, reminiscent of the spare tyre strap on the 356. The bag also features the 'Porsche' and 'Carrera' lettering in the same gold design as the lettering on the rear of the vehicle.

The Carrera engine has a dual-ignition system so the new tool bag has provision to carry extra spark plugs that are required depending on whether you're driving on the road, racing on the circuit or competing in a rally. What's more, the tool bag is not just designed for the 356 Carrera – it can be used with all models equipped with a 'Fuhrmann' four-cam engine, including the 550 Spyder, 718 and 904 racing cars.

The tools in the bag include five different double open-ended spanners with forged Porsche lettering, a pair of combination pliers, flat-head screwdriver and a Phillips screwdriver. The bag also contains other aids, such as a flexible-head socket wrench for dismantling the exhaust system, and an angle wrench, which is required for loosening the valve cover. There is also a hexagon socket wrench and a feeler gauge for adjusting the valves. All the tools have been manufactured in accordance with original drawings by the original supplier.

Oh, and just like in the original tool kit, Porsche Classic has included a V-belt and a wheel nut. The complete kit can be purchased from your Porsche dealer by quoting part number PCG54772110.

More from www.porsche.com

EXPORT 56 STORAGE

A word from Mick Pacey at Export 56: 'Just to let you know we have opened an exclusive Porsche storage facility at our Cranfield University site. The Porsche-only storage service complements our restoration, service centre and race preparation offering here at Export 56.'

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Order yours from www.rennline.com



917 WALL SCULPTURE

Artist and model-maker Terry Ross has been in touch to tell us about his latest limited edition work, entitled Lap 156. The name relates to the 1970 Le Mans 24 Hours, when 917 #20 was running at the head of the field. Unfortunately, during the night – on lap 156 – driver Jo Siffert missed a gear and the engine over-revved. At the speed the car was travelling – well over 200mph, says Terry – there was only one likely outcome: the engine grenaded in spectacular fashion, forcing the car's early retirement in spite of it having a 10 lap lead. The sculpture is a mix of 225mph and the exact moment the engine exploded on the Mulsanne straight...

This is Terry's first large-scale Porsche artwork, and it's designed to be hung vertically or horizontally. Just six have been produced, two of which have already been sold – price is on application.

For more details, contact Terry on terry@speed-still.com or check his website for this and other artworks: www.speed-still.com



RARE RUF COMES TO AUCTION



The 1995 RUF BTR 2 that comes to sale at Historics winter auction on November 23rd at Mercedes-Benz World, Brooklands is chassis number W09TB0367SPR06006, and is one of the five right-hand drive RUF-made examples ever produced.

It is one of just three BTR 2s originally dispatched to Singapore, and was originally supplied by the RUF factory in Pfaffenhausen. Specified to the first owner's choices, in this instance, a wide-bodied example with lightweight doors and bonnet, finished in Aventura Green with the factory 993 sills.

According to service records contained within the history file, this car was regularly serviced for the next five years before it was sold to its new owner in New Zealand in 2001. In February 2002 the car was serviced by Giltrap Porsche who later that year also performed a rebuild on the engine with all receipts for this enclosed within the history file. In 2005 when advertised for sale the dealership involved decided to repaint the car in the desirable Guards Red you see today.

Presented with the original toolkit, original Becker radio and in stunning condition having covered a mere 48,000kms (29,379 miles) from new, this example has recently been UK-registered and granted a UK MOT test certificate with no advisories. Offered with a detailed history file, book pack and documents, this is a stunning and rare car, truly collectable, air-cooled classic RUF-manufactured car, combining a purposeful, if discreet, appearance, with exceptional engineering integrity and wonderful performance. Estimate: £68,000–£84,000
More details of the sale are available from www.historics.co.uk

STOMSKI STEALTH SHIFTER

Stomski Racing's long-awaited Paradigm shifter was featured a few issues ago, with its new carbon-fibre design aimed at the Porsche driver desiring a more precise shifting experience. With comprehensive features such as variable throw (20 or 30 per cent reduction), reverse lock-out, fully neutral-sprung gates, and CNC-machined components, 911 drivers could now predictably and confidently shift.

The Paradigm shifter combined the highest quality materials including, titanium, carbon-fibre and Alcantara for extreme durability, classic looks, supreme ergonomics and the ultimate precision shifting. But its looks may have been a little too 'outlaw' for some, so in answer to that, here's the new 'Stealth' shifter.

It's a complete unit, and comes complete with base, housing and internal components, shift rod, shift knob, Alcantara boot, Stomski's precision shift coupler and coupler clamp, and new bushings, all in a hardened shipping case. Like its 'sister', it fits all 911s up to 1986, as well as 914s with tail-shift transmissions (ie, up to 1972).

For more info, log onto www.stomskiracing.com



Classic PORSCHE

THE EARLIEST 912 ON UK ROADS



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ISSUE #68 – ON SALE 19TH DECEMBER 2019

Overseas (approximately): Europe December 27th; N. America January 16th; Australia/NZ February 13th. For your nearest stockist worldwide see page 3

CELEBRATING 10 YEARS OF CLASSIC PORSCHE WIN A SET OF GROUP 4 PAG/CAMPAG WHEELS



Group 4 wheels

To help celebrate ten years of *Classic Porsche* magazine, thanks to the generosity of Group 4 Wheels we're giving away a set of four of their new 16-inch PAG/Campag replica wheels in an easy to enter competition!

Group 4 Wheels, already known for their range of 15-inch PAG/Campagnolo alloys – original and period correct wheels, with direct motorsport history with Porsche – have expanded their range to now include 16-inch diameter versions in 7, 8 & 9-inch widths for 911, 912, 914 and 914/6 GT models.

All Group 4 Wheels are manufactured using AISi7 primary alloy, then heat treated – this improves the mechanical properties and is primarily used in motorsport applications. The PAG/Campag wheels are available in an exciting colour range comprising anthracite, black, silver and, of course, gold, all in a satin-matt finish.

Normally priced from £305 each (plus VAT), we're giving you the chance to own a set of four wheels absolutely free. They're rapidly becoming one of the wheels of choice in the outlaw world, but would be equally at home on any 911 (or other classic Porsche with 5x130 PCD fitment), whether used on the road or in competition. The wheels are TÜV approved.

To win the set of 16in wheels of your choice, all you need to do is answer the following questions and e-mail your answers to classicporsche@chpltd.com with the words 'GROUP 4 COMPETITION' in the subject line. Don't forget your name and address, also tell us which model of Porsche you currently own. Closing date for entries is midnight GMT 31st January 2020. All entries with the correct answers will be printed off and the winner drawn at random. The winner will be contacted by Group 4 Wheels to determine colour choice and wheel widths.



1. In which year did Porsche achieve its first outright victory in the Le Mans 24 Hours?
2. What colour was the Porsche 911S driven by Steve McQueen in the film 'Le Mans'?
3. In what widths are the new Group 4 PAG/Campag wheels available?
4. What material are the new Group 4 PAG/Campag wheels made from?

OK, send your answers by 31st January 2020 to the e-mail address above, not forgetting your contact details and the model of Porsche you currently own. Good luck!

Please note:

The competition is to win a set of four wheels only – tyres are **not** included. Group 4 Wheels will undertake to pay the shipping costs to the winner but payment of any import duty or taxes which may be applied will be the sole responsibility of the winner. No cash alternative offered.



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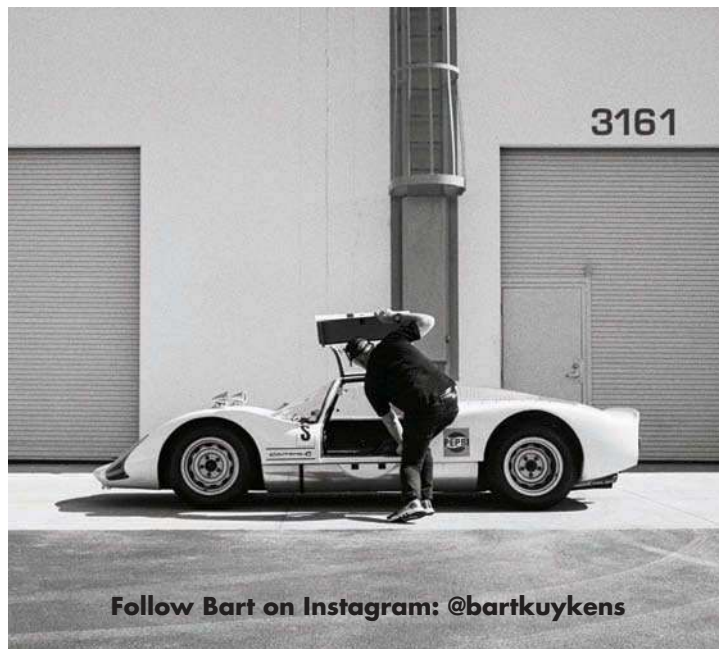
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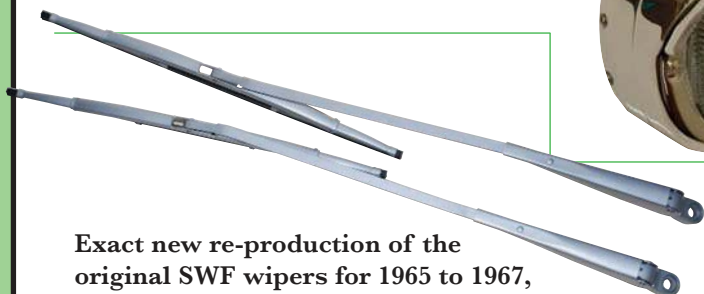


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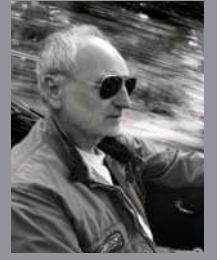
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DELWYN MALLETT

MALLETT GOES IN SEARCH OF HIS ROOTS AND WONDERS IF HE MIGHT BE RELATED TO GENGHIS KAHN - OR A VIKING WARRIOR. WHAT HAS THIS GOT TO DO WITH PORSCHE? YOU MAY WELL ASK...

Many would describe Delwyn Mallett as a serial car collector – one with eclectic tastes at that. His Porsche treasures include a pair of 356 Speedsters, a Le Mans-inspired Pre-A coupé and a 1973 Carrera RS. Some of them even work...



I've just sent off one of those ancestry DNA kits to discover my genetic make up. Chances are that there might be a bit of Genghis Khan as it seems that at least 16 million men alive today are descended from the scourge of Asia. If so it would make me a so-called Genghisid. It's more likely however that, being a Mallett by birth, I might have a touch of Norse or Viking blood.

William the Conqueror arrived on our shores with a posse of Norman dukes, one of whom was a certain William Malet. (What's an 'L' or 'T' or two between friends?) Apart from his properties in Normandy, Malet soon owned quite a lot of England's green and pleasant land, with estates in Yorkshire and East Anglia. So I might be overdue an inheritance!

DNA has become a well-used cliché in the automotive world – a snappier and far more emotive descriptor for what we used to call heritage, history or pedigree; conjuring a vision of a double helix stretching from the very first iteration of a marque through every generation and model to the tin box that you are currently driving, irrespective of how many changes of corporate structure and ownership may have taken place en-route.

Porsche and Audi have just announced that they are developing a shared platform for a new generation of electric vehicles. In human terms that's a bit like first cousins marrying – generally not against the law but genetically ill advised. However, in the auto world it has long made economic sense to share development costs across various models and has existed as a principle from the earliest days of the horseless carriage. Many of the very first automobile brands, of which there were many hundreds, bought in their engines from the likes of Benz or Peugeot. The very first Porsches, of course, used Volkswagen components, engine crankcases, gearboxes and running gear, a fact of which Jeremy Clarkson persists in reminding us to this day.

Porsche's DNA, in the sense that the marketing men use, is based on success on the world's racing tracks which has always been at the core of the brand's image even though the larger proportion of Porsches are now SUVs.

Although in biological terms DNA stretches back into the primordial soup, as far as brand Porsche is concerned it begins with Professor Ferdinand Porsche. Unlike many other car brands his engineering genes persisted within the company long after his death, first with son Ferry and grandson Butzi, but also most notoriously through the Piéch line of his daughter Louise. And although VW now owns Porsche the Porsche/Piéch clans are the majority shareholders in Porsche SE the majority shareholders in VW. Don't worry, I can't follow it either!

Porsche's close relationship with VW down the years has repeatedly mingled each company's DNA. The 914 couldn't make up its mind who to claim as a parent. Originally planned as non-identical twins, the four-cylinder version was to be marketed as a VW and the six-cylinder as a Porsche but under pressure from the US both were sold there as Porsches, while European cars were badged VW-Porsches. Despite the four-cylinder 914's sales success purists muttered 'not a real Porsche.'

The 924 was another VW/Porsche love child, disowned by one parent before its birth. Intended as a top of the range sports model for VW and an entry level model for Porsche, VW bailed out of the deal leaving Porsche holding the baby. The 924 also incorporated another strand of DNA in the form of an Audi-sourced engine. On top of that it was built in the NSU factory for whom Professor Porsche had designed a rear engined proto-Volkswagen in 1932.

In 1989 Porsche cooperated with Mercedes-Benz to redesign the chassis for an uprated 5.0-litre V8 version of the Mercedes 500 E saloon. They also

ended up assembling the car in a complicated shuttle service between Zuffenhausen and Sindelfingen – over 10,000 were built in all. The Prof had been employed full time at Mercedes-Benz between 1923 and 1929 where he was responsible for the race winning SSK. As a consultant in 1939 his bureau also created their extraordinary six-wheeled aero-engined T-80 record car.

Immediately after the 500E Audi embarked on a similar double act with Porsche, the result of which was the stunning Audi RS2 Avant estate. The S2 was powered by a turbocharged five-cylinder engine, heavily modified by Porsche.

The five-cylinder engine was championed at Audi by Piéch, who joined them in 1972 after his productive but disruptive stint at Porsche. Porsche's connection with Audi stretched back to 1933 when



Porsche's DNA can be traced back to the Beetle – and, in fact, way, way before that...

“PORSCHE'S DNA IS BASED ON RACING SUCCESS...”

the Professor was commissioned by Auto Union, the just-formed conglomerate that included Audi, Horch, DKW and Wanderer, to design their fabled Grand Prix cars. (The newly formed Porsche Design Bureau's first commission was from Wanderer in 1930 for a six-cylinder car.)

The Cayenne was the result of a joint venture with VW whose version emerged as the Touareg and also the Audi Q7, and so it goes on. We may be rapidly approaching an age of one size fits all. By the time that Piéch became overall boss of VW his buying spree had spread the group's DNA through Bentley, Bugatti, Lamborghini, SEAT, and Skoda.

And talking of that prolific inseminator Genghis Kahn, Piéch also ensured his personal Deoxyribonucleic acid was widely spread, fathering no fewer than 12 children with four different women – one of whom was married to a Porsche! **CP**

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Robert Barrie is a classic Porsche enthusiast through and through. As well as competing in historic events with a variety of early Porsches and organising track days, he's also a purveyor of fine classic automobiles



The final rounds of this season's 2-Litre Cup were at the Monza Historic meeting in northern Italy and the Dix Milles Tours du Castellet at the Paul Ricard circuit in Provence. We set off on the road trip to Italy in high spirits after the Revival. We were due to make an overnight stop in France on the way out and the same in Switzerland on the way back. The first stop was the now-familiar old pits complex at Reims-Gueux – where better to stretch the legs with a baguette, a bottle of Badoit and a highly original Instagram post. We've all done it, right? Then it was time to crack on to Macon, bed and breakfast in a castle and a steady motor through the Mont Blanc tunnel.

In Italy, we followed signs to Milan before heading to Monza to the north. The circuit itself is in an enormous walled park near the city centre and dates back nearly 100 years. The well-preserved remains of the old banking are to the side of the current Parabolica curve. The ancient track is steep and tree-lined with overhanging marshal's posts. It's a striking reminder of a different time, though the locals seem happy enough to use it nowadays to ride their bikes and walk their dogs.

I have mentioned my interest in the availability of good food at, and around, circuits before. As expected, Monza did not disappoint. The event catering consisted of a fresh pasta lunch with tiramisu or similar to follow. There were cheeses – hunks of parmegiano reggiano – and cured meats with lovely fennel-flavoured taralli to be fitted in, too. All eaten, of course, against the backing track of cars racing around the circuit.

As well as thirty or so early 911s from the series, there were some 356s, a pair of 904s, a 906, a 910 and a 917 from other races on the bill – a strong paddock, despite the meeting being squeezed in between Goodwood and Spa. After the racing, the journey home took us past the stunning lake Como and one of those well-stocked Italian service stations, into Switzerland and on into France. The time – and the kilometres – passed quickly on the lightly-trafficked roads.

We made the corresponding trip to Ricard a month later. It's another contemporary F1 track, having rejoined the calendar last season. There is something glamorous about the idea of driving to the south of France in a day and this was an opportunity, albeit off-season. We took a modern car. I had a

race meeting to get to, not much time to do it – and the weather forecast wasn't great. All lame excuses, I know. Initially, the route through France was the same, but we continued south beyond Lyon on the *Autoroute du Soleil*. Eventually we reached our destination. The circuit is east of Marseille and north of the old hill top town of Le Castellet. It's fifty years old, but has been refashioned a few times and now feels quite modern. It's best known for the multi-coloured stripes either side of the track, corresponding to different grip conditions. They dominate a photograph, but – surprisingly, perhaps – they are hardly visible when racing. I barely noticed them.

Our attention on these weekends is typically taken up with the 2-Litre Cup,

but it's worth recording that there were almost 100 entries in the Sixties Endurance race at Ricard, with a handful of early 911s – including ours – doubling-up and doing both. Sixties Endurance is a two-hour race for sports and GT cars from the decade and, in some cases, earlier, including some plucky – and quick – 356s.

At this meeting, it ran into the dark on Saturday evening. There was a reserve list and a waiting list for the reserve list. We practiced and qualified – quite well, since you ask – but didn't get to race because of the numbers. It makes you wonder.

The series is to a common format and not cheap, yet it consistently has one of the fullest grids in historic racing. The organisers, Peter Auto, must be getting something right. It's location, organisation and regulation, as well as an ample supply of espresso and Haribo. It's not a complicated formula, but neither is it easy to deliver. We are a demanding lot, so kudos to the team for

keeping most of us happy most of the time. The same applies to the 2-Litre Cup, which saw a series best of over 40 entries at the event.

It would be remiss not to mention food again. The catering at Ricard featured some lovely Provençal salads. James Turner, of Sports Purpose and 2-Litre Cup fame, raved about the Tarte Tropézienne. After the racing, I drove to Bandol for a quiet dinner. Back in the day, drivers supposedly 'got their eye in' on the twisty mountain roads between the resort and the circuit. No such nonsense for me – I had a twelve-hour journey to make in the morning and the rain – largely and unexpectedly absent over the race weekend – had set in. It's a long way, but quite the experience. We are back at Ricard for the start of next season in April. See you there? **CP**



Monza dates back nearly 100 years, its famous banking well-preserved (unlike Brooklands...)

“A STRIKING REMINDER OF A DIFFERENT TIME...”

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PHOTO FANTASY

A late night, eBay and a glass or two of Merlot can be a dangerous combination, as Francophile, connoisseur of the esoteric, author and historian Reg Winstone discovered...





Above: The unlikely star of an intriguing photograph, the 356 looked to be very down at heel when it was used as a prop in one of Peter Mitchell's photo shoots recording life in a rapidly changing Leeds



Fresh from reviewing Karl Ludvigsen's 'Origin of the Species' for *The Automobile* magazine, Reg Winstone's interest in Porsche 356s was piqued and, glass in hand, he started to browse the internet. His search eventually led him to the German eBay site where, surprisingly, he spotted a RHD 356B coupé at what seemed a very good price compared to the UK. His sense of caution dulled by the rouge, he submitted a bid.

Come the dawn he discovered that he was the owner – but not yet proud – of a silver S75 coupé. The only catch was that it was located close to the small town of Lebus, due east of Berlin and only the width of the river Oder from the Polish border! Not round the corner, then.

Undaunted, a few days later Reg booked a Lufthansa flight, packed a money belt with cash and set off alone, with not even an emergency spanner with him. The plan was to arrive in time to buy a few tools locally in case of any mechanical hiccups on the drive back but, in a rare for Germany case of industrial disruption, Lufthansa pilots were on strike and the plane arrived five-hours behind schedule. This not only frustrated Reg but also the vendor who had waited at the airport and was in a tetchy mood.

After a further few hours travel by car to Lebus, Reg's inspection of his acquisition had to be carried out by the light of his iPhone while kneeling in several inches of water. Until a few days earlier the car had not been in use for several years, but the mechanic owner had ensured that it was fit for the road (it had a German TÜV) and money changed hands. It was now 1.30am and although tired, but with no hospitality on offer and no welcoming inn signs in what was still the

“CAUTION DULLED BY THE ROUGE, HE SUBMITTED A BID...”

impoverished outer edge of what was the former communist East Germany, Reg climbed aboard for his first-ever taste of Porsche motoring and the 1300km drive back to East Sussex.

It's worth pointing out at this stage that Reg's previous motoring interests had not been inclined towards the Germanic, however he was not unaccustomed to the throb of an air-cooled engine. A committed Francophile, he lived in France for many years and has owned a succession of Citroën 2CVs for his entire motoring life, as well as several flat-twin Panhards – all of course with their engines at the sharp end.

Apart from his love of Citroëns – he currently has a Traction Avant, a 2CV and a DS – Reg has a passion for the idiosyncratic output of aviation pioneer turned automobile manufacturer, Gabriel Voisin, and runs a 1920 Avions Voisin C1 'Laboratoire' race car. And the 356 was not his first rear-engined car, either, having had a brief dalliance with a Karmann Ghia and been caught out in a big way by a Renault Alpine A310, which he managed to deposit backwards into a central reservation.

Incidentally, for several years Reg also owned the quite extraordinary 1923 Gerin – a super streamlined French prototype with its engine mounted ahead of the rear axle, created a full decade before Ferdinand Porsche's Auto Union (it's well worth a visit to YouTube to hear him talking about it).

All too conscious of the 356's reputation for performing impromptu pirouettes if not handled with care and not having practiced the wischen cornering technique about which he had read so much, Reg set out cautiously, gradually gaining confidence and speed as he motored westwards. Some 21 hours later, and without any untoward dynamic or mechanical



mishaps, Reg was within three miles of home when the oil warning light illuminated. Fearing an engine seizure he stopped, cadged a lift to the nearest garage, bought some oil and topped up.

The warning light still glowed ominously but without a handbook and a lack of familiarity with the instrumentation it was only later that he discovered that it was, in fact, the generator light. All in all not bad for a 50-year-old car that hadn't been on the road for years. But then of course it is a Porsche.

Remarkably, despite its sojourn in Germany, 89 JVA had never been declared as exported and came complete with its British registration documents, requiring only a new set of number plates to restore its UK identity.

For the next four years Reg smoked around in his Super 75 but it was during this time that it became apparent that the previous owner had been something of a genius with the Isopon (bondo). The ominous bodywork bubbles once so familiar to 356 owners were beginning to surface through the artfully applied layers of body filler. It was also during this time that a remarkable piece of serendipity revealed the brief modelling career of 89 JVA.

Reg's friendly MOT tester contacted him to ask if he was aware that his car appears in a book by Leeds-based documentary photographer Peter Mitchell? It seems that an unknown photography buff (and it might be fair to assume that he may also have been a Porsche enthusiast, too) browsing Peter Mitchell's book, intriguingly entitled, 'A New Refutation of the Viking 4 Space Mission', had out of curiosity looked the number up on the DVLA website and, spotting the name of the MOT station, contacted them via their Facebook page.

Peter Mitchell, living and working in Leeds as a truck driver, became fascinated by the rapidly changing urban landscape, the decaying architecture of shops, factories and houses that were disappearing on a day-to-day basis. As he drove around the city he took to carrying a camera with him to document their

descent into oblivion. Locals even began to comment that 'If Mitchell photographs them, they're goners'. And they were going so rapidly that more often than not they had disappeared by the next time that he passed by on his delivery rounds.

Peter made diary notes for each of his photos and the entry for this particular shot reads, 'Kingston Racing Motors.

Above: A far cry from the semi-derelict state captured by Peter Mitchell, the 356 today looks brand new thanks to an extensive repaint and retrim

“89 JVA HAD NEVER BEEN DECLARED AS EXPORTED...”

Below left: 89 JVA is a Super 75 1600, built in 1961.

Remarkably, given the car's somewhat interesting past, the engine is the same factory replacement installed by AFN in 1962



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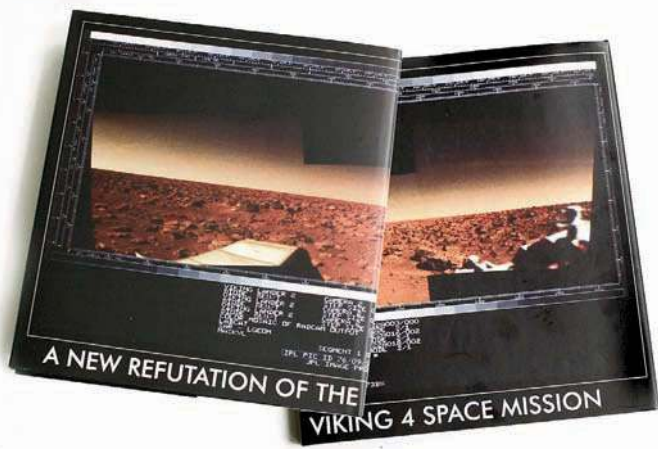
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PETER MITCHELL

Born in Manchester in 1943, Peter left school at 16 and moved to London where he trained as a cartographic draughtsman and worked for the civil service in Whitehall. In the middle of the 1960s, at the age of 24, he decided to go to art school, gaining a place at Hornsey College of Art studying typography and graphic design. In 1972 he visited friends in Leeds, liked it, rented a large but run down house for £2.45 a week, and has never left.

Travelling with his medium format Hasselblad and a stepladder so that he could shoot from a higher angle and avoid distorting perspective, his carefully framed pictures are the antithesis of the street photographers' hastily grabbed 'decisive moments'. They have a quiet formality about them with the subjects being willing participants in the recording process. He was also unique in the British non-commercial photography scene in that he worked in colour and is now viewed as a pioneer in his field.

Big news in 1975 was NASA's Viking mission to Mars when they successfully landed two craft on the surface and transmitted back the first colour images of the Red Planet. Peter was intrigued, and for his first solo exhibition and subsequent book imagined that his photographs of Leeds had been captured by a Viking Lander on a return mission to Earth. Putting his cartography skills to use he created a grid reference framing device for the photographs and also incorporated some of the Mars images into the exhibition.

Peter is currently sifting through 50-years' worth of negatives in anticipation of a retrospective exhibition of his work towards the end of next year.

To see more of his work visit www.strangelyfamiliar.co.uk

Sunday, Spring 1975. 4.00pm. Olinda Terrace, Leeds. Is the man with the wrench a mechanic? Why is the bird with the clapped out Porsche looking so naughty? Will James C. Gallagher, whose business it is, always have his back to the camera? And why did Barry after painting the wall have to leave Leeds? The council demolished the lot shortly after this snap.' (If anyone reading this can answer any of the above questions we would love to know.)

From the battered look of 89 JVA, no-one would argue with 'clapped out' as a description of its condition. With its oxidized paint, bashed in nose, missing bumper and drooping spotlights this was a motor at the bottom of its curve of desirability and teetering on the very brink of becoming another of Peter's 'goners'. It seems quite remarkable that it didn't make a trip to the breaker's yard but it appears that some time after the photograph was taken, having hit rock bottom, it started on a slow but steady upward trajectory.

The 356B, designated T5, replaced the 356A T2 and was first shown to the public at the September 1959 Frankfurt motor show (T3 and T4 were unfulfilled projects.) Many Porsche purists of the time were shocked and dismayed by the 'Americanisation' of Erwin Komenda's sensually curved original.

Bumpers were raised front and rear and sported chunkier overriders, a practical solution to parking-by-feel dings inflicted by bulldozer-grade American bumpers but aesthetically less satisfactory. The extra space now revealed below the front bumper was perforated by two large, horizontally-grilled brake cooling ducts that many owners chose to fill with optional fog lights. The headlamps were also raised, creating a straighter line to the tops of the wings.

At the rear the central lighting unit disappeared, its number plate lights incorporated into the rear bumper, with the

Below: Classic FX in Surrey were entrusted with the task of carrying out the full interior retrim in the original Bordeaux Red with cord inserts. German square-weave carpet adds the perfect finishing touch





Above: Sold originally in Scotland, the Slate Grey T5 B spent part of its life 'down south' before finding its way out to Germany

reversing light set into the body below bumper height. Opening front quarter lights appeared and inside there was a new black plastic dished steering wheel and a shorter more substantial gear lever connected to a gearbox with improved synchromesh and mountings. Brakes remained the same internally but the drums were now stronger with 72 heat-dissipating fins arranged laterally.

Occasional rear passengers gained more headroom by lowering the seat cushion wells. The fold-down rear seat back was now split so that luggage could be accommodated next to a single passenger. Engine options were unchanged from those of the A series, with a 60hp 'Normal' and a 75hp 'S' version, but they were joined by an exciting new motor in the form of the Super 90.

After only two years the T5 body was superseded by the 'square bonnet' T6, which boasted many more changes and eventually morphed in 1963 into the final iteration of the 356 line, the 356C. The 'B' would be the most produced of all 356s with 30,963 of all body types reaching discerning customers. And discerning you most certainly were as the 356 commanded a healthy premium over the domestic product with little or no benefit in performance.

At £2049 in 1960, the 356B cost well over double the price

of a Triumph TR3, over £1000 more than an Austin-Healey 3000 and £400 more than a Jaguar XK150. Not a surprise then that through the entire run of the 356, from Pre-A to C, less than a thousand RHD cars found British buyers, of which approximately 200 were T5 B coupés.

The AFN Kardex states that chassis 115347 is a 1600 Super 75 built in April 1961, finished in Slate Grey (years

before association with Steve McQueen made it a cult colour and one of around 30 sold in the UK) with a red interior, and was delivered to John Croall in Edinburgh. John Croall & Sons was a long established Edinburgh firm of coachbuilders and dealers (as well as undertakers) who registered the car 'S 75'.

The AFN Kardex also records that the engine was replaced under warranty in the

first year with unit 88915, which is still in the car. Croall's retained the 'S 75' plate when they sold it to its first private owner, a Yorkshire farmer, who registered it with its current plate in 1962. (The DVLA says that 'S 75' is now attached to a grey Volvo, which seems a shame).

During the 13-years that elapsed before it appeared in Peter Mitchell's photo it clearly led a tough life down on the farm, effectively becoming what we now like to call 'a barn

“IT HAD CLEARLY LED A TOUGH LIFE DOWN ON THE FARM...”

Below right and left: Earlier restoration was inaccurate in terms of colour and trim, and proved not to be to a particularly high standard...





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find'. In the 1980s it was back in the south having been acquired by Jukes Productions, a London-based music promotion company run by Geoff Jukes, whose clients at various times included Kate Bush, Bob Geldof and the band Underworld. One can only speculate on what famous derrieres may have cruised the streets of the capital in the Porsche, now registered as '89 JVA'.

Between Leeds and London the B had also changed colour, now finished in red, and one presumes undergone some sort of restoration as it seems unlikely that someone in the music business would have bought an old banger. In the early 2000s Jukes, who had in the meantime founded the Meridian Trust Centre for Buddhist Thought, was in Berlin where once again 89 JVA moved on, sold to the mechanic-cum-restorer from Lebus in whose hands it underwent another transformation, this time finished in silver with a blue leather interior. The new owner used it sparingly for a few years before laying it up and finally putting it on eBay in 2012.

Eventually the inadequacy of the German restoration was

becoming annoyingly apparent to Reg and in late 2017 he entrusted 89 JVA to Ben Brown and János Varga of Lewes, East Sussex, for a proper back to metal restoration. Ben and János maintain Reg's Avions Voisin racer and the 356 entered their workshop alongside another 356 they were restoring as well as their 'normal' complement of Bugattis and vintage machinery. While the bodywork was being attended to the engine and gearbox were stripped and checked before being reassembled and a new charging system installed – no more flashing generator lights.

The refurbished shell was then transported to Kingswell Coachworks of Battle, East Sussex, to be repainted in the original Slate Grey. Finally Porsche specialist Garry Hall at Classic FX retrimmed the interior to its original Bordeaux Red specification, including the as-delivered corduroy seat inserts. Reg was reunited with the car this summer and after 58-years the life of 356 Super 75 coupé 89 JVA had completed a full circle and now looks and feels as good as the day it was first driven from the showroom. **CP**

Above: Saved from a rather ignominious fate in 1970s Leeds, having undergone an extensive restoration 89 JVA is ready for whatever the next 58 years have to offer...

Below left: Reg Winstone is something of a Francophile and lover of the esoteric – along with his Porsche passion is a love affair with cars produced by Aviaons Voisin in France





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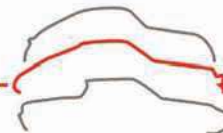
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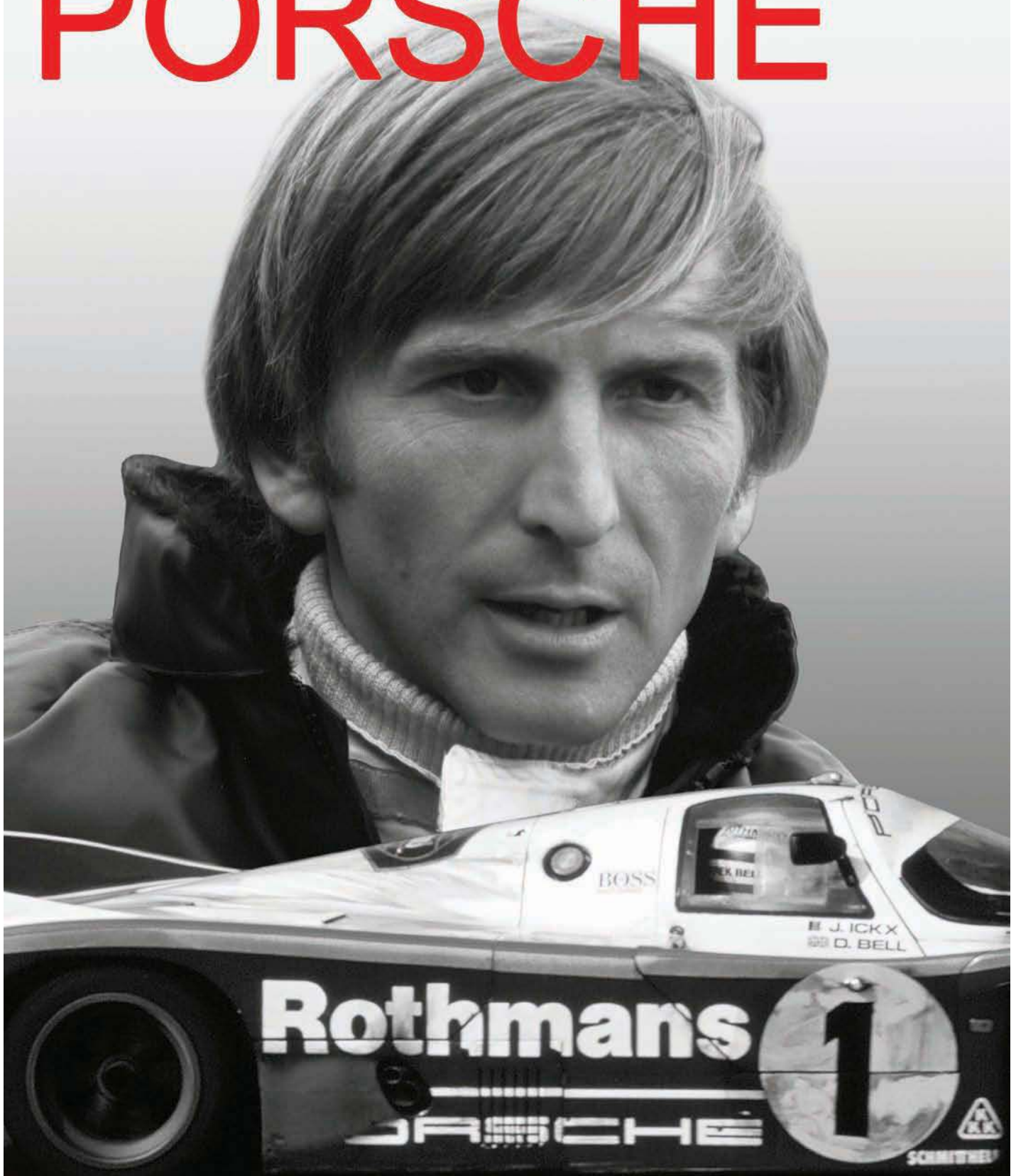
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DEREK BELL DRIVES PORSCHE



AS CLEAR AS A BELL

Four-time winner of Le Mans, Derek Bell was one of the most successful of Porsche's international works drivers and also probably its longest serving. He looks back on a remarkable innings

Words: Kieron Fennelly Photos: Porsche Archiv

Derek Bell's long career divides into two parts: the teenage marshall at Goodwood who graduated from a Lotus 7 to stardom in F3, a brief stint at Ferrari – Le Mans in a 512 and again in 1971 in John Wyer's Porsche 917, yet whose F1 career resolutely failed to materialise. Indeed by 1974 after fruitless stints with also-ran teams like Surtees and Tecno his hopes of ever reaching motor racing's top flight had evaporated. Like so many talented professional racers, he turned to sports cars, offering his services to whichever team would have him.

There were high points, notably winning at Le Mans in 1975 where he shared the John Wyer Mirage with Ickx. He drove for Renault Alpine for a couple of seasons, but teams came and went and successes were few. As Bell approached his fortieth birthday, he began to think of retirement. Then in 1980 he was invited to drive a Reading-entered works 924GT at Le Mans.

He was never a production car enthusiast, so this prospect did not excite him but, as a professional, he could not turn the job down – a factory team would pay more than the privateer 935 he had intended to drive – 'I had school fees and a mortgage to pay after all.'

This would prove the beginning of the second part of Bell's career as, the following year, Porsche returned to Le Mans with the hastily assembled 936/81 and Bell, chosen as part of the squad, found himself sharing with Ickx. 'In fact Porsche had asked me again about driving for them once more, but I turned them down. I didn't want to go back to Le Mans to drive a 924 a second time. Then I bumped into Valentin Schaeffer at Monza and he said Porsche was going back to Le Mans with a sports car and there was a seat with my name written on it.'

Ickx and Bell duly repeated their 1975 (Gulf Mirage) victory prompting Porsche to make a committed return to sports car racing in the new Group C. The Briton would stay with the Porsche works team until it withdrew during 1987; his hunger for racing undiminished, he would continue for several more seasons in private Porsche squads.

It is that 1981 race that stays above all in Bell's head: 'It was a huge deal: I almost don't where to begin to describe it – I was going to be racing a works car with Ickx who had specifically requested me as his team mate. The 24 hours then was an endurance race, but the 936/81 was tough and didn't wilt. I remember driving for Renault-Alpine in 1977 and a piston burned out while we were leading with six hours left. Afterwards Ralph Broad told me I should have lifted going down the straights. Apparently at high revs, pressure from the turbo pushes oil back from the top of the pistons. A periodic lift would have kept everything lubricated.'

Bell says he remembered Broad's advice for the 1981 race and victory consolidated his reputation at Porsche as not only reliably fast, but a mature driver who would not break the car. Ickx was regarded in the same light and the pair would go on to win at La Sarthe a third time together, but subsequently Porsche tended to deploy Bell with other drivers. A case in point was Hans Stuck, ten years younger than Bell.

'Hans could be wild in his early days – I'd raced him in F2 years before. I remember a race somewhere, it might have been Barcelona, and he stayed behind me, stayed behind me, then at the very end he flashed past and afterwards he thanked me for showing him the way round! But in those days

there was room to overtake or outbrake. Drivers had that sort of respect for each other.'

Later Stuck drove a variety of sports cars in Group C: 'We always knew Stucky was fast, but his cars weren't as competitive as the 956; when Porsche announced he was joining us, I thought "Oh my lord", because he was always going off the road and he seemed a bit of a cowboy. But that was happening because he was trying to keep up with us in inferior cars. He certainly enjoyed a laugh, but he took his racing very seriously – of course, son of Germany's pre-war champion, it was ingrained.

'I was wrong to be concerned though: when he arrived at Porsche he did change, he calmed down and long afterwards he told me that Porsche had intended me to mentor him.' Theirs would turn out to be an exceptional pairing which endured even after Porsche had officially withdrawn from

**“I DIDN'T WANT
TO GO BACK TO
LE MANS TO
DRIVE A 924...”**

Left: Four-time Le Mans winner Derek Bell featured on official poster celebrating his successes with Le Mans partner Jacky Ickx



Above: May 1978 ADAC International 1000km race at the Nürburgring, Derek Bell aboard the Georg Loos/Gelo Porsche 935

Group C in 1988, and they had to find sponsors and entrants off their own bat.

Another driver associated with Derek Bell was Stefan Bellof: 'I'm sure had he lived he would have been among the greats. But he really needed nurturing to find his limits and I don't think Bellof knew his. I'm not blaming anybody, but I think it's a crying shame that his team managers didn't do more to curb his enthusiasm. I thought Ken Tyrrell, who had this amazing way of bringing on young drivers, might have succeeded.' (Bellof also drove for Ken Tyrrell in Formula 1 and Tyrrell had tried hard to persuade him to stay out of sports car racing which he thought was too dangerous.)

Bellof dismisses the idea that the design of the 956 contributed to Bellof's fatal crash at Spa. 'He simply went off the track too hard: nothing would have stopped the car exploding. Later Porsche showed me the footage of the crash: Ickx could not have known he was coming especially as at those speeds nobody would ever attempt to overtake at Eau Rouge. It wasn't the wisest move on Stefan's part. I was very upset: it was his over exuberance. He had so much talent it wasn't

true, but he couldn't harness that natural ability: he might even have made it to F1 champion, but I doubt whether he would ever have had the maturity to drive at nine-tenths when necessary.'

A driver Bell regarded as an equal was Rolf Stommelen. They were sharing a John Fitzpatrick 935 at Riverside in April 1983 when the German crashed fatally. 'I didn't race that

often with Rolf,' recalls Bell, 'but we were friends and we always chatted. We had a great rapport. I first saw him at the Ollon Villars hill climb in August 1967. He had the incredibly light Bergmeister and it was also the first time I had seen the Porsche team organisation (Stommelen was second fastest in the Porsche 910).

'I saw a lot more of him in the next couple of seasons in

F2. In 1970 I thought I had fixed up a place in the Surtees F1 team. Tom Wheatcroft would have helped with the costs. But then Rolf got my drive in the Surtees TS7: he came up with the money – it cost about £40,000 then – because he had backing from Eiffeland Caravans and Ford Germany. And he did bloody well, but it was frustrating for me because I knew I could do bloody well, too!'

“NOBODY WOULD EVER ATTEMPT TO OVERTAKE AT EAU ROUGE...”

Below left: Le Mans 1986 from left to right: Hans-Joachim Stuck, Vern Schuppan, Derek Bell

Below right: Brands Hatch 1971; 6: Derek Bell and Jo Siffert in Porsche Type 917 (third place overall); Derek Bell (in orange jacket), Pedro Rodriguez (with helmet) and Gordon Wingrove (dark blue jacket with Gulf emblem). Jo Siffert is at the wheel of the 917





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Above: Gulf 917 KH at Spa 1971, drivers Jo Siffert and Derek Bell were placed second place overall

The archives show that the pair raced together only four times more: 'We won the Lumbermen's 500 in a 935 at Mid Ohio in August 1981,' says Bell. 'Rolf was a staggeringly good driver, one of the best in the world in a 935, and in this field which included Can-Am cars – everything except single seaters, in fact – he qualified third. Rolf had such amazing car control. I would never say he was dangerous, but he drove everything to the limit. I was among the best in 935s. He was hard, like a dobermann. He never gave up. And we came first! We had a wonderful night out together afterwards. He was great fun.'

In his autobiography, Bell says he wept when Stommelen was killed in the 935 K3 at Riverside: 'I had just handed over to him. Initially we knew only that he had crashed. John Fitzpatrick asked me to continue in his 935 which I was sharing with Tim Schenken so that he could accompany Rolf to hospital. It was only after the race that Fitz came and broke the news.

'I did break down: drivers of Rolf's calibre didn't have accidents unless the car went wrong, which of course is what happened. The bodywork got damaged somewhere – he'd gone off the track on new tyres and the run-offs were rock hard sand, and badly rutted. There was almost no suspension travel and something must have got broken because as soon as he accelerated the bodywork lifted and

pitched him at the wall at 190mph.'

Over the years Bell's own 'offs' were mercifully harmless and indeed he says that from 1971 to the end of his career, he never crashed a car during a race. Nevertheless being a car-conserver did not prevent him being critical of his machinery at times. Porsche's penchant during the 956-962 era for pioneering new technology on the race track as well as the test track exercised him on several occasions. ABS was bad enough and more than once Bell says he successfully persuaded Porsche to remove it from his 962 for a race.

With PDK the official line could be more insistent. A case in point was the 1986 Fuji 1000km where Stuck and Bell had striven during an up and down season to keep the increasingly effective Jaguar

of Martin Brundle at bay: now even with a thirteen point lead they really needed to win this final race to be certain of the championship.

'We had to use the spare 962C because our regular car hadn't been repaired in time. This was 100kg heavier because of ABS and PDK. I wanted Porsche to take them off. Normally we dealt with Norbert Singer, who was the engineer in charge and managed the squad, but it was team director Peter Falk who made the decisions so I went to him

“BELL'S OWN 'OFFS' WERE MERCIFULLY HARMLESS...”

Below left: Porsche 962C at Le Mans 1988: Hans-Joachim Stuck, Klaus Ludwig and Derek Bell drove to a fine second place overall

Below right: 1986 Le Mans, Derek Bell, Hans-Joachim Stuck and Al Holbert drove their 962C to overall victory



to persuade him this stuff was blunting our competitiveness. He agreed to removing the ABS, but not the PDK, despite the fact that we knew it wouldn't last 1000km. It was all the more frustrating as Porsche had brought a trailer full of manual gearboxes anyway.'

While the pair was leading the transmission expired, just as Stuck was about to begin his stint. Bell, already in a black mood and standing beside the 962 in the pits, had just been approached by a TV reporter he knew well. As the Porsche clunked to halt, Bell displayed the strength of his feelings embellished with one or two short Anglo Saxon phrases to the TV man. Almost unedited the interview appeared a few hours later on Eurosport.

Bell meanwhile was discovering from Norbert Singer that despite his and Stuck's retirement, he had won the championship: he was alas too late to find the Eurosport fellow who had already left. In fact Bell's victory was not even a joint win: unbeknown to him he held fractional point advantage over his co-driver Stuck. 'After everything I'd said about lack of support, I wanted the ground to open up and swallow me.'

At the annual prize giving at Weissach in December, Bell found himself seated at a table for two with Porsche engineering director Helmuth Bott. He had always liked Bott, admiring 'the sheer scale of the operation and the incredible burden he shouldered.' After the usual pleasantries and congratulations, Bott suddenly became serious: he was very unhappy about Bell's critical remarks on Eurosport.

'I was just about to put my spoon in my mouth and froze. Bott repeated the usual mantra about how Porsche had to justify racing to the board. Every race had to contribute to the development of components. I had heard it all before, but I didn't interrupt. When he'd finished, I offered to spend three weeks testing at Paul Ricard or somewhere so that we didn't have to be development jockeys at every race...after all racing drivers are racing drivers – we want to win. I think he took my point.'

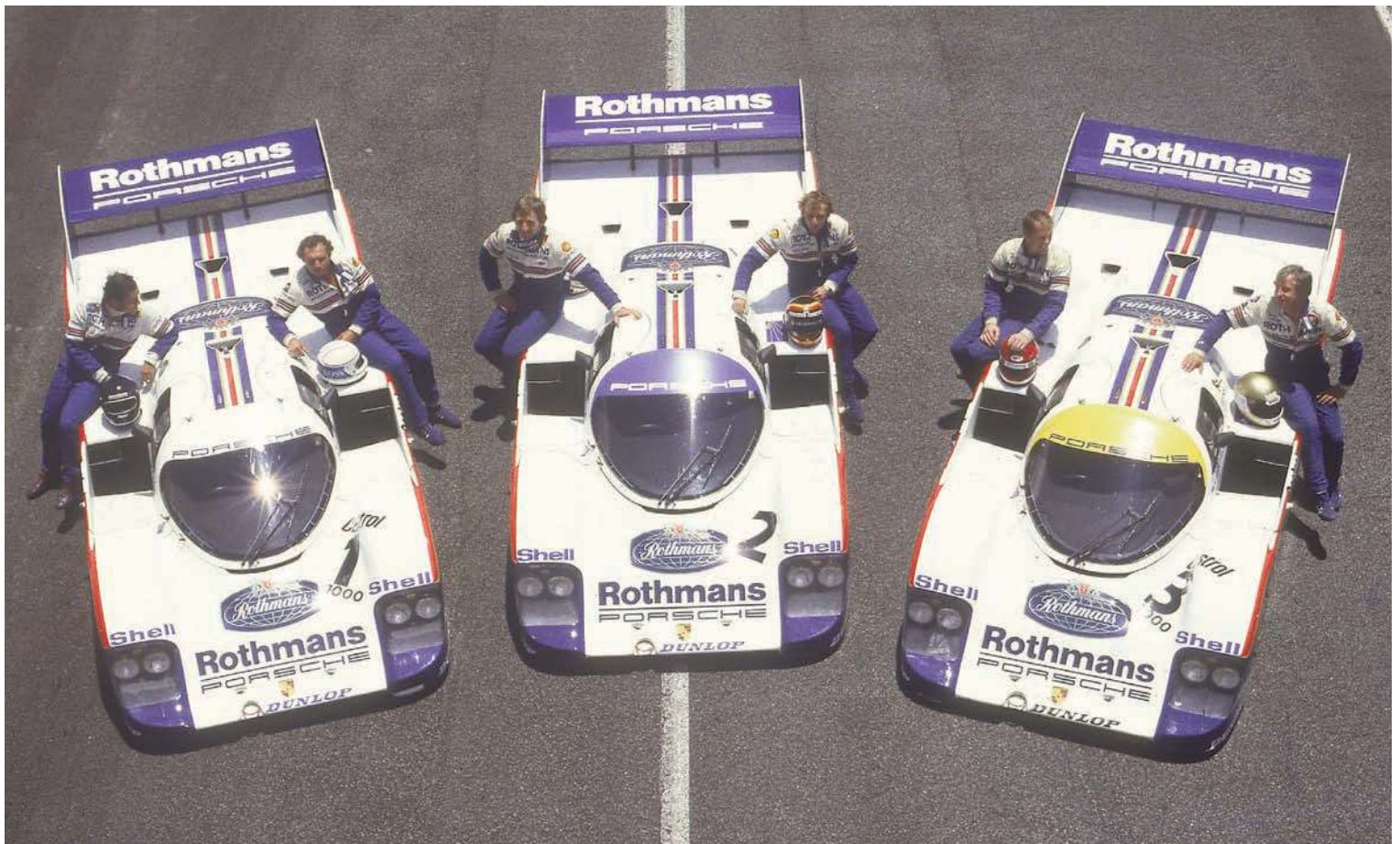
In the aftermath of his win, Bell noted that Hans Stuck 'must have been unhappy about not being champion (the Germans had yet to field an international motorsport champion). He didn't say much, but I'm sure he felt more strongly about it than he showed.'

1987 was the Porsche works team's last complete season, for in 1988 it would contest only the Le Mans 24 hours. Although Porsche's decision was a shock, Bell could see the competitive forces gathering observing that both Sauber and Jaguar under TWR were proving faster than the 962C on some circuits during 1986.

'In fact I did get an approach from Jaguar the previous year and I was tempted: a Briton driving for Jaguar had a patriotic appeal, but then I thought, I'd spent years developing racing cars for Alfa Romeo, Gulf Mirage, Renault Alpine and Porsche: at 43 did I want to drive all those test miles again? I was racing in championships in America and Europe and I really couldn't face more weeks at Paul Ricard on top of that to prove another car. Besides,

Below: Pit stop in the 1977 ADAC International at the Nürburgring, where Derek Bell shared the driving with Tim Schenken





Above: Kayalami 1983. From left to right: Jacky Ickx, Jochen Maas, Derek Bell, Stefan Bellhof, Al Holbert and Vern Schuppan

Jaguar had Martin Brundle and Martin was twenty years younger than I was, so I was never going to be as quick. So I turned them down.'

Bell continued to receive invitations to race in America well into his forties: 'The Americans said I could drive anything and get it home on three wheels. It was nice to have a reputation like that.'

It was lucrative, too, but nothing compared with today's motorsport incomes. 'At that time, the mid-eighties, I was getting quite decent money, but I was working my arse off to earn it. We didn't earn a fortune: Jackie Ickx told me that Bott didn't believe that any of his works drivers should be paid more than he, as director of Porsche engineering was. I believed it – Jackie wasn't one to make up that sort of thing.'

Eventually, it came to an end. By 1994 the Porsche 962C was completely out of date even for the second division teams still offering Bell, by then 53, a place. It is clear that even a quarter of a century on, he still misses it:

'People used to say to me, "didn't you lose concentration, didn't your reflexes slow down?" and I would say, no, there's

no reason if you continue to race, continue to work those reflexes that you should be slower at sixty rather than fifty. I might not have recorded the fastest laps, but Porsche always told me I was absolutely consistent – my times never dropped off during endurance races. Concentration has never been a problem for me. I always see the next bend as a fresh challenge: I'm always looking to brake deeper into the corner. I'd race regularly now, but of course no one's going to make that kind of offer.'

He is of course talking about endurance racing, not three lap demonstrations of cars around Goodwood. But very occasionally, events do occur which enable him to prove to himself that the fire still burns: 'I always get invitations to Rennsport and 2018's was particularly special as it was Porsche's seventieth anniversary. They got out the Lowenbraü 962 – I won so many races with that, and I was able to drive over twenty laps (at Laguna Seca) and really get into the rhythm.'

'Afterwards they told me my times were on the edge of what I used to do in that car thirty years ago!' **CP**

Below left: 1976 Nürburgring 1000km with the Max Moritz Jagermeister-backed 935

Below right: Daytona 1989, Bob Wollek, Derek Bell and John Andretti came out as overall winners in the Miller High Life 962



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Words: Johnny Tipler Photos: Antony Fraser

MEXICAN BLUES

This 356A's latterday competition history includes La Carrera Panamericana; now it's had a refit, it's set to re-live its glory days





‘Pan-Am makes the going great’ was the 1950s slogan for the pioneering airline, and it’s entirely apt in relation to this fabulous 356A. That’s because it has a competition history that includes four forays on the great Mexican road race: La Carrera Panamericana.

Gallery owner Keith Roberts has owned the car for a couple of years, and it’s just been resprayed and upgraded internally at Norfolk Premier Coachworks. Keith is a fan of historic rallying and had his eye on the market for a while. ‘I’d been looking specifically for a 356,’ he tells us, ‘and I wanted one that was pre-’58, so it would be eligible for the Mille Miglia. I did the Mille Miglia three years ago in a Ferrari 250GT, and I wanted something that could also do that.’

‘I knew it needed to be built before ’58, so I tried to buy a Pre-A, but I was priced out of those. But then this car came up, and it had been fairly well modified for the Carrera Panamericana, which it had done four times.’ Its spec includes an Andy Prill-built 1720cc flat-four, 356B gearbox and 356C disc brakes.

Despite the extensive work commissioned by its former owners, Paul and Mary Kane, from whom Keith bought it, he felt it needed modernising. ‘It was a good project, and as well as the driving, part of the fun for me is researching and sourcing the parts, and getting the work done. I worked closely with Premier Coachworks to do the relevant things necessary to bring the car up to date, and I put some of the original features back into the cabin to make it a slightly nicer environment, because it really had been stripped down to nothing. For the Mille Miglia especially, the aesthetics of the car were as important to me as its capability.’

“PART OF THE FUN IS RESEARCHING AND SOURCING THE PARTS...”

Norfolk Premier Coachworks installed the original dash panel – which the Kanes had retained – refitting all the old switches and gauges, including a more precise temperature gauge, ammeter and oil pressure gauge, plus period wood-rim wheel and original badges. Keith located a correct rear-view mirror and travelled to Liverpool to buy it. The headlining was re-trimmed and a blanking plate covers the radio aperture, a location for the switches controlling ignition, fuel pumps and spotlights. The navigator’s Brantz clocks for timing stages are under the dashboard, plus auxiliary lighting and map light, all fully re-wired.

In the cabin, there’s the mandatory roll-cage, though no overhead bar, while Schroth Racing four-point safety harnesses clad period-looking Recaro bucket seats, anchored off one of the back bars of the roll-cage. It has a fly-off handbrake, and it’s running standard 356C disc brakes. The master-cylinder is an early 911 unit, which is adjustable, with the bias towards the back.

Pads are Ferodo DS 3000s, which, Keith assures me, ‘never fade, never overheat, and provide great stopping power. To do the Mille I’d probably need to change the brakes back to drums, though.’ Under the front lid is a huge fuel tank, providing capacity for a 400-mile drive. The fuel and oil lines run through the sills with the oil cooler mounted in the nose. It’s got skid-plates under the front and rear valances too, protection against the notorious Mexican ‘topes’, those daunting traffic-calming humps the size of tree trunks.

He’s quietly confident, now the car’s been re-fettled. ‘Having done the Mille Miglia, I feel that I’m halfway there, though I think the Panamericana will be harder as there’s much more endurance required to drive that.’ Indeed, the great Mexican



road race earned its awesome reputation from its inception. In 1947, when Mexico finished building its section of the Panamerican Highway (the whole road runs from Northern Alaska to Southern Argentina) a race seemed like the natural way to celebrate the achievement.

Inaugurated in 1950, the 2000-mile, five-day race quickly earned a reputation as a car-breaker and as the most arduous road race in the world, thanks to its combination of Mexican topography, dangerous roads, powerful cars, a relentless pace and extreme distance. The smaller, fleeter cars did better in the mountain passes, but as the north Mexican landscape opened out, the desert roads favoured the more powerful cars.

Fatalities were inevitable, given the speeds through countryside with unprotected drop-offs, stray animals, tyre and brake inefficiencies and mechanical unreliability. With a handsome prize fund of around £20,000 and plenty of attendant publicity, particularly in the USA, La Carrera Panamericana was an extremely attractive proposition for the major manufacturers' works teams. Big names of the day swelled the driver roster, including Fangio, Ascari, Villoresi, Taruffi, Lang, Kling, Behra, Farina, De

Portago, Phil Hill, Maglioli and Ginther.

As well as Lincoln and Chrysler, European makes including Alfa Romeo, Ferrari, Lancia, Porsche, Borgward – and even Volkswagen – dispatched entries. In 1952, two Porsches made the marque's Pan Am debut, competing in the sub-1600cc Sport Menor class. They were a 356 coupé 1500 and 356 hardtop

cabriolet 1500 belonging to Prince Alfons von Hohenlohe, the Mexican VW concessionaire, crewed by Count Constantin von Berkheim and Herbert Linge, and Prince Paul von Metternich and Manuel de Teffé.

The World Manufacturers' Championship was introduced in 1950, and in 1953 La Carrera Panamericana joined the race series alongside the Sebring 12 Hours, Mille Miglia, Le Mans and Spa 24-Hours, Nürburgring 1000kms and the RAC Tourist

Trophy at Dundrod. Ten Porsches ran in the '53 Carrera Panamericana's Sport Menor class.

The 1500cc works Porsche 550 Spyders were entered by New York agent Max Hoffmann for Karl Kling and Hans Herrmann and supervised by Huschke von Hanstein, while the Guatemalan 550 coupés – fresh from Le Mans – of Jaroslav Juhan and José Herrarte were joined by countryman Guillermo

“FATALITIES WERE INEVITABLE, GIVEN THE SPEEDS...”

Above: Norfolk Premier Coachworks were responsible for giving the hard-worked Pan-Am competitor a new lease of life

Below left: When was the last time you saw a Gullwing Mercedes 300SL and a 356 racing on a cobbled street? La Carrera Panamericana is like no other event

Below right: Mary Kane poses with her beloved 356





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Suhr's aluminium-bodied European Rally Championship-winning 356. Other 356s were driven by Manfredo Lippman, British actress Jacqueline Evans, and Fernando Segura. José Herrarte gained the class win, and it was this success in *Sport Menor* that inducted the Carrera name into the Porsche lexicon.

The following year was the final race in the original Pan-Am chronology, and Hans Herrmann's 550 Spyder steadily overhauled Jaroslav Juhan's similar car as the race unfolded. Juhan's teammate Segura handed over to Herbert Linge. By the time the race reached Chihuahua, team manager Huschke von Hanstein was counselling prudence, since the prospect of a Porsche class win and its attendant publicity was too appealing to blow away in a race incident.

It went down to the wire, Herrmann and Juhan crossing the Juarez line almost side by side. Having started one minute later, and with only a 23-second deficit on his rival, Herrmann got the *Sport Menor* win – and, remarkably, was third overall with Juhan fourth. It was heady stuff.

The event was revived 34 years later, in 1988, and though the route alters slightly from year to year, depending on which provincial cities' tenders are most attractive to the organisers, but it is still a gruelling 2000-mile hack from one end of Mexico to the other, over spectacular cactus-clad mountains and deserts.

I wanted to explore our 356A's previous competition career, especially in the modern Carrera Panamericana. Having covered this totally awesome race two years running as a

journo, and then driven it in 2011 in a 914/4 (placing 95th with Sarah Bennett-Baggs co-driving), I can vouch for the stamina, commitment and reliability needed to survive the arduous conditions – whether climatic, mechanical, geographical (meaning it's not difficult to get lost, as well as having to change carburettor jets at high altitudes) and, yes, gastral – and that's just the co-driver....

So, I spoke to the 356A's previous owner Paul Kane whose wife Mary drove the car to fourth in the *Sport Menor* class in Mexico in 1992. 'The 356 was really my wife Mary's car,' he admits. 'In 1989, I went to Mexico, with Mary's brother Douglas, in our '54 Jaguar XK120, to do our first ever event of any kind, anywhere. Mary came along in the support crew, of which we had very little but, once she saw what was going on, there was no going back, and Mary only had eyes for a 356, period.'

They didn't hang around, either. A few months later, the Kanes found a black 1957 356A, in decent condition, and bought it, despite Paul knowing nothing except Jaguar maintenance. 'I'd seen what upside-down 356s looked like on our first year there, so her car was fully caged to my spec.' It also ran a 1720cc big bore kit coupled to a 356B gearbox, and 356C disc brakes. They entered both cars – XK120 and 356A – for the Pan-Am four years in a row, 1990, 1991, 1992 and 1993. 'We didn't ship them down there, because we knew that, in the '50s, manufacturers often drove their cars to the start. The round trip, including the actual event, was about 7000 miles, starting and finishing at Sarasota.'

Below: Capable of competing in the gruelling La Carrera Panamericana, the 356 is still docile (and civilised) enough for regular road use



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There are usually as many as eight different classes in the event, ranging from Historica A, B, C and Original Pan-Am, plus *Sport Menor* and *Sport Mayor*. Mary ran the 356A in the Sport Menor class for in-period sports-GTs, vying with MGAs, Morgans and Alfa Giuliettas. 'When we bought the car it was black,' says Paul. 'We had it painted Carrera Blue in '91, and they loved the colour in Mexico. We fitted a flat, business-like dash, copied from the track guys, an Accusump oil accumulator for extra lubrication; and the rear three-quarter window had an air scoop leading directly to the fan shroud in the engine compartment.' Fuel and oil lines ran inside the car with an extra-large bladder fuel tank.

Mary also carried the necessary tools, spares and jack. She would swap the jets herself in the dual Dell'Ortos so the car would run properly at high altitudes. For instance, start city Tuxtla Gutiérrez is 1700ft above sea level, while Mexico City is at 8000ft, along with other elevated locations like Zacatecas. 'After each Pan-Am, the engine was rebuilt near where we lived in Tampa, Florida, with varying results. The first rebuild was done by a racing specialist in Virginia.'

Regularities? Not really. The transit sections are pretty much flat-out, too: refuelling and making it to the next start means flying over the tops in the villages and doing 100–110mph on the open roads, which the Mexican Police

encourage, just to make the next stage. 'Mary was fast and fearless,' recalls her husband, 'and in 1992, she won the Jacqueline Evans award for being the fastest woman in Mexico.' (Mrs Evans was an English actress, married to a Mexican bullfighter, and heroine of the original Carrera Panamericana in '53 and '54 in her 356, emblazoned with the image of Eva Perón, First Lady of Argentina.)

According to Paul Kane, in Mexico Mary was 'sometimes referred to as the "Woman with Huevos".' In 1992, her navigator was Stella Hall, and in '93 Morgan Bojorquez called the corners: 'the best navigator in El Salvador! We became friends with him and his family when doing a rally from Mexico City to San Salvador in '92.'

Typical of La Carrera, their run ended dramatically. 'Our last year, 1993, Mary was running

10th overall up to the end of the second-to-last velocity stage, the final day up North.' That would be La Bufa, above Zacatecas. 'Big-engined cars were beginning to press, and she melted her engine at well over 140mph, seeing as it was geared for about 125-ish. The end of the stage saw oil coming out of the exhaust pipes, on fire!'

The Kanes gradually became much better prepared. 'We moved to England in '96, and started doing rallies in Ireland and Britain, tackling gravel stages and longer, rougher events,

Above: Resplendent in 'Carrera Blue', the 356 won over the hearts of Mexican spectators. It's not hard to see why...

“THE TRANSIT SECTIONS ARE PRETTY MUCH FLAT-OUT...”

Below left and right: Original dashboard has been reinstated by new owners, with trip set-up tucked away in the glovebox. Seats are Recaro-style with Schroth safety harnesses





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including Killarney Historics, Rally of the Lakes, Circuit of Ireland and Bull Dog Rally. Mary always drove the 356, using local navigators, or me. We began doing many longer events, sharing the driving, and we won the Maroc Classic in 2000, and then the Holden Trophy for winning the historic section of the 2002 London-to-Athens World Cup Rally. We were also using my XK120 and Mary's '69 911, as well as a '66 Mustang GT350, so we kept busy!

Then, in 2003-4, Pan-Am veteran Andy Prill built an entirely new engine, starting from an unused industrial case, rebuilding the gearbox as well, as the entire car was renovated, including the roll-cage and dash. The Prill rebuild included niceties such as bigger barrels, competition flywheel, rocker gaskets and re-sized conrods. 'That World Cup Rally to Athens was the last straw,' muses Paul. 'After that, I'm afraid it became sort of a pet and was never really put back to work. I doubt we had much more than break-in mileage and some local use out of it. We never used it for an event again after 2002. Mary thought it should be used, not sitting, so eventually we sold it to Keith.'

Which brings us to Norfolk. It's an early start. 'They always

run better on a cool morning with a nip in the air,' Keith remarks. 'When it's cold outside it drives a lot nicer.' As we head off for our photoshoot, I realise my seat is warm: the car has also been prepped to tackle the Monte Carlo Rallye Historique, hence the heated seats. It's also been equipped with a Webasto heater because, according to Keith, the heat exchangers have made way for elements of the roll-cage.

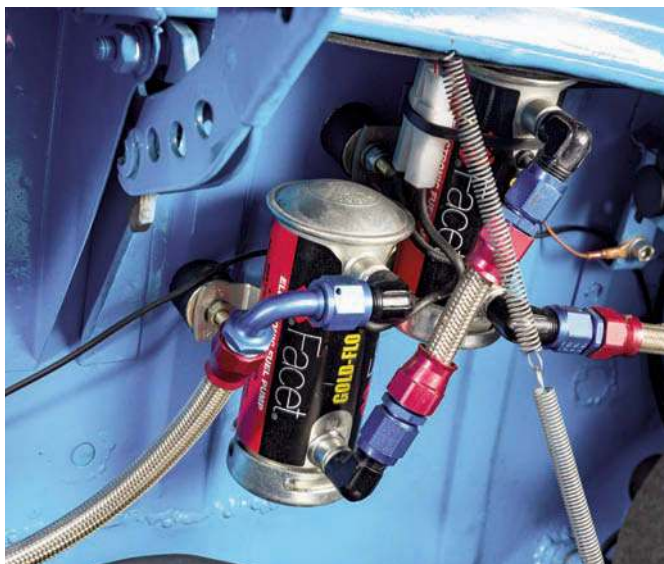
The 356 is running Pirelli Cinturatos, 165/HR15s, which provide ample grip on the road. There is a little bit of play in the steering, and the ratios are quite difficult to find, but actually when I discover where the notches are it slots in fine. It really does like to rev, and between 4000 and 6000rpm it's really going. It revs easily to 6000rpm, and sounds very sweet at the higher rpm. It feels torquey, too, at quite low revs. It's a very smart historic rally car and should go well in the events that Keith has in mind tackling.

Getting it back to Mexico for the Pan-Am is the goal, where it's sure to be welcomed with open arms. It may not be a Carrera, but it sure looks the part, and it's an old hand, too. They do love a 356 over there, where the going's great. **CP**

Above: Long-range tank is vital for the high-mileage stages on the Mexican roads

Below left: Everything that can fail is doubled-up for Pan-Am reliability

Below right: Andy Prill, himself a veteran of La Carrera Panamericana, built the current engine



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TEN YEARS

TEN OF

THE BEST

This issue marks ten years since the publication of the first edition of *Classic Porsche* magazine, so we thought it would be fun to look back over the past decade and pick out one car for each year which left a lasting impression. Maybe you'll disagree with our choices, in which case, drop us a line at classicporsche@chpltd.com and let us know which cars impressed you – and why

2009

There was just one edition published that year, comprising largely of material that had previously appeared in our sister magazine *911 & Porsche World*. But of the featured cars, one stood out head and shoulders above the rest as far as we are concerned: Paul Rui's incredible restoration of a 1950 Pre-A 356.

Oslo-based Paul spent years tracking down the correct parts to complete the restoration, intent on making it the most accurate example in the universe. The fact that it went on display in the Porsche Museum, and is now owned by one of the Porsche family, suggests that he succeeded in his quest.

It was not easy establishing what was, or was not, 'correct' for a 356 of this age, for there are few accurate factory records detailing how such cars were assembled. As Paul quickly discovered, many cars that had previously been heralded as 'perfect restorations' proved to be anything but. His painstaking trawls through the factory archives eventually led him to realise that in the very early 1950s, things were moving fast – cars that were built even just weeks apart could vary in detail as Porsche sought to improve on its original design.

But the end result of his research and labours was to be among the very best Pre-As you're ever likely to see – and in Radium Green, it's certainly one of the prettiest. It was without doubt our car of the year.

(See *issue #1* for the full story on Paul Rui's 356)



2010

The new year saw *Classic Porsche* step up to being a quarterly publication, following intense pressure from readers of the first pilot issue for more of the same. Would there be sufficient cars of a high enough standard to fill the pages? It was a question that quickly answered itself.

This year it was the recreation by Nick Moss of Early 911 in Kent which grabbed our attention. In a world of Carrera RS-influenced builds, Nick ploughed his own furrow by recreating one of the most spectacular-looking rally 911s of its era: the 911ST of Björn Waldegaard, as driven in the 1972 Monte Carlo Rally.

Beginning with what was said to be the very first 1972-model 911 (as factory records show, it was actually built in March 1971) finished in a rather fetching – and unique – shade of Fraise (that's deep pink to you and me), Nick set about creating as accurate a replica of the Monte Carlo works 911 as he could. The shell was modified with ST arches front and rear, and all the factory-applied strengthening mods necessary to survive the rigours of the Monte Carlo Rally.

The engine was a short-stroke 2.5-litre running RSR-style mechanical injection and twin-plug heads. Built by Redtek, the high-revving engine was bolted up to a 915 transmission with ZF limited-slip differential, all protected by a substantial aluminium skid-plate.

Finished in the striking colours of sponsors SEB from France (manufacturers of kitchen appliances), the superbly-detailed 911 cut quite a dash on the front cover of our third issue and went on to be an accomplished rally car.

(See issue #3 for the full story on Nick Moss's 911)



2011

Moving on a year, we were delighted to be approached by the Prototyp Museum in Hamburg which was about to unveil its incredible recreation of one of the three Type 64K10 Berlin-Rome race cars which many hold to be the progenitor of the entire Porsche line.

It was after purchasing the Otto Mathé four-cam engined ice racer, along with other vehicles and associated parts, that museum owners Thomas König and Oliver Schmidt discovered amongst the parts haul a substantial number of components relating to Type 64 #2 which had been destroyed in an accident. It seems that, after selling Otto Mathé his Type 64, Porsche either threw in, or offered him, the remaining parts from the wreck...

What to do? Realising they had the majority of mechanical components, but no body, Thomas and Olli decided to commission a replacement body and recreate the 'lost' Berlin-Rome racer. The end result is nothing short of amazing, and some say it is more accurate than the example which failed to sell at the much publicised RM auction, which itself had been the subject of an extensive 'restoration' in recent years.

The Prototyp Museum's Berlin-Rome coupé bears the closest scrutiny: it is mechanically accurate in every way, the bodywork fabricated to the very highest standard. The car is the crown jewel in the museum's collection and a must-see for any Porsche enthusiast visiting northern Germany – or any other part of Germany for that matter!

(See issue #6 for the full story on the Berlin-Rome car)



2012

This is something of a bitter-sweet choice as far as we are concerned for, sadly, the owner and driving force behind the whole restoration project, Paulo Faldini, is no longer with us having taken his own life not long after his car hit the track.

The Porsche in question – and our choice for car of the year – is Paulo's 934. It is a car which we had known about since the early 1980s, and indeed had even been in around Goodwood circuit during the course of a track test in 1981 for the now defunct *Hot Car* magazine.

When Paulo purchased the 934, it was as a hard-used example of one of Porsche's greatest sports-racers, a model derived from the road-going 930 and the springboard for the mighty 935 series of turbocharged race cars. To carry out the restoration, Paulo turned to long-established German Porsche experts, Kremer in Cologne.

It soon transpired that the hard-worked 934 had been involved in more than one off-track excursion, the first in the hands of its original owner, Eugen Kiemele, the second while in the UK, owned and driven by John Bell. Undeterred, Kremer went on to carry out a meticulous – one could almost say concours-level – rebuild, right down to reinstating the correct turbocharged engine.

We documented the restoration over a series of articles leading up to its unveiling at the Nürburgring, which we attended so we could photograph the finished car – and sample its breathtaking torque round the famous Nordschleife. It was a day we will never forget. Ciao, Paulo. *(See issue #11 for the full story on Paulo Faldini's 934)*



2013

Obsession. It's a word which can easily be used to describe most of our readers' love affair with Porsches and one which perfectly describes Mike Moore's Targa Florio RSR project, which we featured in issue #17.

Mike had owned a convincing Carrera RS replica, which had been described by one RS luminary as being superior to many genuine Carreras. But that was not enough – Mike lusted after an RSR, the logical step up, he felt, from the RS and the hunt was on. He tracked down and purchased an RSR-interpretation in the USA but, as well spec'd as it was, it didn't quite measure up to the Moore idyll.

What followed was a long period of in-depth research as Mike sought as many details as he could about the factory Targa Florio cars, in particular the 'missing' #107 team car, destroyed in a pre-race accident and the subject of some apparent subterfuge involving the swapping of identities to a 'T' car used for practice.

Working with Mike Bainbridge of BS Motorsport, Mike Moore recreated in as near exact detail as possible the works RSR #107, right down to the correctly shaped rear wings (the work of Sportwagen in Essex), the livery, the interior and the drivetrain including, most significantly, the engine. The latter, with its high-butterfly injection from Vasek Polak's stock, made 317bhp on the BS Motorsport dyno.

It took Mike three years to complete the car and it is without question one of the very best builds we have ever seen. It is far more than a simple homage, or tribute – this is as close as anyone can get to the real deal without hopping into a time machine and zipping back to 1973 to purchase that lost factory RSR. As an example of one man's obsessive attention to detail, it's second to none.

(See issue #17 for the full story on Mike Moore's RSR)



2014

Surely only a madman would buy a classic Porsche restoration project without ever having driven an old 911. Crazy, yes, but how about completing the restoration and then allowing four other people to get behind the wheel before you, just to make sure it's OK?

Even though in his youth Darren Tompkins had worked at a business which sold Porsches, he'd never got to drive one. Eventually, he bought a 993 but found it 'too modern', so made the decision to buy himself a project in the form of a 1973 911E that required 'light restoration'. And we all know what that means.

After initial dreams of doing all the work in-house at his Swindon-based business, Darren soon realised that he needed to turn to marque specialists to assist with what was clearly going to be a major restoration. Among those specialists were Barry Carter, who worked his magic on the bodyshell, Mike Bainbridge, who looked after the gearbox, and Nick Fulljames of Redtek, who handled the engine rebuild. Darren assumed the role of project manager and parts chaser extraordinaire. It was to be a steep learning curve.

With final bodywork and paint application carried out by Darren's own company workshop, the 911E neared completion – but Darren was starting to get worried. 'What if', he asked, 'I don't like it?'. Don't forget, he had still never driven any early 911 let alone his 911...

He arranged to take delivery of his 'new' car at his local Porsche dealer, before embarking on a 350-mile journey to visit the first British owner – remember, it was the first time he had driven the Porsche. Would he be disappointed? No. He loved every mile of the trip there and back, and has since become something of a project fiend, building a fabulously detailed '72 911T hot-rod, which we featured in issue #37, and a Carrera 3.0RS-inspired 911, which is currently under construction. At least he has some idea of what it's likely to drive like this time...
(See issue #21 for the full story on Darren Tompkins's 911)



2015

We make no secret of the fact that we love 904s. They are beautiful cars in every way: engineering, styling, performance. We featured Dickie Stoop's 904 – chassis number 904-045 – in issue #27. It was reportedly the first of six cars to enter the UK new and was a natural progression in Stoop's connection with AFN Ltd, the official Porsche importers.

Dickie's debut race in the 904 was the Silverstone International of May 1964 where he finished 12th overall. Records show that a month later he was placed 15th overall at the Rossfeld Hill Climb, in Germany – which was in fact a round of that year's World Sports Car Championship – following this with an eighth place at Brands Hatch in July.

The green 904's competition highlight came eight days later, at the Scott-Brown Memorial race at Snetterton, where Stoop piloted the car to first in class and fifth overall. Success continued with a fourth place at the DARM GT at the Nürburgring, and second (ahead of Mike d'Udy's similar car) in the support race to the Goodwood Tourist Trophy. Stoop's first season in the 904 concluded in September, at Snetterton, where he finished sixth. Chassis 904-045 was entered by Stoop for one more race, the Senior Service GT at Silverstone in March of the following year, but it seems the car did not take its place on the grid.

We caught up with the legendary car following several years in the USA, after which it crossed the globe to Australia and then, ultimately, it passed through the hands of RM Auction at their Paris sale in February 2014 before returning to the UK. Today it's a regular at major classic race events, including Goodwood's Revival and Members' Meetings, still powered by its four-cam engine. It was a real honour to feature such a historic racing Porsche.

(See issue #27 for the full story on Dickie Stoop's 904)



2016

Porsche's name is synonymous with success at the Le Mans 24-hour race and while the marque has carried off many outright and class wins over the years, it was back in 1951 that the first Porsche class win occurred. The winning car was a highly-modified Gmünd coupé – designated the 356SL, for 'Sport Licht' – which, driven by two French drivers, Auguste Veuillet and Edmond Mouche, finished 20th overall, winning the 751–1100cc class. Wearing number 46, chassis #063 gave Porsche a major international endurance racing class win at the very first attempt, completing 2840.65 kilometres at an average speed of 118.36Km/h.

The car was sold to east coast American VW and Porsche importer Max Hoffman, who in 1952 sold it to west coast importer John von Neumann. Von Neumann raced the coupé but felt it was uncompetitive, so he cut off the roof to create a lightweight roadster. In this form von Neumann achieved some success, his early victories being the first for the marque in the United States.

Von Neumann traded the 356SL to Porsche dealer Bill Wittington in 1953, who raced it regularly before selling it on to Rick Gale towards the end of 1954. About a year later, it changed hands again, this time passing into the ownership of Ernie Spitzer, under whose ownership the 'roofless coupé' underwent a few changes to the bodywork. He then sold it in 1957 to Dick Cottrell who then sold it to Chuck Forge.

Forge raced the car many times over the years before his passing in 2009, at which point it was acquired by Cameron Healy. Although the car had a long history in 'roofless' format, Healy knew it was his duty to restore it to its original Le Mans class-winning specification, turning to Emory Motorsports to carry out an impeccable restoration. Can there be a more important car in Porsche racing history? We think not.

(See issue #40 for the full story on Cameron Healy's 356SL)



2017

There can only ever be one 'first' – and we were delighted to bring you the story of the first Porsche 356 to carry the Carrera moniker. In January 1955, Reutter coachworks began building what was to become chassis # 53456, the completed bodyshell being delivered to Porsche in March. There the necessary modifications were made to install one of the race-shop's new four-cam engines at the request of customer Reinhard Schmidt.

Schmidt was an engineer working for, among others, ATE – soon to develop the first disc brakes used by Porsche on the 356C and early 911s. He used the car extensively, adding many safety-oriented features, such as long-range driving lights and a large reversing light. He also specified a Golde sunroof, Becker Monza radio, electric aerial and several other accessories.

In 1957 or '58, the original four-cam engine was replaced by a more reliable and easier to maintain 1500S push-rod unit. The car was then sold to a serving US military officer, who sold it on again just a short while later. Eventually, in the hands of another serving officer, the Carrera found its way to the USA and spent several years there before returning to Europe when its owner received a new posting in France.

The Carrera crossed the Atlantic once more in 1962 and, after an accident a few years later, became the subject of a partial restoration in the 1980s. It was at this time that research confirmed that this was, indeed, the very first 356 Carrera – and that the unique red textured interior trim was original to the car.

In 2014, the Carrera was sold to its current owner and became the subject of an extensive, yet sympathetic, restoration by marque specialist Reinhold Plank, during which a period-correct four-cam engine was installed. We were delighted to feature it over eight pages of the magazine. After all, cars don't come much more special than the very first Porsche Carrera.

(See issue #43 for the full story on the first 356 Carrera)



2018

Mention the word 'classic' in Porsche circles and most people think of 356s and pre-'74 911s. The later impact bumper models have tended to be overlooked – until recently. As values of the earliest cars continue to increase, it was inevitable that more attention would be paid to the later, '74-on, models – and not just as donors for a backdate project.

Having been involved with some impressive 911 projects in the past, Paul Madden's interest turned to the rapidly-appreciating 1974/75 Carrera 2.7 – the Euro-spec model with mechanical fuel-injection, naturally, which is mechanically virtually identical to the legendary 1973 Carrera RS. He tracked down a car that had been through the wars, having been 'forward-dated' and in the process losing much of its obvious identity as one of the rarer and most sought after of all impact bumper models.

What lay ahead was one of the most exacting restorations we've ever seen, regardless of the vehicle's age. In many respects, it proved harder to restore the impact bumper Carrera than it might have had it been an older model. Wherever possible, Paul used new old stock – or simply new, as far as Porsche is concerned – parts, right down to the smallest bolt, linkage and electrical connector. Needless to say, Paul also treated the car to a total mechanical rebuild back to original.

As the Carrera had undergone so many changes in its past, Paul decided that one more wouldn't hurt, so had the shell sprayed in that most 1970s of hues, Lime Green. Allied to an interior retrim in black with green plaid inserts, the end result was – and still is – breathtaking. Let's hope it inspires more people to resist the urge to backdate every impact bumper 911...

(See issue #50 for the full story on Paul Madden's Carrera)



2019

Over the last decade, we've been lucky enough to feature a whole raft of exquisite Porsches, but it took just one drive across twisting moorland roads to convince us (as if we needed convincing): there is nothing to beat a well set-up Carrera RS.

It was back in issue #63 that we had the opportunity to drive the freshly restored RS which had just passed through the hands of Saltash-based Williams-Crawford. We had watched the car being sympathetically restored for several months and were itching to get our hands on it. It took a change of owner for the opportunity to arise and we were blown away. It proved to be one of, if not the, nicest examples we had ever driven.

The right-hand drive Glacier Blue Carrera – one of just 16 to leave the factory in that colour – had a well-documented life, showing it had been delivered with a variety of options, including a limited-slip differential, but not the trademark RS 'ducktail' spoiler. The extensive paper trail shows the car had been well used, even undergoing a restoration in the 1990s. However, by the time it arrived in Cornwall – in boxes – it was clear that it deserved the 'works'.

Wherever possible, as many of the original components were reused, including much of the interior trim. It was mechanically refreshed and treated to an exterior repaint in the original hue. With meticulous care, the RS was reassembled and finally ready to hit the road.

We were a little apprehensive about driving a car of this value, which the new owner had not yet driven, but within a few minutes it was obvious the Carrera was begging to be pushed a little harder with every passing mile.

Frequently cars that have been stripped, restored and rebuilt don't feel particularly 'tight', but in this case there were no such concerns. It was as close to driving a brand new Carrera RS as we're ever likely to get...

(See issue #63 for the full story on the Carrera RS)



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DIVINE DEVIN

When Australian Porsche enthusiast David Twiss fell in love with a rare Devin D he'd seen advertised on the internet, nothing was going to stand in his way – he knew that one day, the sleek glassfibre-bodied sports car would be his. But when?

Words David Twiss/Keith Seume

Photos: Clarence Tang/Tangcla Photography and owner



Over the decades the ubiquitous Volkswagen Beetle has been a donor car for a multitude of low volume coachbuilts, a diverse array of kit cars and homebuilt specials. It is generally not appreciated, however, that Porsche donor components found their way into a small number of specialist manufacturers and homebuilt racers, although only in very rare instances was this factory sanctioned.

Names such as Pooper, Glöckler and Elva may be familiar to some but there were other coachbuilt models such as the Beutler all based on 356 running gear. Some versions of specialist race cars such as the Dolphin, Bobsy and Platypus utilised Porsche drivetrain components to great effect, often humbling the factory's own formidable racers!

But there was another enterprising manufacturer, Devin Enterprises, which was founded by the enigmatic maverick Bill Devin, located in El Monte, California in the late 1950s. Once described as the 'Enzo Ferrari of Okie Flats' in a 1961 article in *Car and Driver*, Devin typified the post-war American spirit, his use of a toothed belt to drive the valve train in the Devin-Panhard engine was the first time this technology was used in such an application. Today tens of

millions of internal combustion engines rely on toothed cam belts for valve actuation, but unfortunately Devin didn't apply for a patent on this innovation.

In the late Fifties and early Sixties Devin Enterprises was the largest producer of glassfibre cars and bodies in the world. Using a mould which drew inspiration from the Scaglietti-designed Ermini 375 Sport 1100, Devin manufactured bodies in 27 sizes to suit most popular road cars of the time, as well as for race cars. Devin bodies were distinguished by their reasonable price, available accessories and quality of the glassfibre moulding, which was superior to that of their competitors.

Amongst his other achievements was the fearsome Devin SS sports car, which pre-dated the Shelby Cobra and featured a fuel-injected Corvette V8 and De Dion rear suspension with inboard discs. By Carroll Shelby's own admission the Devin SS was a superior car to his Cobra, but unfortunately only 15 examples were produced before it became apparent the project was not financially viable. Today the Devin SS is keenly sought after by collectors and vintage racers alike, commanding big bucks.

In an effort to broaden their market, in the late Fifties Devin Enterprises produced the Devin D ('D' stood for Deutschland). The Devin D was built on a Devin-designed





ladder chassis with a wheelbase of 2083 mm (82 inches) and was offered either in kit form or factory-assembled. In its day a complete Devin D kit, less the stock VW or Porsche components, sold for \$1495. A complete factory-assembled car with standard VW 1192cc engine retailed for \$2950, and with a Porsche 1600cc engine for \$3350. Porsche drum brakes were a \$400 option (and were definitely required with Porsche power!).

Bill Devin sourced his Porsche engines from his local Porsche dealership, buying industrial motors and converting them for automotive use. Unfortunately his supply of Porsche motors abruptly ceased after the factory threatened to cancel the dealership's franchise if they continued dealing with Devin. Apparently some enterprising SoCal racers modified their Porsche-powered Devin D's to Super 90-plus specs and in doing so started to nip at the heels of the factory's lauded quad-cam offerings.

Determining the exact number of Devin Ds manufactured between 1958 and 1964 is problematic. Some publications have indicated optimistically as many as 160 were produced in both kit form or assembled by the factory, while it is generally believed that of these fewer than fifty were factory assembled. These figures, however, are impossible to verify as Bill Devin was poor at keeping records.

What can be said is that very few Devin Ds survive today. These cars are now being sought after by collectors and historic racers, being eligible for several vintage race

categories. These cars hark back to what many consider to be the golden era of American sports cars and specials.

The example shown here, chassis number DD9-17, is a rare factory-built Devin D which was originally delivered to the King Motor Company in California in 1962. After spending its life in the United States, DD9-17 was acquired by David Twiss in 2008 and subsequently imported to Melbourne, Australia, that same year.

'I've been a lifelong VW and Porsche enthusiast,' says David. 'My first car at seventeen was a 1964 1200 VW Beetle, which was subsequently modified with an NPR 83 mm "Big Bore" kit, 200cfm Holley Bug Spray carburettor and wide rims. This car was followed by a succession of other air-cooled Volkswagens including various Beetles, Type 3s and Kombis, some standard but many modified.'

Over the years, David's enthusiasm for the marque blossomed further: 'Some of the more rare and obscure VW-based vehicles I have owned in the past included a 1968 VW Country Buggy and an Aussie-delivered RHD 1952 Tempo Matador. More recently I owned a 1971 Dearborn Corp Deserter GS GT Series 2 with a 2332cc turbo motor.' And then the Porsche bug started to bite...

'Over time I inevitably moved on to Porsches, with a particular emphasis on the 356, and over the years I've owned a 1962 356B Super 90, a 1960 356 T5 Roadster and a 1964 356SC coupé,' says David. 'My current project is the restoration of a rare barn-find Aussie-delivered full matching

Above: Devin bodysells came in no fewer than 27 different variations to suit a wide variety of donor vehicles, from Chevrolets to Volkswagens and Porsches

Below left and right: When purchased, the Devin had been painted in a pearlescent white. Several layers of paint were stripped off and the bodysell sealed prior to its silver top coats





Above left: Wheels currently fitted are TechnoMagnesio, ultra-light rims in the style of the original Porsche wheels

Above right: Partially exposed engine and exhaust system hint at the Devlin's mechanical origins...

Below: Duane Spencer-built engine features Shasta Design 86mm forged pistons and now displaces 1720cc. Induction is handled by dual 40IDF Weber carburetors



numbers 1959 T2 356A coupé. The plan is to store the original drive train and for motive power install a 1883cc twin-plug motor. To complete a period Carrera-type make over, 60mm front drums, KW shocks and a set of Techno-Magnesio wheels will be installed, all of which can be easily be converted back to original should this be desired.'

But what of the Devin? 'Back in December 2006, a Devin D caught my attention on the Samba.com website. I wasn't actively looking for another car or project but enjoyed browsing the various VW and Porsche websites when I had some spare time, like many enthusiasts. I knew nothing of the manufacturer but was attracted to the fact that it didn't rely on a VW floorpan, having its own bespoke tubular chassis, looked period cool and there was a Porsche

connection as this particular car was powered by a 1957 Porsche 356A motor. Importantly it was one of a handful of factory-assembled cars with its own dedicated VIN number.

'The Devin was located in the USA in the state of Massachusetts, a long way away from Melbourne, Australia!

Undeterred I contacted the owner and entered a dialogue with the view to a potential purchase. Discussions continued for a couple of weeks and were brought to an abrupt halt when my accountant gave me a reality check that I needed to put more money into my fledgling business.

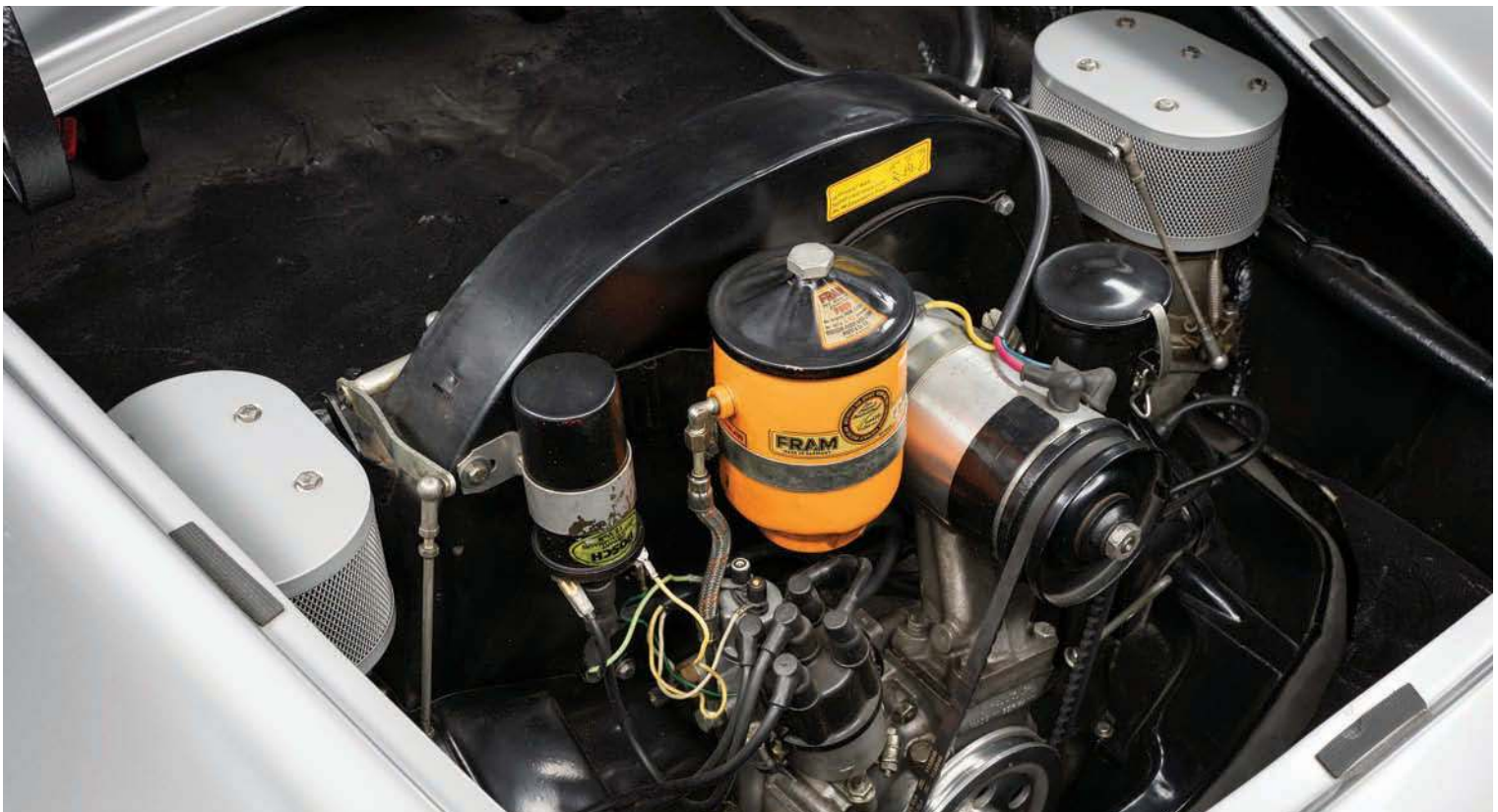
'Over the next couple of years I would occasionally browse the Samba website to see whether any other Devin Ds were posted for sale, but to no avail. But with a change in my circumstances towards the end of 2007, I decided to be more proactive and placed a wanted ad on Samba stating that I was looking for a Devin D.

'In January 2008, I had a response from a dealer in California specialising in classic Porsches and Historic Race Cars who just happened to have two Devin Ds; one was a stripped down race car and the other, to

my surprise, appeared to be the Massachusetts car!

David sent a quick e-mail to the dealer and an exchange of information confirmed this to be the case. Now California is still a long way from Melbourne, however, the fact that it was the same car gave him some comfort. He'd retained

"IT WAS ONE OF A HANDFUL OF FACTORY-BUILT CARS..."





Above: Dashboard carries auxiliary gauges from North Hollywood Speedometer, alongside a very rare 356B Carrera speedo. Steering wheel is a Nardi Volante

the communications with the former Massachusetts owner and could use information to verify the vehicle's provenance and condition.

Thrilled to have finally tracked down 'his' Devin, David set things in motion. 'After receiving references from a number of Californian members of the Porsche Club of America who had dealt with this dealer, I decided to buy the Devin sight unseen. Unfortunately, however, over the intervening period the Devin was now almost \$10,000 more expensive than when I first identified it!'

Undeterred, David transferred the funds and the Devin was soon on its way to Melbourne once the necessary import documentation had been completed.

'Almost six weeks later the Devin arrived in Melbourne,' recalls David, 'and to my relief and delight it was as I expected. Another month later the car was on the road after a tune-up and some safety modifications.'

Other priorities meant that on arrival in Australia the car was then left largely untouched until 2017 when it was the subject of an extensive restoration.

When acquired DD9-17 was powered by a 1582cc 1958 Porsche 356A motor and, although a spirited performer compared to those powered by lesser VW flat-fours, the earlier Porsche motor was not as robust and suitable for tuning as later units. The motor was replaced by a Porsche 616/36 (912) motor which has been rebuilt and upgraded by legendary Porsche engine builder, the late Duane Spencer.

The engine features Shasta Design 86mm forged pistons and now displaces 1720cc. Induction is handled by dual Italian 40IDF Webers, while a sports camshaft of unknown grind and lightened flywheel have also been installed. Exhaust gases exit via 4-into-1-into-2 merged stainless-steel headers. The car has also been converted to 12 volt. The 912-based motor is very tractable with an estimated 120-plus horsepower and is a strong performer in a vehicle which, according to factory specs, weighs in at just 1180lb (535kg).

DD9-17, like all Devin Ds, is equipped with a VW swing-axle gearbox, but the original non-synchro VW transmission has been replaced by a later rebuilt full-synchro unit. All Devin Ds feature Volkswagen front suspension with transverse torsion bars and trailing links, while single coil-over-shock absorbers and trailing arms of Devin's own design were used at the rear. The suspension on this car has been refurbished along with the Porsche 356B

drum brakes, which provide more than ample stopping power in such a lightweight machine. The car is shod with Michelin tyres on 4.5Jx15 alloy rims at the front and 5.5Jx15 alloys at the rear.

While the glassfibre body was in good condition for its age, DD9-17 was subject to a complete body restoration, which involved removing several layers of paint, the most recent being a very Eighties pearlescent white. The entire body was then rubbed back, with any imperfections and damage accrued over the decades repaired. Prior to being

“THE DEVIN WAS SOON ON ITS WAY TO MELBOURNE...”

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painted a Porsche Boxster silver, the body was treated to a polyurethane coating which provides additional protection and a billet-like finish.

The car's interior has been subject to a full refurbishment, too. Seats have been rebuilt and reupholstered in red leatherette-style material, with new red German square-weave matching carpets. DD 9-17 features a genuine rare Porsche 356B Carrera 160mph speedometer, but all other instruments are reproduction Porsche 356 gauges from respected North Hollywood Speedometer. Billet switchgear is inlaid in a genuine NOS dash panel, while a new 360mm Nardi Volante steering wheel finishes the period interior.

Worthy of note is the fact that DD 9-17 still has its first service sticker, removed and preserved from the inside of the driver's door and dated September 1962. The owner also has a scanned page from Bill Devin's log book showing DD9-17 delivered to the King Motor Company. This was provided to the owner by the person who acquired the assets from the late Bill Devin's estate.

Incidentally, the original windscreen has been replaced by a speedster aero style polycarbonate unit from the Aircraft Windshield Company of Los Alamitos, California; this gives the Devin D a more aesthetically pleasing lower profile and accentuates the Fifties/Sixties race car look. Racing harnesses and a roll bar provide added safety. The original windscreen frame, rare removable soft top roof, support bows and side windows have all been retained should the owner wish to convert the car back to factory spec at a later date.

David smiles when he looks back at the process of purchasing his dream car: 'A couple of months after buying it, my son, who was eight years old at the time and enthralled by Google Earth, suggested we Google the location in California where I had purchased the Devin from. To our surprise it turned out to be a field somewhere in rural Southern California, with no sign of habitation nearby. Would I have proceeded with the purchase had I known this? Maybe, maybe not! But as they say, all's well that ends well!' **CP**

Above: Side profile shows just how slippery the Devin design was. Low aero windscreen greatly improves the car's lines

Thanks to:

Skunkwerks of Colac (in regional Victoria) who undertook the bodywork, paint and special fabrication, and Melbourne-based VW and Porsche specialist Andrew Ballingall, who undertook the assembly, more special fabrication and final tuning of the Devin





HAND BUILT CARS



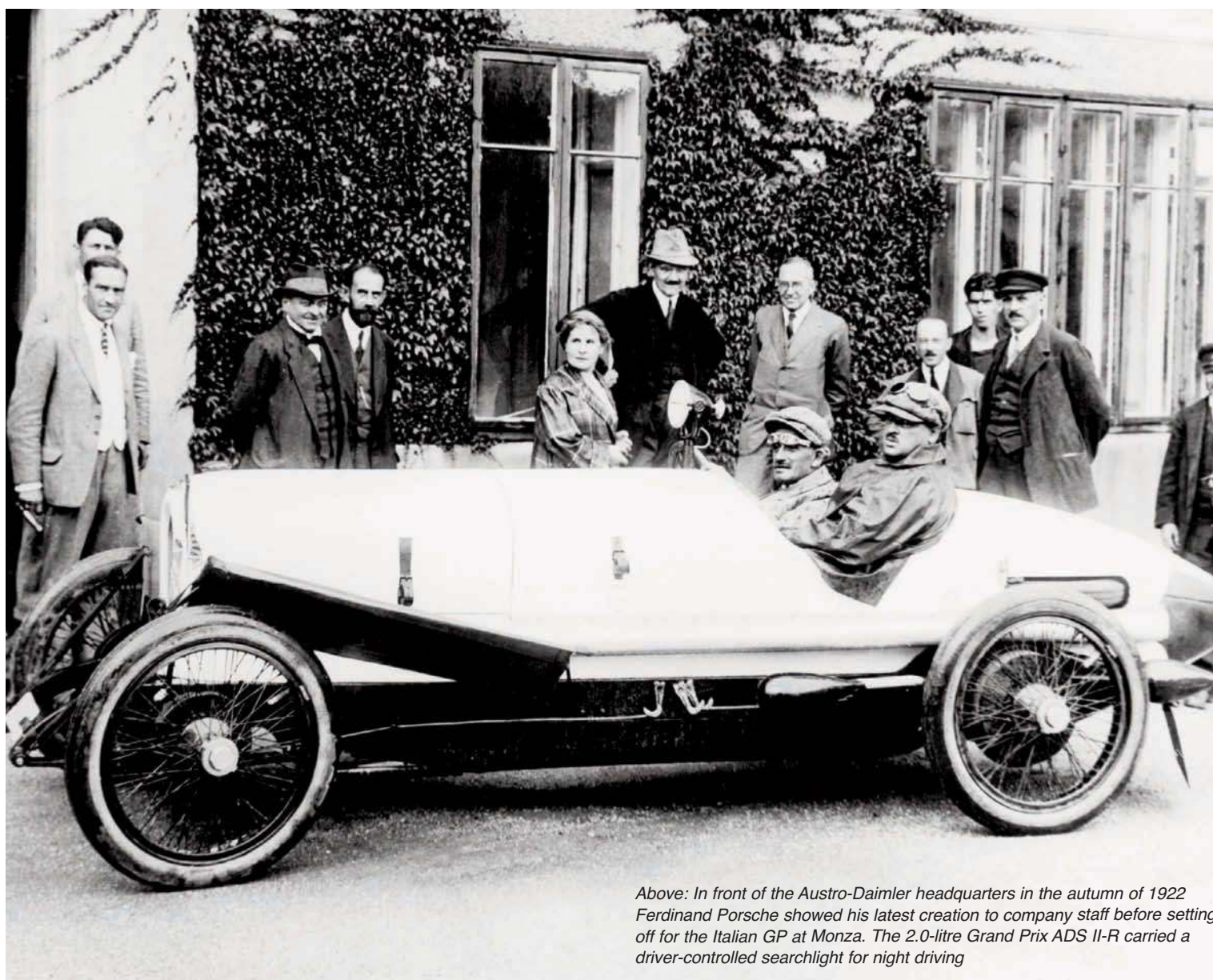
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Words and photos: Karl Ludvigsen

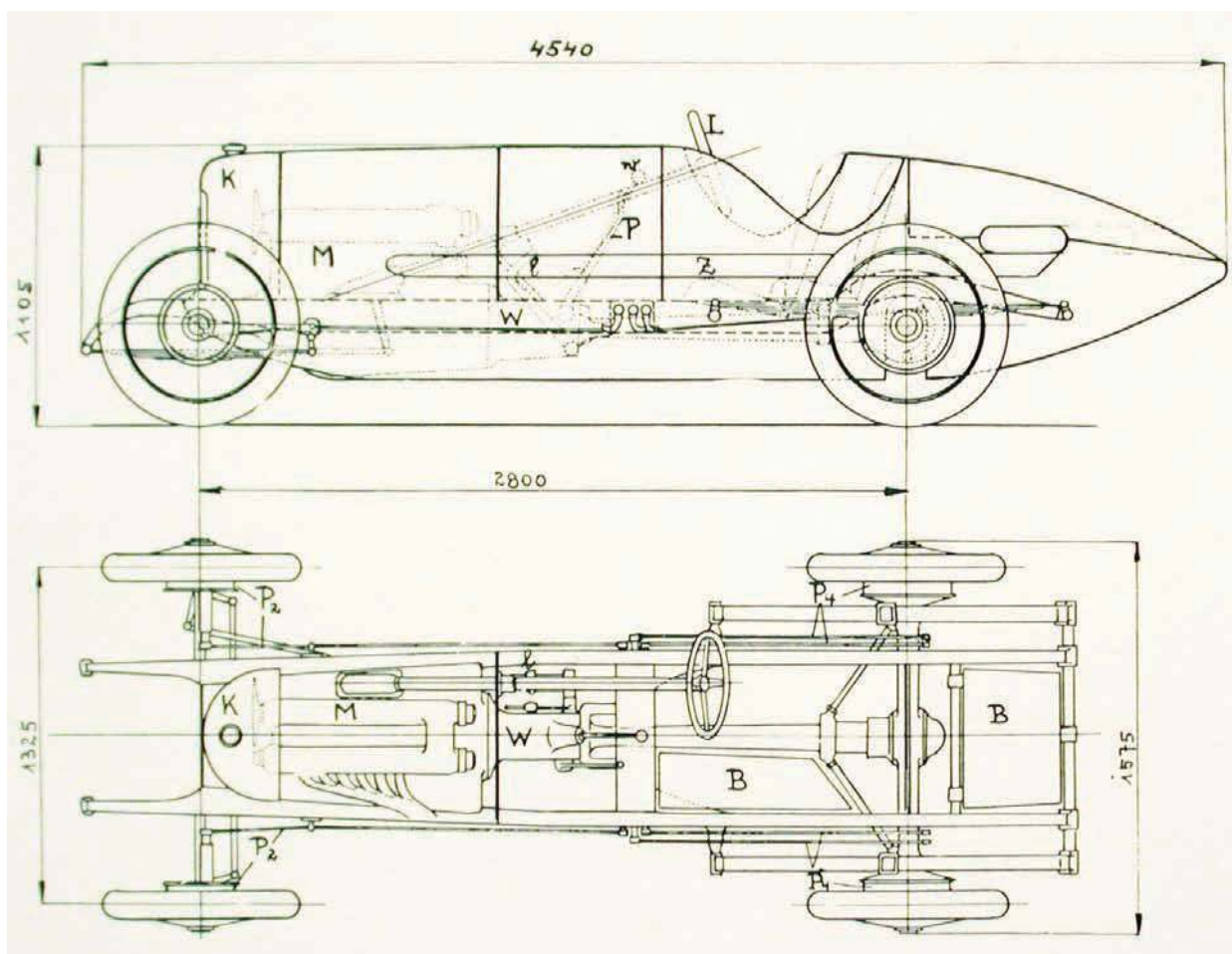
PORSCHE'S GRAND PRIX AUSTRO DAIMLERS

Ferdinand Porsche designed and built his first Grand Prix racing cars when he was managing director of Austria's Austro Daimler in the early 1920s. They were advanced machines that had few chances in period to flaunt their capabilities



Above: In front of the Austro-Daimler headquarters in the autumn of 1922 Ferdinand Porsche showed his latest creation to company staff before setting off for the Italian GP at Monza. The 2.0-litre Grand Prix ADS II-R carried a driver-controlled searchlight for night driving

Right: A layout drawing showed the advanced features of the 1921 3.0-litre ADM-R. Its widely spaced rear springs gave stability. Marked 'B' are the two compartments of its fuel tank, placed low to reduce the racer's centre of gravity



Coming out of World War 1, Ferdinand Porsche was in complete charge of Austro Daimler, one of the greatest and most versatile manufacturing companies of the former Austro-Hungarian Empire. Now his factory at Wiener Neustadt, south of Vienna, had to reach out to world markets from an Austria shrunken to a tenth of its former size. A great believer in the merits of motor sports for both technology and publicity, Porsche started right away on the design and construction of racing cars.

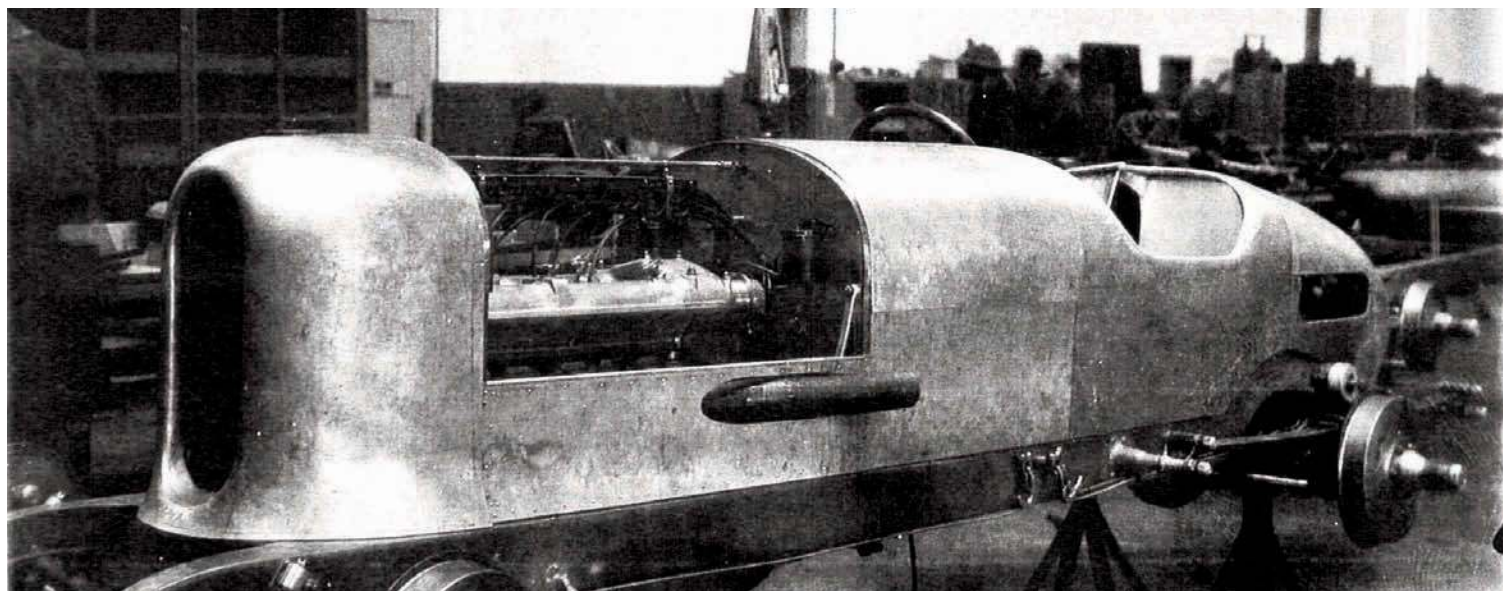
Below: Under construction at Wiener Neustadt, the Austro Daimler ADM-R revealed its twin-cam six-cylinder engine and slender bodywork with seating for two

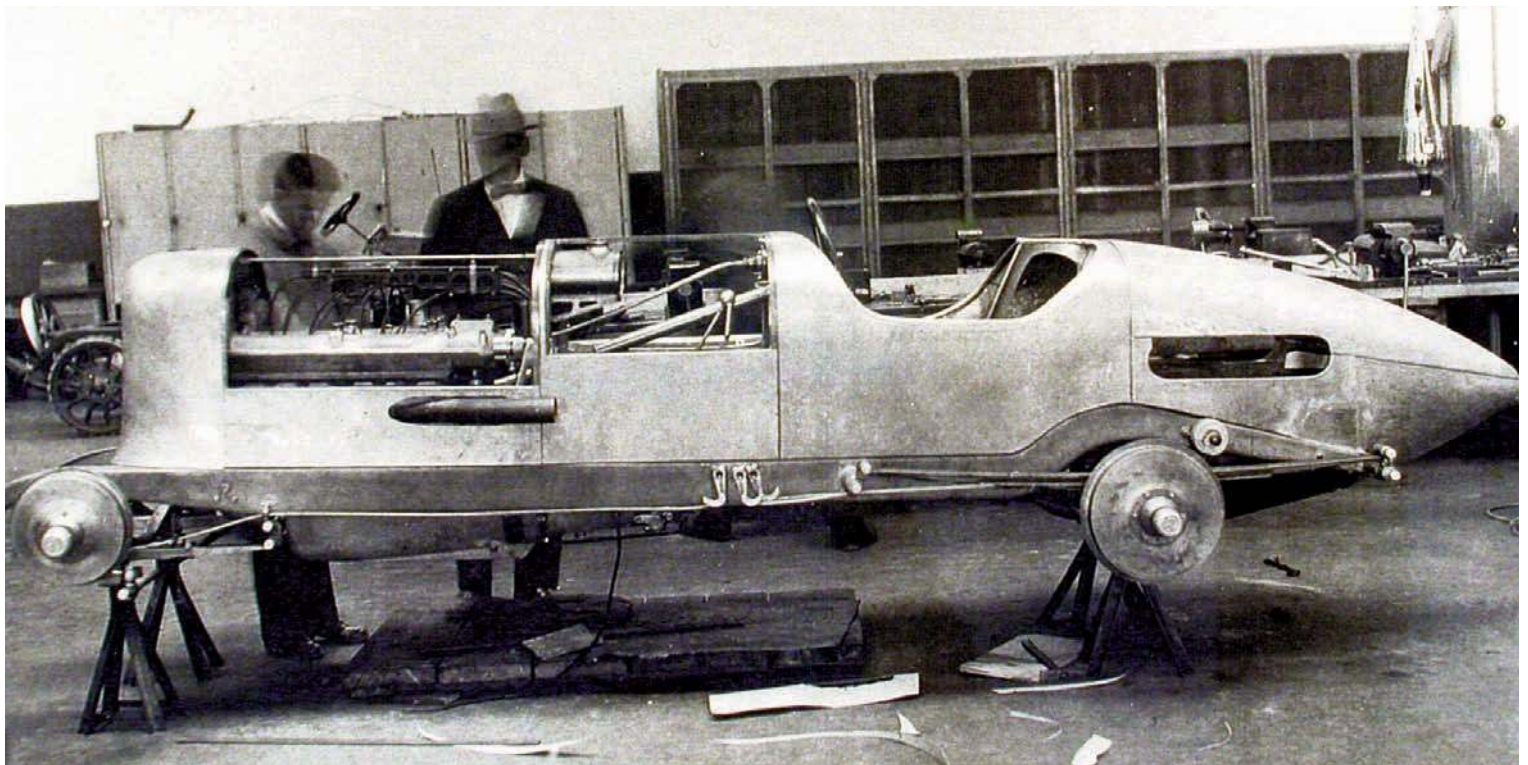
The pinnacle of the sport, best known for its competitiveness and demonstration of high technology, was Grand Prix racing. First contested in 1906 as the French Grand Prix, GP racing continued to 1914, the first time that engine displacement was used to create a common technical format for competitors. As a result the 1914 race among 4½-litre cars was 'notable for a constant and fierce international

and inter-company duel,' wrote Laurence Pomeroy, Jr. The world waited eagerly for the sport's post-war resumption.

Although new post-war rules set a 3.0-litre engine-size limit for 1920, GP racing did not resume until 1921, when both France and Italy hosted Grands Prix. To create a GP competitor for Austro Daimler, Ferdinand Porsche built a six-cylinder engine of 2993cc, measuring 74 x 116 mm. Its single-ignition twin-overhead-cam engine had a king-shaft drive to its camshafts at the rear of the block, next to the clutch. Twin side-draft 48mm Zenith carburetors had dual float chambers to assure consistent flow of alcohol-based racing fuel.

Although wide enough to carry the mandatory riding mechanic, the new racer's frame and body were kept as narrow as possible to reduce drag. Its cooling-air inlet was a narrow vertical oval. Porsche's aerodynamic advisor was Igo Etrich, the airplane designer whose tips helped Austro





Daimler dominated the 1910 Prince Heinrich competition. Slots in the sides of the tail allowed a spare wheel to be stowed horizontally. This took up space usually used for a fuel tank, which Porsche placed low under the car's cockpit and tail to reduce its centre of gravity.

This handsome racing car received the ADM-R designation, which suggested that the racer had something in common with Austro Daimler's production six-cylinder ADM, although in fact it was a unique design. Said to produce 120bhp at the high crank speed of 5500rpm, the ADM-R was giving power comparable to that of such 3.0-litre Grand Prix rivals as the Fiats and Duesenbergs. However, the lateness of the car's completion and the paucity of events for it meant that the ADM-R wasn't raced in anger by Austro Daimler.

One such ADM-R – probably only one was completed – was imported to England by George Newman in 1926. From then to 1930 it competed successfully on the banked oval at Brooklands, where its maximum lap speed was urged upward from 110 to 118 mph. 'I used to think this A-D was one of the best-looking cars at the track,' wrote Brooklands historian William Boddy, 'with its handsomely cowled radiator, slightly staggered seats, long tail and the (mandatory) silencer beneath a tunnel on the (left) side of the body, with the compulsory fish-tail protruding.'

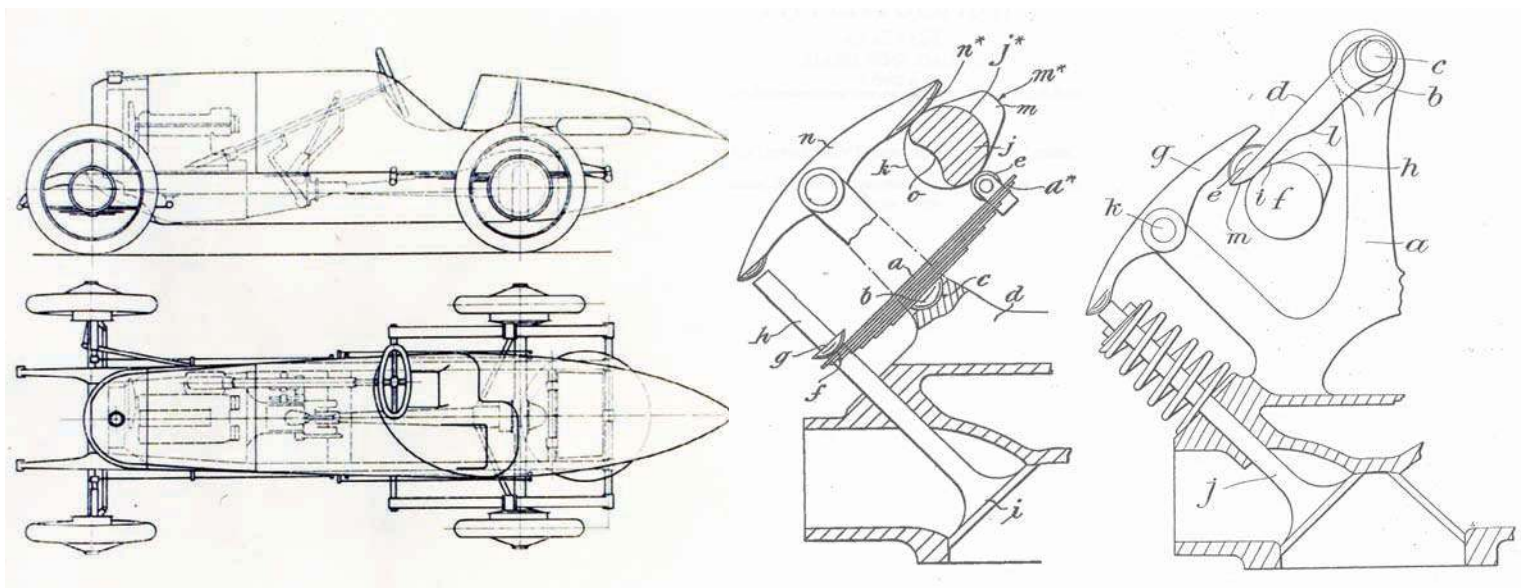
New Grand Prix rules for 1922 cut allowable engine capacity to 2.0 litres. Fortuitously the ADM-R provided an ideal basis for a new GP Austro Daimler, the ADS II-R. Using the same dimensions of 74 x 116 mm for four cylinders gave 1996cc, perfect for the 1922 rules. Also mandated were a minimum weight of 1433lbs and bodies able to carry two passengers.

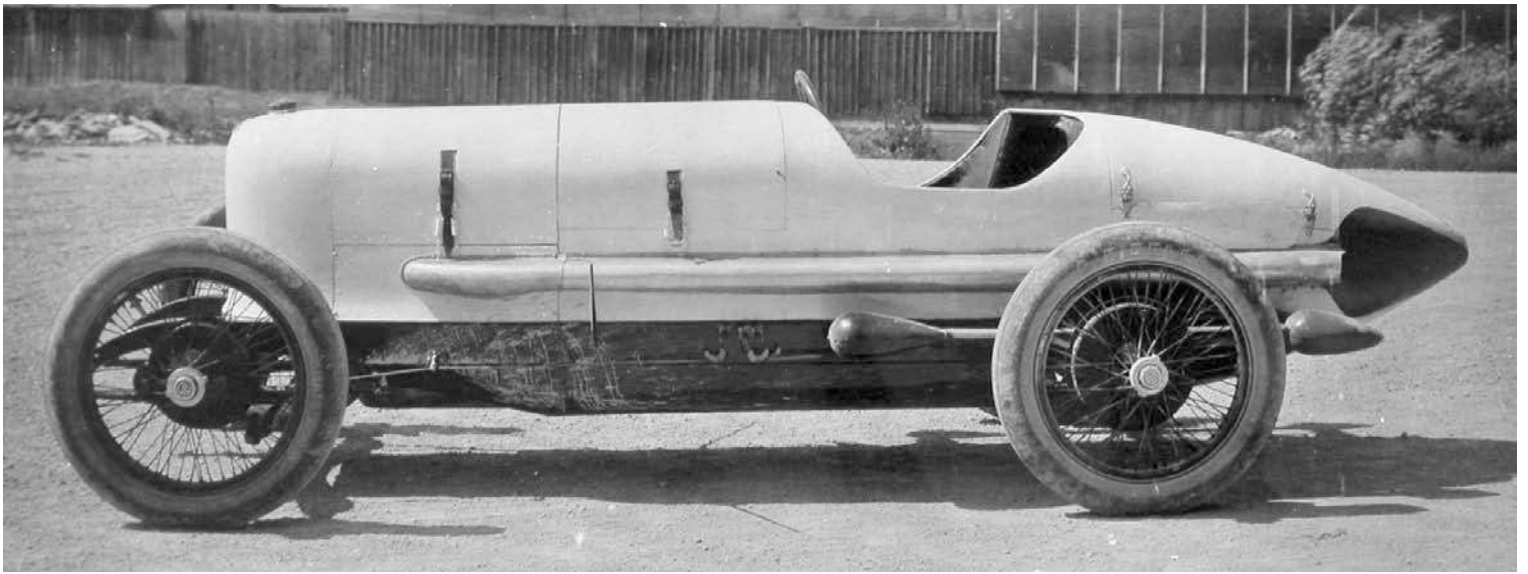
The bigger-engined car's chassis was carried over to the 1922 2.0-litre. With two fewer cylinders to carry, Ferdinand Porsche shortened the ADS II-R's wheelbase from 110.2 to 108.3 inches while keeping its track of 51.2 inches. In plan view the frame rails were straight from cowl to rear and gently tapering toward the front. Semi-elliptic leaf springs were under the frame at the front but outrigger at the rear, well away from the frame, as close to the rear hubs as possible to give a stable platform and maximum resistance to the axle's torque reactions. Laterally braced, a torque tube extended forward to its pivot on the back of the four-speed transmission.

The ADS II-R's engine had an aluminium cylinder block and iron head. Twin distributors, at the rear, sparked dual ignition, with the front of the right-hand inlet camshaft able to drive a cooling fan if required for the drive to the race. A pump provided forced water flow. A single side-draft Zenith carburettor delivered racing fuel. Tankage was a combination

Above: Exhaust piping of the ADM-R emerged from the hood side to extend to the rear. Rear semi-elliptic springs were much longer than those at the front

Below left to right: For the 2.0-litre Grand Prix formula starting in 1922 Porsche shortened the ADM-R's chassis and cut two cylinders from its twin-cam engine. As with its bigger predecessor front brakes were smaller than those at the rear; the Austro Daimler-based Laystall Special's engine had this desmodromic or forced-closing valve gear, the kidney-shaped cam lobe shutting the valve through a roller on a stiff spring acting as a lever





Above: Rear shackle fairings were most visible from the side of the ADS II-R. A deflector kept exhaust byproducts away from the bodywork, liveried in Austria's white and red

of one under the floor, a novel technique Porsche had introduced with his smaller racers, and another placed low behind the axle.

To make the most of its engine's 109bhp at 4500rpm, the ADS II-R's bodywork was sublimely sleek. On the Neunkirchner Allee, the fast straight road near the factory that he used for aerodynamic tests, Ferdinand Porsche exploited his aerodynamic expertise.

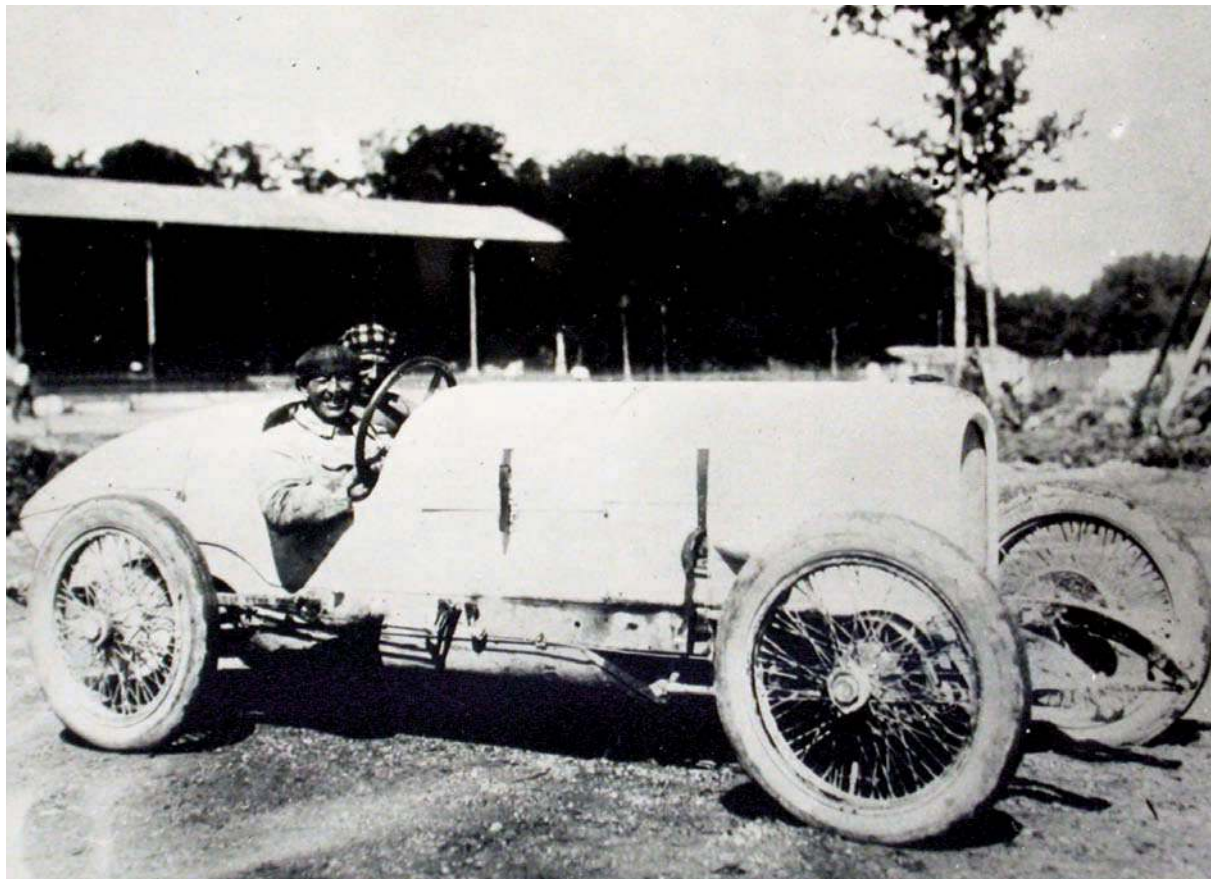
From its characteristic oval radiator opening to its tapered tail the body was completely devoid of louvres and excrescences. Separate strapped-down covers gave access to the engine and the machinery under the cowl. Having exposed the rear springs to the flow of air, Porsche gave their shackles aerodynamic fairings. As in the three-litre car, slots at the sides of the tail allowed a spare wheel to be carried horizontally during drives to and from races.

Driving on the road was the means Austro Daimler employed to get its three team cars to Monza for the Italian Grand Prix on September 3rd, 1922. With jury-rigged front fenders and tails piled high with luggage, parts and tools, the racing cars set out with Ferdinand and Ferry Porsche leading

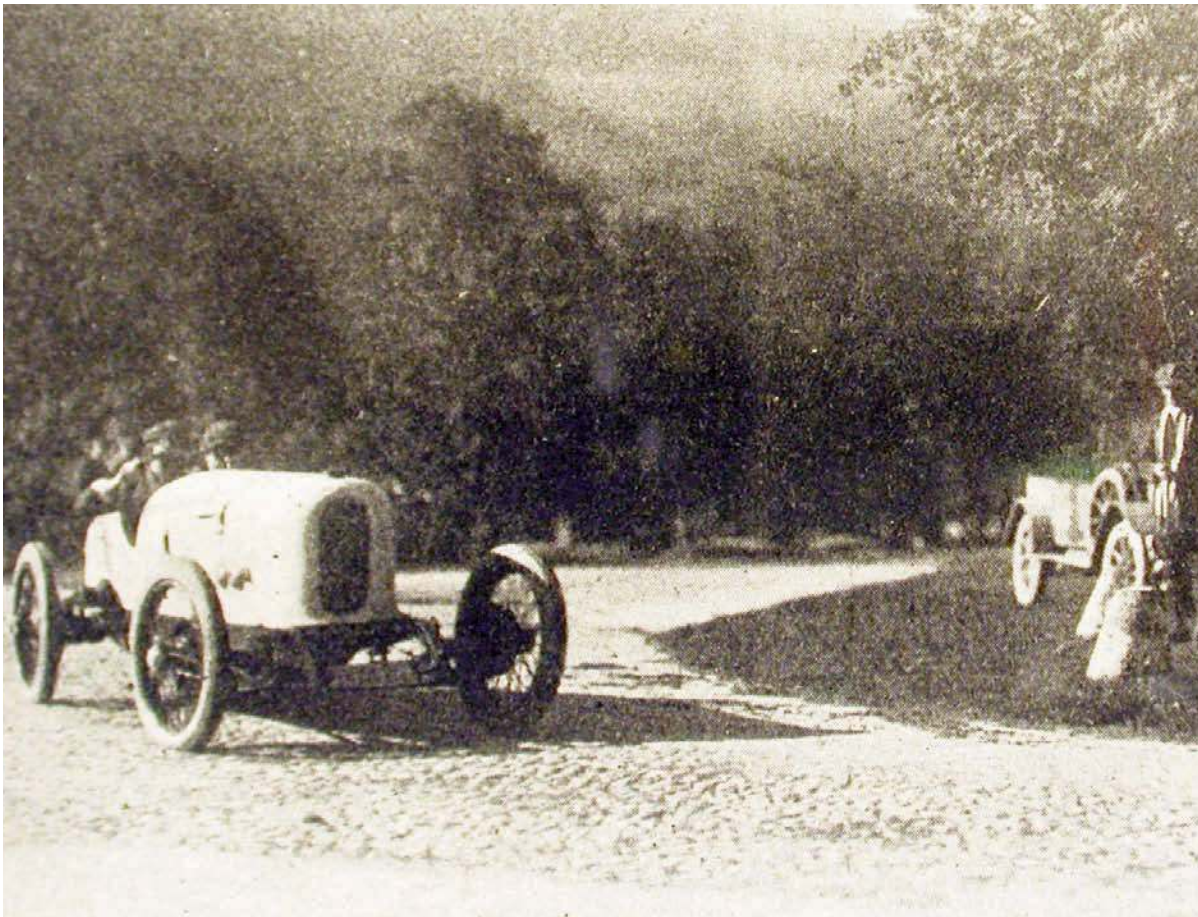
the way. During the wet journey a swig of vermouth revived a freezing 13-year-old Ferry.

Early pleasure over the ADS II-R's fast pace on the fast Monza track gave way to alarm when piston crowns started failing. Although the team arrived a fortnight early, this was a fundamental flaw that would take some fixing. To Porsche's rescue came the winner of the Targa Florio earlier in the year, Count Giulio Masetti. The well-connected Italian nobleman found a factory that was able to cast and machine new pistons of an improved alloy to Porsche's specifications. Problems with the gearbox of one of the cars were solved when Ferry extracted broken pieces with his slender hands.

Drivers for the Grand Prix were Alfred Neubauer, Fritz Kuhn and Lambert Pöcher. The 497-mile race posed a huge challenge to the cars as well as to the Austrians, who had never competed at this level of the sport. With official practice about to begin, they were just getting to grips with the track's challenges when Fritz Kuhn came to grief on the fast right-hand bend approaching the pits, the Curva Grande. The car's tail swung out, triggering a series of slides – Kuhn fighting for control – that ended with the white car lurching off the track



Right: The Austro-Daimler team arrived early enough at Monza in August 1922 to rectify problems such as piston burning before official practice. A cheerful Fritz Kuhn was pictured with his ADS II-R in the Italian sunshine



Left: Though it would race in minor events the ADS II-R would never compete in a Grand Prix. Here it took part in a hill climb in Austria

and crashing to a stop. Thrown out, Kuhn died on the spot.

This was a tragedy beyond Ferdinand Porsche's imaginings. Of course they knew racing was dangerous. In June's French Grand Prix, Biagio Nazzaro was killed when his car's rear axle failed. Closer to home, in May the skilled and respected Otto Hieronimus died in a crash of his Steyr at the Ries hillclimb. As a leading Austrian driver, engineer and innovator, the career of Hieronimus had paralleled Porsche's. Now, while trying to step its racing up a gear, Austro Daimler suffered a mortal setback. Porsche withdrew his remaining cars and the team drove back to Austria in a state of profound remorse.

Kuhn's death was the result of a loss of control. Was it the driver's fault? Or had something in the car caused such a violent swerve? Young Ferry was an eyewitness: 'It seemed as though the very instant he entered the Curva Grande the rear portion of the car gave a sudden lurch to the left.' Inspection of the wreckage drew suspicion to the left rear wheel.

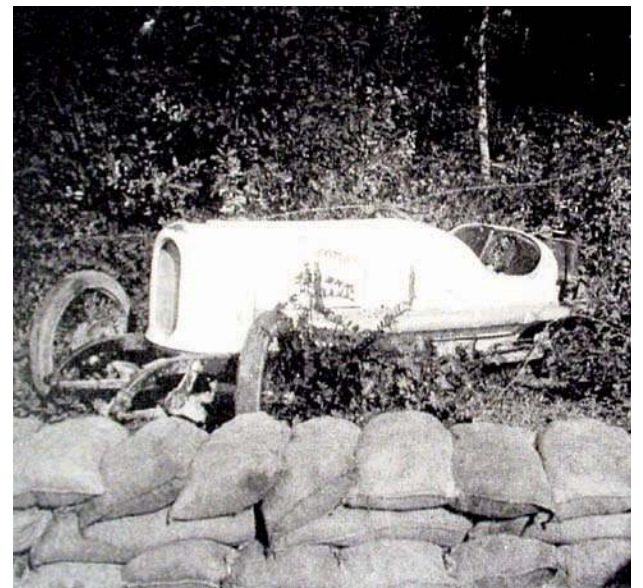
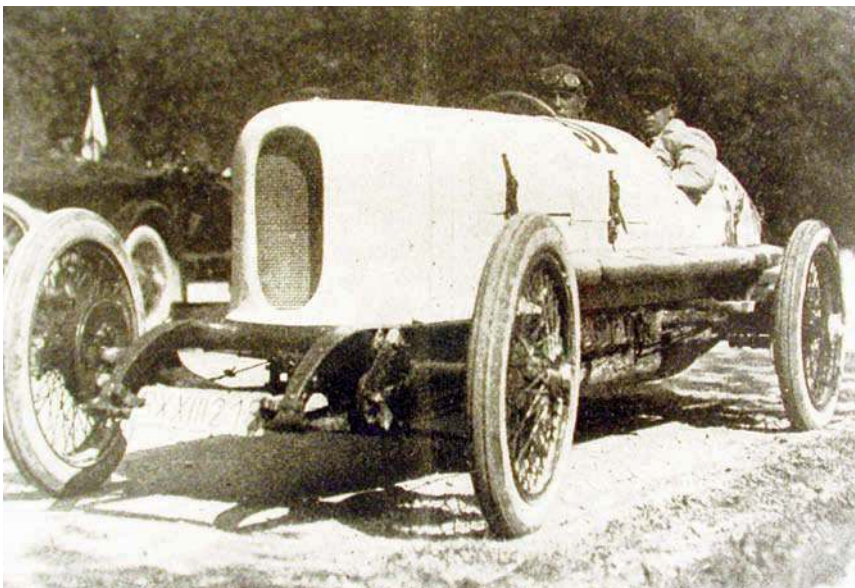
For more than a decade Porsche had enjoyed an excellent relationship with England's Rudge Whitworth, maker of his quick-detachable racing wire wheels. He cabled the firm to ask what their tests had shown on the wheels he'd been sent for his ADS II-Rs. Reading their reply, the blood drained from the engineer's face. Because the workforce had been on strike, said Rudge, the wheels hadn't been given their usual checks. Fritz Kuhn's death had been avoidable.

Although Fritz Kuhn would not have wished it so, his mortal crash at Monza foreshadowed the end of Porsche's racing initiatives at Austro Daimler. Coupled with rampant inflation, Austro Daimler's troubled finances ruled out further works entries of the promising ADS II-R. Although a sound basis for future development, it would have needed supercharging—a costly further investment—to keep pace with its rivals at a time when this technology was being introduced by Mercedes and Fiat.

Francis Luther of Britain's Beardmore, which had made Porsche's airplane engines under licence early in the war,

Below left: Austro Daimler's finances curtailed home appearances for the ADS II-R, here lining up for the Semmering Hill Climb. Although at least one of the three team cars competed well at Brooklands, none has been known to survive

Below right: In unofficial practice for the Italian GP on September 10, 1922 Fritz Kuhn suffered a collapsed left rear wheel on his ADS II-R and left the track, suffering fatal injuries. Porsche withdrew his other two entries and returned home



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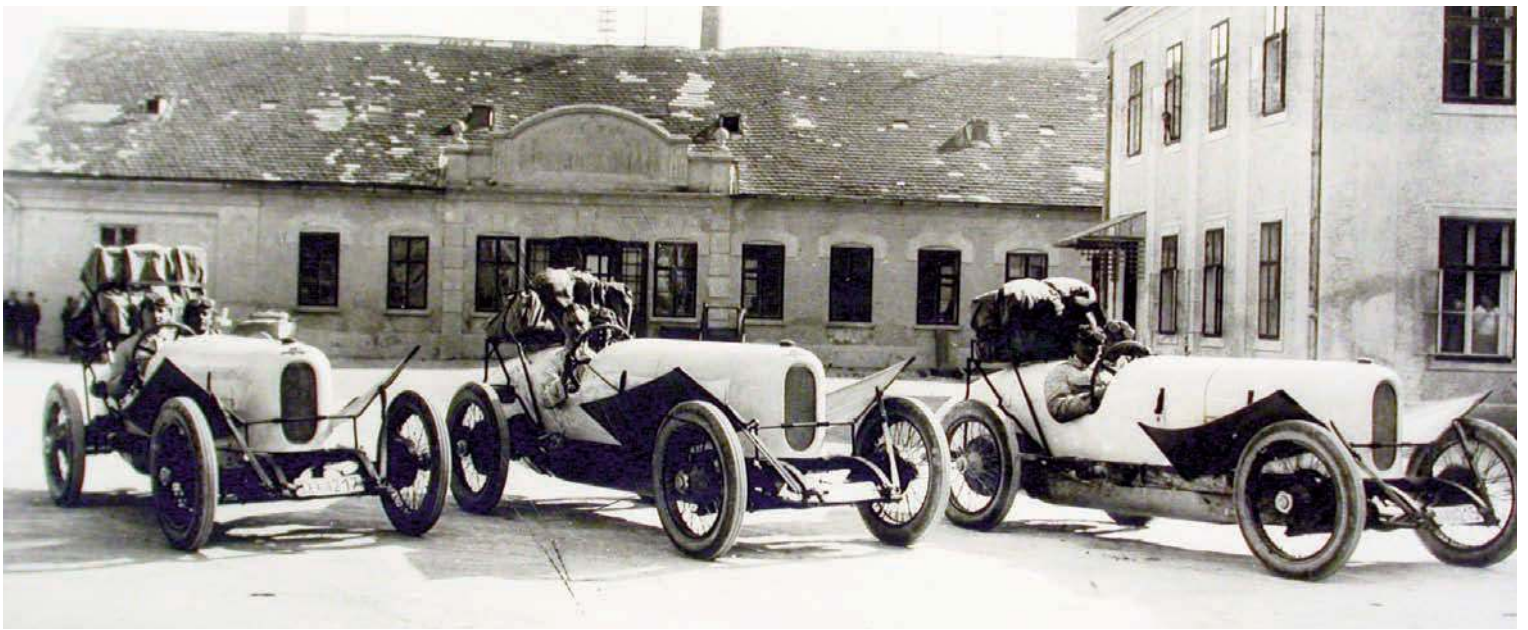


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found a home in Britain for at least one of the 1922 2.0-litre team cars. It first appeared at Brooklands in the spring of 1923, rounding the banked track at a 92.2mph average. The ADS II-R competed successfully through the next several seasons, ultimately lapping at almost 100mph in 1926.

This 1922 Monza Austro Daimler appeared in a new guise in 1928. It was visibly the same car, with its long tail and twin hood panels, but now with a more downsloping nose. Porsche's engine was gone and in its place was a supercharged 1½-litre engine specially built by Laystall Engineering. This was a sensationally exotic four with positive valve closing, variable valve timing, four oil pumps, roller connecting-rod bearings

and a Cozette vane-type supercharger. Developing 120bhp at 6000rpm, it propelled the Laystall Special to Brooklands lap speeds approaching 110mph. Porsche's chassis was more than able to cope.

Controversy over Fritz Kuhn's crash contributed to boardroom clashes at Wiener Neustadt that led to Ferdinand Porsche's departure from Austro Daimler in 1923. At Mercedes, his next employer, he designed successful 2.0-litre Grand Prix cars before creating the great Auto Unions of the 1930s as an independent engineer.

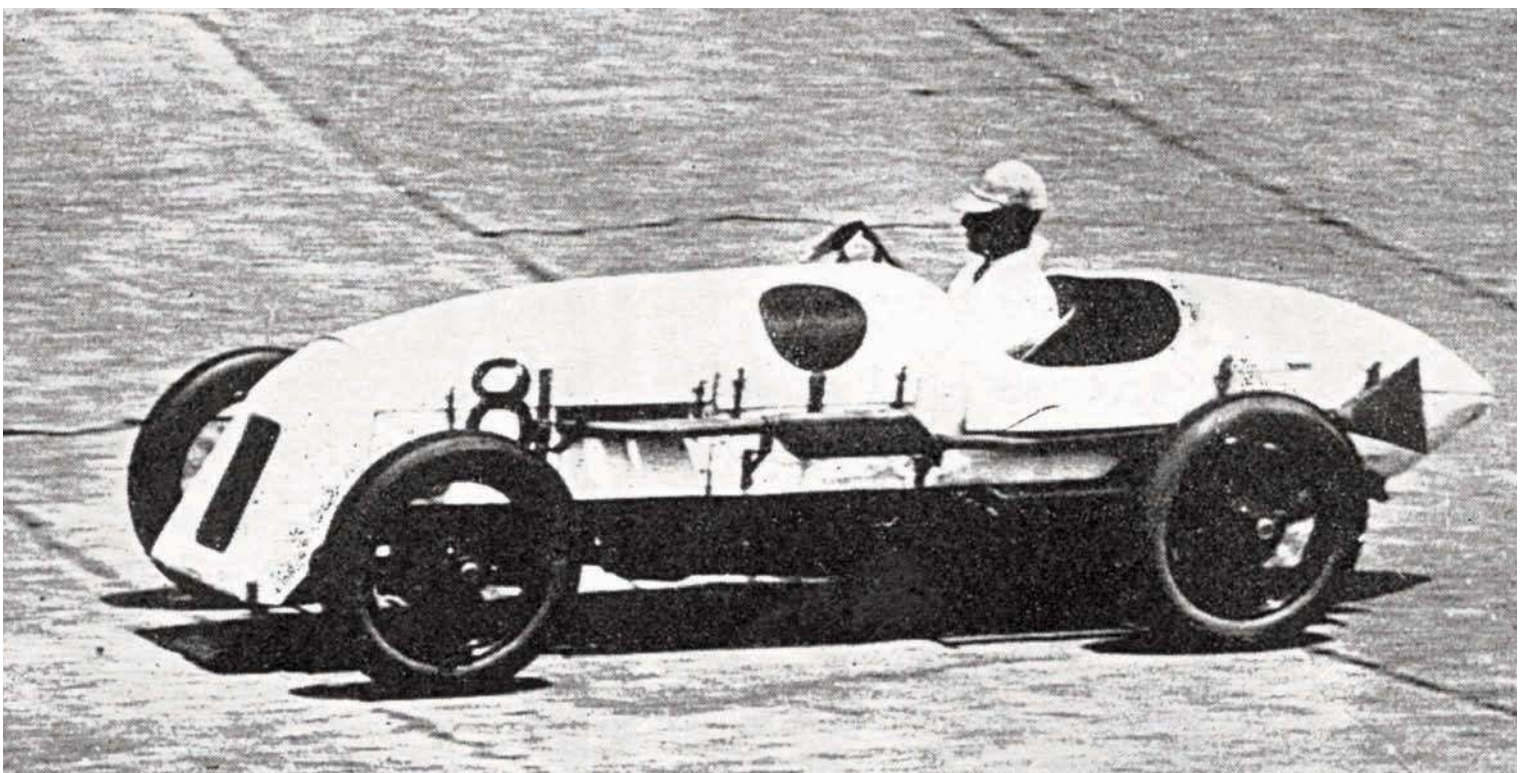
The end of the 1930s found him consulting again with Mercedes-Benz on the

design of its Grand Prix cars, conducting the tests that led to its adoption of two-stage supercharging in 1939. Throughout his long career Porsche was never far from the racing cars that were his great passion. **CP**

“PORSCHE’S CHASSIS WAS MORE THAN ABLE TO COPE...”

Above: In time-honoured fashion an Austro-Daimler team posed for the birdie before leaving Wiener Neustadt for the 480-mile drive to Monza for the 1922 Italian Grand Prix, where the ADS II-R would take its bow

Below: One of the 2.0-litre Austro Daimlers raced at Brooklands from 1928, wearing a more sloping nose, the track's mandatory silencer and an engine rebuilt by London's Laystall Engineering





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THE SHIPPING NEWS

Part two of our look at how we imported a Porsche 914 from the USA, and then went through the process of getting it registered for use in the UK



The first part of this story showed how we found our Porsche 914 in the USA and went through the process of shipping it back to the UK. Receiving the news the car was ready to collect at Southampton docks was just the beginning of the story though. There were plenty more fun and games before the car could be enjoyed on British roads...

With the car back home, I had chance to assess what I'd got for my money. Overall, it looked great, but there were some obvious changes that a) *needed* to be made and b) I *wanted* to make. Among the former was the conversion of the lights to meet UK laws, among the latter was swapping out the seats for some in better condition (or having the current ones retrimmed). But, at first sight, things were looking good and I sighed a sigh of relief.

With the battery charged – it's an Optima solid state one –

the car started 'on the button' and ran well. The throttle felt heavy but that was something to worry about later. There was play in the steering column and the roof seals had clearly seen better days, but in terms of the all important matter of rust, the 914 seemed better than most I'd seen.

To register the vehicle in the UK, you need to complete DVLA form V55/5, which can be downloaded from the DVLA website (just do a Google search on 'DVLA first registration'), along with a helpful information sheet, V355/5, which tells you how to complete the V55/5 form. Be warned, though, that the V55/5 form applies to all vehicles of any age, including those eligible for Type Approval, etc. This means that some parts of the form at first sight appear to be difficult – if not downright impossible – to answer. Don't worry, you don't have to – quite a lot of the form gets left blank when you apply to register a historic vehicle.

Above: Ugly (well, they are to me) US-spec front and rear bumpers are on my list of things to change... The Nepal Orange paintwork definitely gets attention!

Right: The car was selected for inspection by DVLA, which sent out one of the team from SGS, the company contracted to carry out vehicle identity checks and IVA tests. The process took about an hour and was focused on making sure the VIN and engine numbers matched the paperwork



Below: All-orange turn signal and side-light lenses needed to be changed to UK-spec for the MOT

Bottom: High-intensity LED bulbs show amber through the red US-spec lenses. They also make the reversing lights more efficient

Below right: You'd never guess the lenses are still the US-spec ones following the bulb swap

You can ignore all references to Type Approval, emissions, noise levels and other similar matters, and concentrate solely on those which relate to an older vehicle. The worst that can happen, after all, is that the form gets sent back for you to amend if you don't fill it in 100 per cent correctly, but it isn't as bad as it looks.

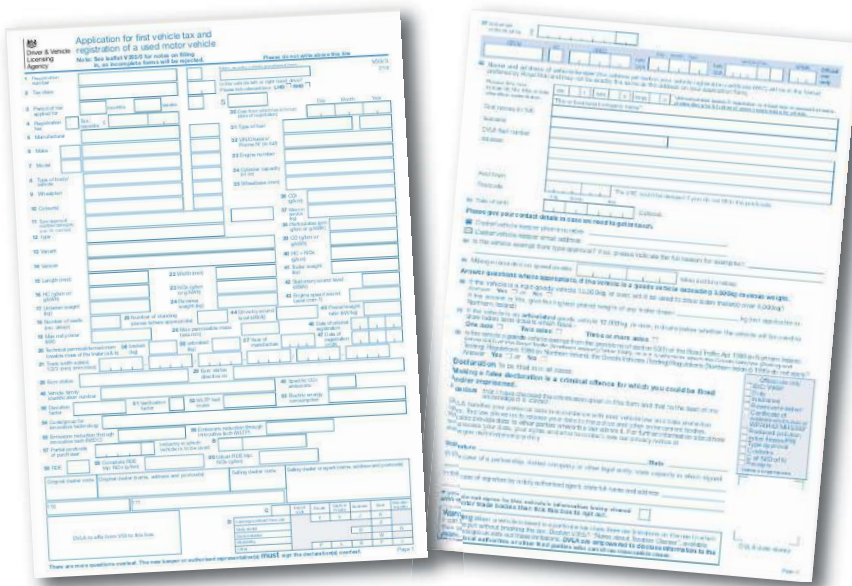
In addition to the form, you'll need to send the original title for the vehicle which, in most cases, will also serve as proof of age. If that isn't clear, you'll also need to get verification of its age from one of the approved clubs listed by DVLA. Also send the bill of sale as proof that you did actually pay for the car, and a print-out of the NOVA certificate you would have received when the NOVA application was made at the point of entry into the UK. Theoretically, you don't need to send this as

it should all be on the computer, but for the sake of a sheet of A4, it's worth doing.

You must also get the car insured using the chassis number – I used Hagerty – and the insurance certificate, plus a cheque or postal order (remember them?) to cover the first registration fee of £55 also need to be included.

Now, again in theory, you don't need to have the vehicle MOT'd, as these days 'Historic' vehicles are MOT-exempt. I chose to have the 914 examined for two reasons: first was for peace of mind as I wouldn't easily be able to give the underside a thorough going over outside my house, and secondly I hoped it would mean that the car wouldn't be required to undergo inspection by SGS, the independent company contracted by DVLA to carry out vehicle identity





checks and IVA testing. The only reason I preferred not to go through the SGS inspection routine was that I knew it could take several weeks to get an appointment – and it was simply more paperwork. Of course, that meant I needed to make a few changes to the 914 to make it legal for road use over here, so that it could be put through the MOT test. First on the list was to swap the sealed-beam headlight units for ones that dip to the left – an inexpensive swap as the 914 uses the very common seven-inch sealed beam units.

The all-red US-spec rear light lenses look great and were in good condition, so I decided to try a little trick I'd discovered on line, which is to install hi-intensity LED amber bulbs in the indicators – these are bright enough to show amber through the red lenses and work a treat. At the front, I had to swap some wiring and install a new bulb holder in the side-light/indicator units, along with new Euro-spec lenses I'd bought at the Retro Classics show in Stuttgart, so that I now had separate white side lights and amber flashing indicators.

The windscreen washers refused to work (they run, Beetle-fashion, using pressure from the spare tyre) so I decided to convert them to electric, using a column switch conversion purchased through a DDK forum group buy and an eBay-sourced pump. That was simple enough, but while I had the column apart, I decided I'd tackle the cause of the excessive play in the steering column.

On a 911, this is often due to the spring and collar behind the steering wheel hub being incorrectly fitted, but the 914/4 is different as it uses a VW column (914/6s use a 911 column). The play is usually caused by the disintegration of a bearing at the top of the column and help is at hand, courtesy of the Porsche 928 – yes, really.

Porsche made a split metal collar which slips over the

column and is tapped into place to 'repair' the broken bearing. It carries a 928 part number – 92834773902 – and installation solves the problem in a matter of minutes. I purchased mine from Design 911 (www.design911.co.uk).

And so to the MOT... I dropped the car over at Williams-Crawford, who are about 25 miles away, and left it there while I disappeared off on a photoshoot with a Carrera RS for the cover of issue #63. On my return, I was delighted to learn the 914 had passed first time, the only advisories being a split windscreen wiper blade and poorly-aligned headlights.

So, fingers crossed, I sent the V55/5 forms, the NOVA certificate, the original title (after having made a copy to add to the car's history file), the bill of sale, insurance certificate and the MOT print-out to DVLA and sat back and waited. And waited – and then waited some more.

I had sent the forms to Swansea by 'signed for' post, along with a postal order to cover the £55 first registration fee. A quick check on line showed the package had been delivered, so I sat back and waited...and waited... You can do an on-line chat with DVLA, so in an effort to see if there was any news, I gave it a try. The results weren't encouraging as there was no record of my application in the computer system. 'It can take a few weeks to go through,' said the 'voice' at the end of the line. But at least I managed to get a case number.

I e-mailed DVLA but that didn't make me feel any better as I was informed that my application hadn't even been received! When I pointed out that it had been signed for by the DVLA mail office, the response was that it hadn't actually been signed for by DVLA, but just a mail centre in Swansea. It was suggested I reapply, at which point I lost my cool asking how that would be possible as my original submission included the car's US title, the bill of sale, the NOVA forms – and my

Above left: V55/5 first registration form from DVLA appears daunting but in reality very little of it relates to a classic vehicle

Above: A surprise posting on Facebook netted a replacement pair of undamaged seats for a reasonable price

Below left: At last! UK registration process took six frustrating weeks from start to finish, but we eventually got an age-related number

Below right: First trip out was to the Roger Bray open day





Above left: Suspension geometry was wildly out when the car arrived in the UK, so we had the car properly aligned using a four-wheel laser system at Williams-Crawford

Above right: Swapping the 195/55 tyres for taller 195/65s made a world of difference to the ride and accuracy of the speedometer

Below left: Play in the steering column was traced to a bearing which had disintegrated. A repair bush intended for a Porsche 928 eliminated the play

Below right: a 10-day trip to Germany and Belgium included a photo opp at the historic Chimay race circuit



money. The following day, I got another e-mail...

With this came the news that the car would need to be inspected after all. It took a further two weeks for SGS to send their man to the house where he spent an hour or so looking round the car, taking photographs before readily admitting that he didn't really have a clue what he was looking at. But at least he did agree that the VIN number matched the paperwork, so all was good.

Part of the thinking behind the inspection is, apparently, to make sure that a vehicle which is being imported as a classic, and therefore eligible for Historic status, is indeed a largely unmodified example. Too many people have tried sneaking highly-modified street rods through as 'classics' in an effort to evade import duty and the necessity to go through the IVA process. Although the legislation has been in place for many years, the DVLA is now more particular about this, so be warned if you're tempted to sneak a car through the system...

It took a further ten days for the system to churn out an age-related registration number and issue a V5C registration document, meaning that I was finally able to drive the car legally. All in all, the process had taken six weeks since first applying – six very long and frustrating weeks.

Driving the car suggested that all was not well with the suspension alignment. It felt 'nervous'. A look under the front hood showed that one upper strut mounting was set at maximum caster, the other in a mid-position setting. That couldn't be right. At the rear, there was more negative camber on the left-rear wheel than the right. No wonder the handling didn't feel as pin-sharp as you'd expect from a 914. A couple



of trips back to Williams-Crawford saw the suspension geometry reset to factory spec, and the difference out on the road was amazing. The car felt a different animal altogether.

When imported, the car was running on a set of 195/55 tyres, which meant it was undergeared and the ride was fairly harsh. I had a set of 195/65 Vredestein tyres that I'd run briefly on my 912/6 project, so had my local tyre store – Steve Andrews Tyres in Bodmin – swap them over. Again, it made an amazing difference to the way the car rode, although they are arguably a little fat for the 5.5Jx15 Fuchs wheels. However, a change of wheels (and tyres) is planned.

The first trip out in the car was to Roger Bray Restorations' open day where it received favourable attention. But a far longer trip was on the horizon – a near-2000-mile drive out to Germany and back through Belgium for a couple of events and to visit the VW archives at Wolfsburg. On the way, I took the opportunity to call in at the former Karmann factory (now owned by VW) where the 914 was built some 44 years ago. Needless to say, the car behaved itself perfectly. Well, it is a VW-Porsche after all... **CP**

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Words: Alex Grant Photos: Andy Tipping

THAT SEVENTIES SHOW

Based within the hub of the UK's automotive industry, Workshop Seventy7 is tailor-making world-class 911 hot rods with an eye for preserving a classic character. Having outgrown their original unit, word of mouth is spreading quickly...





Above: Former Royal Ordnance Depot premises are full of character – light and airy, they create a great working environment

Left: Every Workshop Seventy7 build is unique to the customer's wishes

Below left: David Lane – 'We only work on cool cars for cool people'...

Below right: From bespoke Porsches to bespoke Alfa Romeo GTVs

Strategically placed as far from Britain's coastline as possible, out of reach of invading forces, the weathered brickwork of the Royal Ordnance Depot in Northamptonshire is a site steeped in history. Built in 1802, it was a storage and manufacturing base for arms and equipment during a period spanning the Napoleonic conflict and two World Wars, and was even earmarked as a safe haven for the Royals should the worst happen. Today, it's finding a new significance; an arsenal of bespoke resto-mod builds executed within new tenant Workshop Seventy7. It's an ever-broader church, with an ever-broader reputation.

For co-founder, David Lane, the founding ethos was simple: 'We only work on cool cars for cool people,' he tells us, over the workshop bustle behind us. 'I'm not in this to make a ton of cash, the idea was we'd have a good time and enjoy coming to work. Sometimes I'll be here on a Saturday

and the guys will be in the workshop – they'll say they were bored, they wanted to come down. Dan always says it's like Lego, for big kids.'

Although the business stemmed from a life-long love of cars, it's a new departure for David. Born in South Africa, he'd founded a shop racing and selling parts for motocross bikes before moving to the UK as a management consultant working with blue chip companies. But his creative side really came out with a new venture restoring old houses, fostering a connection and appreciation for the character of the buildings he was working on. Looking back, it's perhaps unsurprising that there's an architectural significance to where he's based now.

Workshop Seventy7 came about almost by chance, he says. Stopped in his tracks by a Singer-style 911 at the Goodwood Festival of Speed, David suddenly found himself with a Porsche hot rod-shaped hole in his life and began





Above: 911s are not the only Porsches that form the basis of a Workshop Seventy7 make-over – we spied this freshly-painted 356 shell ready for ‘reconstruction’

hunting for the right partners to help fill that gap. The process was one he'd been familiar with restoring houses, but the relationships behind it opened some new doors. Exposed to the style and culture of the air-cooled Porsche scene, and suddenly finding himself with a couple of trusted motorsport technicians in need of new jobs, they decided to set up on their own.

The Depot was ideal. Sympathetically converted to offices and workshops, there's a thriving and diverse community of businesses now resident on site. Not only would it put David's fledgling venture within easy reach of good transport links, but it sited the company right at the heart of Northampton's motorsport and automotive hub, nurtured by the nearby Silverstone circuit. In other words, it would put a network of useful contacts on its doorstep to keep prospective clients' projects moving.

'There are only a few buildings here suitable for cars, so I put my name on the list,' he says. 'I spoke to a guy who had a nearly 1000 square foot unit and asked him if it would be possible to rent it on a temporary basis, month by month. He obliged, and we opened a week later doing a few jobs on classic cars. It happened really quickly.'

The business didn't take long to outgrow its original home: Unit 77, if you're wondering where the name came

from. The full spectrum of work is undertaken in and via the workshop, from bolt-on upgrades through to bespoke builds involving bare metal bodywork, the latter coming under the 'Oshe Design' moniker. Pronounced 'osher', after the African god of thunder, Oshe builds are ground-up re-imaginings of classic cars adopting modern technology to suit their owners' requirements. But, David stresses, they're also carefully preserving as much of the original character as possible.

'A friend educated me on the whole culture of Porsche, and I've tried to borrow some of those ideas while also working with what I've got,' he explains. 'That's always been my design ethos, I think, with houses it was to use what's there as opposed to just completely reinventing it and breaking it down. With this, it's taking what's there fundamentally, using that and building something unique.'

'To be perfectly honest, I didn't like the backdate element as much as some people do. It's very popular, I can see why people do it, but I didn't want to do that. I didn't want to engineer that classic element out of it.'

It's clearly resonated with the community. Having reached its original capacity, Workshop Seventy7 now resides in Building 14 at the Depot, offering 4500 square feet of floor space and the flexibility to take on more projects. There is enough space for 14 cars in the gloss-floored unit, with three ramps, a mobile lift and a 'dirty bay', which can be enclosed behind curtains. Nearby former munitions stores allow for spare parts to be stored securely to keep the workshop itself clear. In turn, it's brought more of the outsourced work in-house – most recently adding an on-site trimmer to the list.

Porsches are a recurring theme here, but it's not a one-marque shop. There's an obvious classic German car bias to the customer base, with a stacklight Mercedes-Benz on air suspension and a Mk1 Scirocco lined up alongside multiple air-cooled 911s when we visited. But visitors are becoming more diverse, with a 1948 Jaguar Mark IV and an in-progress Oshe Design Alfa Romeo GTV build sharing the shop floor, while social media has brought in enquiries from as far away as South Africa.

Word of mouth counts for a lot, but David stresses that the bigger workshop isn't just about numbers. '(Clients) need to gather a level of trust, there's hundreds of horror stories where people have had cars built and it stalls, then they're under a dust cover with a couple of wheels on the roof and it

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Left: 'Oshe' – pronounced 'osher' – is the African god of thunder...



Above left and right: Engines are overhauled at David Knight Engineering. Built to a brief, no two Oshe builds are alike

hasn't moved for two and a half years... It's important that every project we build has a continuous degree of momentum,' he says.

Trust is crucial behind the scenes, too, given that not everything takes place on site. The build is a consultative process, and cars are stripped and reassembled in-house, with the myriad jobs and partners involved co-ordinated by Workshop Seventy7. A reputation for high quality means third-party companies such as Cobra are happy to supply bespoke seats, leather is coming from Muirhead, while bodywork is often diverted to spend time among the priceless cars at Normandales, and engines are overhauled at David Knight Engineering. Built to a brief, no two builds are alike, but David's input and a like-minded client base means there's a common thread running through them.

'I've had a few people inquire about building an Oshe 911 project for them, and they've asked the price,' he says. 'We don't have a price list – that depends on what they want, the budget, their requirements and desires, but also the state of the base car. These cars have been around for 40–60 years, so they've got a lot of road wear on them.'

'There are some design elements I would like to put into any Oshe car. It's probably more of a hot rod, I don't think an

Oshe build is stock. They're light weight to a certain degree and need to be very 'streetable' – a catchphrase everybody says now, but I think it's important. Have you driven race cars on the road? They're some of the worst driving experiences of my life...'

Of course, it's a creative process with its own challenges. David says 'difficult' is easy to accommodate, and mid-build changes to the spec are common as the client's ideas evolve. If anything, it's an expected hurdle for a team who have all built their own projects, and David believes it's a reason why good relationships with the customer are vital. If they've got new ideas to bring to the table, he's only too happy to discuss them out of hours. It's a perk of sharing his hobby with the people he builds cars for – after all, that's the seed of the whole venture.

'There's a purity to a classic cars, I suppose, there's no fussiness,' he says. 'If you see someone in a supercar – someone pitches up in a 720S or something, it's cool, but it's something they've just bought. There's something very distinctive about being in a classic car; they smell a little bit of petrol, they leave grease on your jeans, and I love that. When you see a guy in a classic car, you think he's a cool guy. It's different,' he explains. We'd be inclined to agree. **CP**

Below: Watch out for a full feature on Osce's latest build in a future issue...





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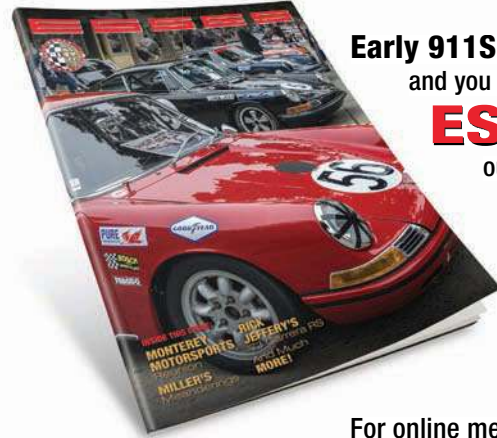
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356 Porsche for sale, 1965 356C coupe, car is a show car but a great driver, 9 out of a 10, have cared for said car 40 years, serviced and maintained very well, needs a new driver who really wants a real nice collectable car, £85,000, worth more than asking price. Tel: 561 633 5901. Email: garyr356@aol.com (Florida, USA). C67/004


911



Carrera 3.2 Coupe Sport, classic Porsche Carrera Coupe Sport 1988 model in excellent condition, finished in Marine Blue with cream leather interior complete with G50 gearbox and whale tail. Porsche main dealer service history, 148K recorded mileage with previous top end rebuild at 100K. Sympathetically owned, used and maintained, £39,500. Tel: 07715 174299. Email: ricontheroad@outlook.com (Bristol). C67/009



3.2 911 Carrera Coupe, 1985, mileage 90,750, full service history with a well respected Porsche specialist, recent flawless MOT, the colour combination is Grand Prix White with black Napa leather with white piping and Porsche script in head rest. I have owned this classic for 19 years and enjoyed every minute of having it, this classic 911 is a fantastic example of a well looked after Porsche. My classic has never been used in the wet weather and it has always been garaged with a custom made car cover, it also comes along with a full Porsche tool kit, loads of receipts, additional information on request, more photos on request, view by appointment only, £59,995. Tel: 07908 294121. Email: xanderdavies1@aol.com. C67/008




911 2.2 T 1971 LHD not used since 1989, pretty rare, car was only 18 years registered, 911 Coupe in Tangerine Red, five pieces of 6" x 15" Fuchs rims with stamp 71, S-options, interior black, with German registration documents, car comes with huge stock of spares new and used, in 1988 the rear axle tube had been replaced, £35,600. Please feel free to ask any questions or for detailed pictures, car is located one hour from Munich airport. Tel: +49 16098 985969. Email: andgo@web.de (Germany). C67/019



Superb original UK RHD 1973 911E, in the best colour with many factory 'S' options inc original Sport seats, steering wheel, front valance etc, drives superbly through its silky smooth 5 speed magnesium box and rebuilt MFI engine, £69,999, please call for more information and photos. Tel: 07823 483957. Email: markericwalford@yahoo.com (East Sussex). C67/005

1974 911 Carrera MFI 2.7, right-hand drive, G model, engine type 911-83L, will need restoration, has been in dry storage for over 20 yrs, very little rust. No sun-roof, ducktail, 7" and 8" Fuchs, chassis no.9114600, sought after colour Mexico Blue, rare opportunity to acquire a car of this kind. It will be absolutely stunning when completed, car is driving and on the button, £120,000, open to sensible offers only, production November 1973. Tel: 0872 414440. Email: info@terryjackson.ie (Dublin). C67/020



911 930 935 SC RS project VIN 9114101***, 911 Coupe 2.7 of 1974 (first reg Nov '73), with huge stock of spares to choose from to build SC RS, 930, 935 etc. Engine 2700cc K-jetronic, gearbox 915. Started 13 years ago, completely dismantled, welded, sandblasted, prime coated, all parts are in boxes, some new parts (front wind shield, rubbers, brakes, gaskets, etc), £19,935, please feel free for any further questions or pictures, 1 hr to airport. Tel: +49 16098 985969. Email: andgo@web.de (Germany). C67/018



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Parts

Rare original steering wheels, wood rim, dished Nardi, 420mm, Porsche mushroom button horn push; black SWB 911 from '66. Also Becker Grand Prix radio 356B/C, contact for details. Email: theporscheanorak@yahoo.co.uk. C67/021



Eckel roof rack, the Eckel roof rack was an original Porsche option, this one being black and dating to the '80s. Eckels is a German company specialising in roof racks, this rack is made specifically for the Classic 911 with longer legs at the back and correct angled supports to allow a flat load. It's in excellent condition and is not new, the car looks great with either skis or bikes on top. There is also a key that locks the rack and makes it secure, £450 ono. Tel: 01225 309161. Email: robertpinckney@hotmail.co.uk. C67/003



Rear 911 reflector, this is a 911 rear reflector with built in fogs, fit '80s 911, condition is used (good), £180. Tel: 07514 253000. Email: gcharlesworth@sky.com (West Yorkshire). C67/011

Genuine Porsche early parts, Porsche 911 parts 1965-'73, Fuchs wheels 5.5"x15" restored, and deep 6"x15" with hearts available; Weber 40IDA carbs, pair in mint condition; 911 2.7 RS 915/08 gearbox, excellent, rare; original steering wheels; rear trailing arms; Cibie Pallas lights pair, good used; 911 2.7RS and 911T/E distributors, and many more parts in stock, call for more info. Tel: 07770 962354. Email: info@classicporscheaparts.co.uk. C67/001

Fuchs wheels, genuine Porsche Fuchs alloys (not replicas), two 7"x16", five 6"x16", original anodised finish, six in excellent condition, one 6" needs refurb, black centres, all with 911 part nos. £1950, sensible offers please. Tel: 01949 861421 (Leicestershire). C67/010



Two engines for sale, 1: 911 RS motor MFI 1974, recent complete overhaul including MFI pump at the cost of £2400, engine is complete with stainless heat exchangers and clutch but no main exhaust, asking £30K. 2: Porsche 356 engine, complete, excellent condition, everything including clutch but no main exhaust, asking £7000 ono. Tel: 0044 1625 582303. Email: ericlanz356@gmail.com. C67/006

Used parts for early Porsche 911, drive shafts G-50s; anti-roll bar rear; gear shift linkage; Bosch fuel pump and filter; fuel pump lead; oil tank filler neck and cap; Bosch ignition box 0227200001 serviced; drive flanges; rev counter and speedo (early cable drive); temp gauge; clock; heater cables 90142470105; rear corner seals. Other parts available. Tel: Rob, 07989 407993. C67/007

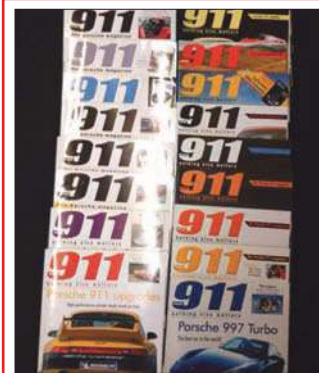
Miscellaneous



911 & PW number 1 to current issue, all the magazines are within hardback binders and as such are in excellent condition, £150. Prefer collection from Bishopton but could deliver within 50 miles. Tel: 07980 455804. Email: j.knowles968@yahoo.co.uk (Scotland). C67/013

911 & Porsche World, from January 2003 to present, some are in binders, all in good condition, there are also some Classic Porsche amongst them, probably about 2 years worth, the buyer to collect, £30. Tel: 02476 327052. Email: johndevenport47@gmail.com (Warwickshire). C67/012

Porsche book, world famous book on Porsches, 'Liebe zu Ihm' by Hermann Lapper, in good condition with original dust cover, pages fine, £1350, you pay shipping. Tel: 56 1633 5901. Email: garyr356@aol.com (USA). C67/015



Total 911 the Porsche magazine, 25 magazines, issue 2 July 2005 to issue 26 July 2007, all in mint condition, sadly I sold issue 1 years ago, £30, carriage to a UK address is £10. Tel: 07961 139236. Email: john.roverparts@btconnect.com (Lancashire). C67/028

Husckle von Hanstein, The Racing Baron by Tobias Aichele, a really good read covering the formative years at Porsche, like new condition, £12 plus post at cost. Email: clivehoskins@yahoo.com. C67/022

Porsche Post magazines, 43 copies of *Porsche Post*, three from the 1960s, 40 from the 1970s and 1980s, £25, please phone for exact details. Tel: 01590 670813. Email: robroberts7@hotmail.com (Hampshire). C67/023

Porsche books, Porsche Road Tests Collection No.1 1965-1975, Brooklands Books; Porsche by Motorbooks Library by Shotaro Kobayashi, both in good condition, £20. Tel: 01590 670813. Email: robroberts7@hotmail.com (Hampshire). C67/014

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911 & Porsche World issue no1 to current, 911 & Porsche World magazines, from the very first issue number 1 to June 2019, 300 issues. I have subscribed from the very start, house move necessitates sale, collection only from North Worcestershire, £100. Tel: 07971 573388. Email: steve.plant@hotmail.co.uk. C67/017

Registration, 'JJI 9115' number on retention, £2000. Tel: 07810 058297. Email: s-blakeley@sky.com. C67/024

911 & Porsche World, from Jan '05 (#130) to Dec '08 (#177), excellent condition, £55 plus post, or buyer collects. Tel: 07958 126801. Email: suzukiirigger17@yahoo.co.uk. C67/025

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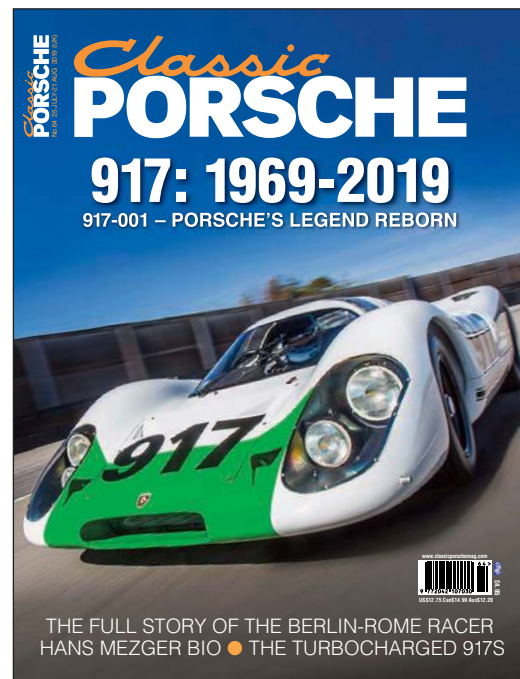
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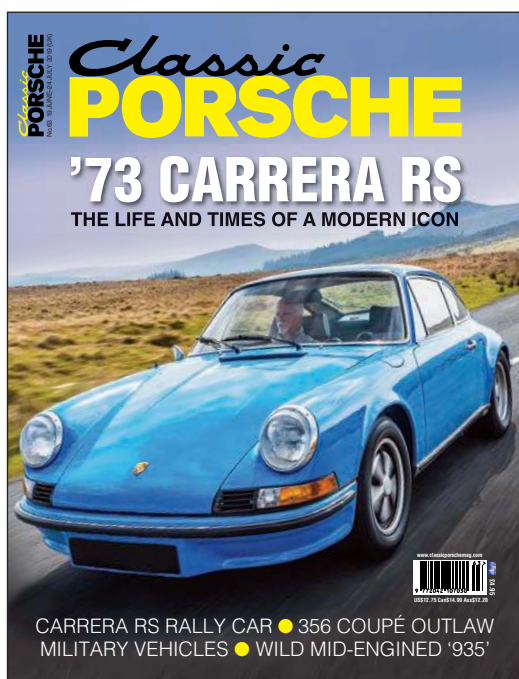
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