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Classic PORSCHE

Editor: Keith Seume Tel: 01208 872924
classicporsche@chpltd.com

Contributors: Alex Grant, Kieron Fennelly,
Karl Ludvigsen, Delwyn Mallett, Robb Pritchard,
Stephan Szantai, Andy Tipping, Frazer Waller

Studio Manager Peter Simpson

Group Advertisement Manager
James Stainer Tel: 01883 731152
james.stainer@chpltd.com

Production
Liz Smith Tel: 01883 731150
ads@chpltd.com

Accounts: Bev Brown
Administration: Sandra Househam

Managing Director: Clive Househam

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

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*Here's to happier days –
spending time with friends,
talking old Porsches at your
favourite event...*

Well, that went spectacularly wrong... Little did I know when I wrote my editorial in the last issue stating it would take an act of Parliament to prevent me from going to the Goodwood Members' Meeting in March, followed by Classics at the Castle in May, that the world would be turned upside down and, in effect, an act of Parliament did stop me!

This has all the hallmarks of being a truly memorable year for all the wrong reasons. Virtually all major events have been cancelled or postponed, the latter in the hope the virus

“PICK UP THE PHONE TO OLD FRIENDS YOU’VE BEEN MEANING TO SPEAK TO...”

pandemic will be contained by the summer. The majority of us (in fact all of us in the UK and most of Europe) have been forbidden to venture out other than for necessities – gone for the time being are early morning drives on our favourite roads, or meeting up with friends at the local cars 'n' coffee type event – the advice (and I'm all in favour, don't get me wrong) is to stay at home and do all you can to prevent the spread of the virus.

If you are fortunate enough to have a garage at home, I guess now is the time to tackle those little jobs you've been putting off for too long. If you don't, then pick up the phone to old friends you've been meaning to speak to but not quite got round to it. Above all, stay safe, stay well – and see you on the other side...

Keith Seume
Editor, *Classic Porsche*
classicporsche@chpltd.com

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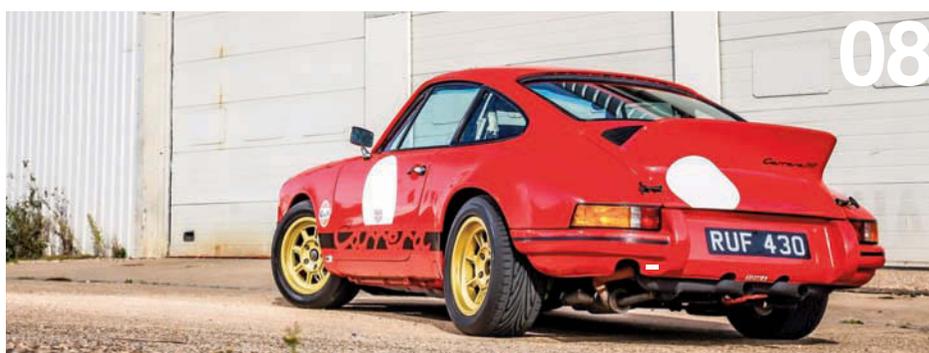
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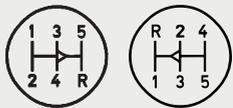
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RUF TRADING

Bought with almost no details of its past life, the rediscovered service history for this 1979 911SC offered an unexpected bonus feature for its new owner – and he's made good use of it

Words: Alex Grant
Photos: Andy Tipping







Intuition goes a long way when you're sizing up a prospective project. This is a decision-making process always steered in part by emotion, and a sense that what you're looking at is an honest car regardless of surface-level faults or historical ambiguity. It can, of course, be a route to some unplanned difficulties later on, but filling in those missing links occasionally offers some unexpected bonuses, too. Even if, as Stuart Sargeant found out, the clue is in plain sight.

'I wanted a bit of a project and this one, randomly, was on eBay with one little picture and a description which only really said it was for sale,' he tells us. 'It had no paperwork, but the seller said he'd try to find it afterwards. A couple of days after I'd bought the car, he called to say he had found the service book, which was fully stamped up, and the third stamp was at RUF in Germany. Which I thought was interesting.'

'When I spoke to RUF, they said it would have had a 3.1-litre conversion. The seller told me he'd driven the car and it pulled like no other SC he'd driven – and it made sense with the number plate, too.'

Stuart wasn't going into this unprepared. An oil trader by day, he's been lucky enough to live out a childhood love of cars through scores of classic performance machinery, but

Porsche ownership came relatively recently. Having owned and restored numerous Lancias, Alfa Romeos and Ferraris, raced an Opel Manta and Hillman Imps, and even counted an Alpine A110 amongst his previous projects, his first 911 rolled into the garage in the mid-2000s. That track-tuned '68 was as rough as it was influential – he's owned most of the marque's early model lines since.

'Having worked on so many old Italian cars, it was nice to work on a German car and be able to take it apart without everything being corroded together,' he continues. 'The engineering behind them is fantastic, and it makes life so much easier. If you have a decent workshop manual, most people can do most things on these cars.'

This car seemed fated to find its way into his hands. Having recently parted ways with a mint condition 968 Sport in 2010, Stuart found himself with the cash to fund a new project and a desire to fill that gap with something air-cooled. Despite the lack of detail in the listing, this '79 SC was local enough to be worth taking an afternoon out to view. As first impressions go, it got off to a good start.

'The owner had dementia and couldn't drive it, so his wife was getting a friend to sell it for them. It was covered in dirt and hadn't turned a wheel in four years, but I could see it

Above and right: Previous owner said the car pulled well, but it was when the service book was rediscovered that the reason came to light. The car had undergone a 3.1-litre conversion at RUF

Below left: Seats are Cobra RS buckets, steering wheel a Ferrari-sourced Momo. Note the timing gear ready for some long-distance events

Below right: Stuart has since moved the car to a new owner, but he enjoyed every step of the journey from eBay find to road warrior...







was really solid underneath. We charged the battery and put some fresh fuel in it and it fired up with the first turn of the key. I put it in gear and it rolled away perfectly, so the brakes hadn't seized and the clutch was fine. Then I thought I'd really try my luck and put all the lights on, but everything worked. It was just amazing. I had a good feeling about the car, so I made an offer.'

RUF's engineering input was only part of its deviation from factory spec. The most recent of its three previous owners had kept up his predecessor's meticulous servicing, but also carried out track-friendly upgrades during his seven-year tenure. Its heater boxes had been backdated to save weight, the brakes were updated to 3.2 Carrera spec, while the half cage and cheap bucket seats and harnesses suggested that its unusual drivetrain had been put to good use.

It wasn't only the mechanical and electrical side that spared Stuart from the usual Italian classic car temperament. Most of the bodywork had survived long-term exposure to the British climate, with rot only setting in in familiar spots such as the kidney bowls, around the windscreen and on the B pillars. These were repairs minor enough for him to take on himself, stripping the car back to a rolling shell and fabricating replacement panels before sending the coupé to a friend's bodyshop in Northampton to renew the factory Guards Red paint.

“IMPORTANTLY, THE UNUSUAL DRIVETRAIN WAS IN GOOD SHAPE”

'The only complete panel I replaced was the nearside front wing, as it was starting to go around the fuel filler flap and that would have been so difficult to patch,' he says. 'The quality of the metal on German cars is like night and day. With old Alfas and Lancias it's like trying to weld lace, with this one once you've cut back any little bits of rot you've got great metal to weld onto, and it's so easy to work with.'

Importantly, the unusual drivetrain was in good shape. Porsche built a handful of upgraded 3.1-litre SCs, to order, before moving to the 3.2-litre unit in 1984 and the process here is similar; larger-bore barrels and pistons, with metering head modifications to account for the extra capacity.

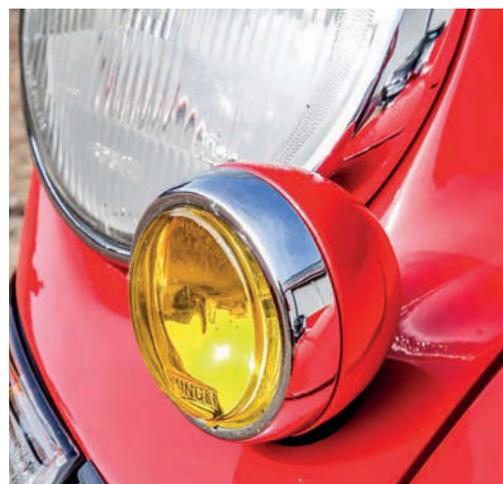
Gearshifts were smooth enough to imply the 915 gearbox had been rebuilt at some point during its 145,000 miles, paired with an as-new Sachs clutch and what appears to be a lightened flywheel. Aiming to avoid

issues later, Stuart bit the bullet and took on the hard task of replacing the internal fuel lines himself.

This was no quick process: 'It was about two years before I properly got it on the road, as a sort of '75 Carrera replica with glassfibre impact bumpers. Parts on 911s are so interchangeable and I like the way you can either have every nut and bolt from the correct year, or build them how you want and make it personal. This had been chopped around for track day use, so I decided to build it how I wanted it.'

Above: At first glance, it might look like one of so many RS backdates, but under the skin lies a RUF-conversion, complemented by a choice pick of suspension upgrades

Below: It's all about the details, whether the choice of wheel (Campagnolo replicas), where to tuck the emergency cut-off or those tiny driving lamps...







The plan was similar when he came to reinvent it for a second time. Seven years after he'd revived the 911 for a first time, Stuart managed to find a full set of Getty Design lightweight RS-style panels from another owner who was reverting his backdated SC to original spec. The kit comprises a full set of glassfibre front end panels, front and rear bumpers and is held in place with aluminium or titanium bolts to chip away at its kerb weight. Better yet, they fitted just like genuine panels.

Lightweight fasteners are only the tip of the iceberg. There's no sound deadening beneath its thinner carpets, the audio system is gone, and the door panels are inspired by the RS. A nod to earlier projects, the 380mm Momo steering wheel was lifted from a Ferrari 308, while the Cobra RS replica seats tie in with the backdated bodywork. Fibreglass air horns and the removal of its electric mirrors and the heavy washer fluid tanks bring the weight down to 950kg – that's not much heavier than a genuine RS.

The knock-on effect of aggressive weight-saving was a need to re-think the suspension to suit. Everything behind the gold PAG/Campagnolo wheels was new or rebuilt at the same time, comprising Bilstein shocks with a mix of stiffer and standard-spec bushes from Proflex. The front end features Turbo tie-rods, bump-steer spacers and a 22mm anti-roll bar, while the rear end has been upgraded to 27mm torsion bars and a 20mm anti-roll bar with adjustable dro-

links. Having carefully selected the hardware, Northampton Motorsport set the corner weights and adjusted the alignment to Stuart's taste.

'I spent a lot of time researching, making sure it wouldn't be undriveable and tramline everywhere on the road. So I didn't go down the route of Rose jointing everything, because it just makes it less pleasurable to drive. On track it's fantastic but on B roads they can be a nightmare, as there's no compliance in the suspension. It's got a nice balance with what's been uprated, it just feels a lot more planted.'

It's also perfectly suited to its locality. Follow the compass in any direction from Stuart's home, and he says he's found Sunday drive routes from A to B without using any major roads. Firing up flawlessly on the key every time, the SC's unending lust for life has made it a well-used weekend toy as well as a rewarding project to build.

But it's also made it less of a leap of faith for a new owner than it was ten years ago. Now with some history to its name, the 911 has recently changed hands and, while Stuart still has some input into the project, it's a few months into life with a new owner. Subsequent fine-tuning of the driving experience, including the short-shifter he says it always needed, are aimed at readying it for track days and hill climbs in the future. With a tractable chassis, low weight and that shot of extra performance on tap, our gut feeling is it ought to do rather well, too. **CP**

Above: Those PAG/Campagnolo wheels really set off the Guards Red paint a treat! Lightweight backdated two-in, two-out exhaust system saves a few pounds...

Below left and right: As discovered, the car had spent four years gathering dust in the former owner's garage. Close examination showed that the SC had already undergone significant upgrades for track use



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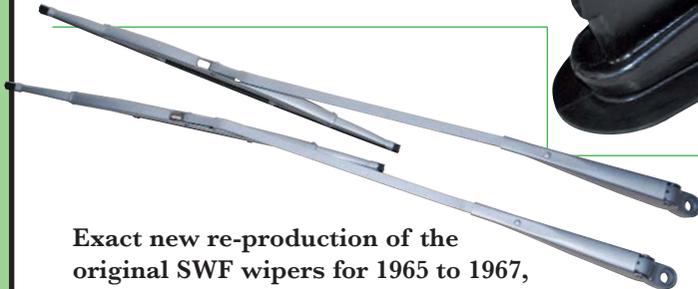


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What's happening in the classic Porsche world...

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HERITAGE HINGES

For enthusiasts completing a full restoration, this latest part from Heritage Parts Centre will have your wallet twitching with delight.

Original 911 doors are prone to sagging and are well renowned for being a pain to strip down without damaging either the hinge or the door in the process.

The answer comes in the form of a new hinge set, allowing workshop technicians and DIY restorers a little peace of mind when it comes to removing hinges prior to paintwork or repair. Suitable for any Porsche 911 made between 1965 and 1989, these hinge kits are, unsurprisingly, the same on 912 and Turbo models, too.

Sold as a pair at a cost of £102.95 per door, they are supplied with the hinge pin, but don't include the door bolts. They can be found online with part # 901-531-031-20.

Alternatively the parts guys are on hand to chat on 01273 444000...
www.heritagepartscentre.com



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LUFTGEKÜHLT UPDATE



In light of the global coronavirus pandemic, Luftgekühlt 7 has been postponed. The new date of this year's event is now 1st November 2020.

Organisers tell us, 'The decision was made with regard to recommendations from local and national health authorities and after consultation with the city of Durham, North Carolina, and our venue hosts.

'We are happy to assure you that the original location and format of our previously scheduled gathering will remain intact for this fall, subject to us all doing our part and getting through this challenging period. Updates and ticket information will come at a later date via our website mailing list and social channels.'

Check the Luftgekühlt page on Facebook...



MINICHAMPS RS

Minichamps has just released an amazing series of 1/18th-scale Carrera RS models. Available in classic Grand Prix White with either red, blue or green graphics, or black with red graphics, these highly-accurate models are available from our friends at Selection RS in France. They're not what you'd call inexpensive at 1495.00€ each, but they are limited in numbers and would make a perfect present (hint, hint)...

www.selectionrs.com

NEW DANSK PANELS



Dansk has just announced the production of these all-new inner wheel arch pressings for 911s up to July 1971.

Reference numbers are 591063-1 (left) and 591063-2 (right). Price around 2000€ – or half OEM Porsche prices!
www.canfordclassics.co.uk

THE BEGINNING...

75 years ago, on 11th April 1945, US troops liberated the Volkswagen plant and the city then known as 'Stadt des KdF-Wagens', which was later named Wolfsburg, to the south of Mittellandkanal. At the Volkswagen plant alone, about 7700 forced labourers were freed.



Over the eight weeks that followed, the Americans made ground-breaking decisions for the future of the people, the city and the plant. The brief but marked intermezzo of US military rule laid the foundations for democracy, freedom and reconstruction in the region.

The American occupation ended at the end of June 1945 when the region became part of the British occupation zone and the factory was famously resurrected by Major Ivan Hirst of the British Army REME regiment.

Let's not forget, without this liberation and resurrection, there would be no Porsche today – after all, the first cars to bear the family name were heavily reliant on VW components...

If you've never visited Wolfsburg and its factory museums (the new Autostadt and the original Volkswagen Museum in Dieselstrasse), add them to the itinerary on your next trip to Germany. You won't regret it.

Visit www.volkswagen.de or www.autostadt.de for details

STUTTGART CLASSICA

Stuttgart Classica have been busy over winter, producing a whole raft of new products. First up are brand new 'Singer style' mirrors with 95mm round convex mirror glass allowing great rear-view vision which are fully adjustable from inside the car. These mirrors are supplied with a polycarbonate quarter light window with pre-drilled hole. Available in chrome or satin black finish, they are sold singly or as a pair. Prices start from £995.00+VAT inc free UK shipping.



Like the look of the 1972-only 'oel klappe' filler? This oil side-fill kit (above right) comes with a beautiful billet aluminium cap which simply screws onto an anodised aluminium neck. Included in the kit is the cup that will need to be grafted into the rear quarter panel, and the hose and spigot for the original oil tank. The kit can be functional by running the hose, or just for show. Prices start from £1725.00+VAT inc free postage.

CLEAN THOSE DISCS

You're fitting new brake pads, but you're keeping the discs because they're still well within the manufacturer's specification for thickness. But the edge of the discs will be corroded, with a pronounced lip – and this lip can damage the new pads or even stop them fitting correctly. Laser Tools has the answer: their new brake disc lip removal tool (part number 7839).

Hand-operated, it will quickly remove the corrosion from the edge and smoothly cut back the lip on the face of the disc. Bolt on the handle and position the cutting edge of the tool against the disc. The secret is the super-hard steel cutter – it removes the lip with just a few turns of the disc, leaving a smooth, clean edge.

The same with that heavy corrosion on the outer edge of the disc, the cutter literally rips through the heavy build-up of corrosion. The result is a nice clean brake disc ready to take a new set of pads. After many uses, when the blade becomes blunt, turn it around and you have a new, fresh, sharp edge. New replacement blades are readily available (part number 7840). See the tool in action on the Tool Connection YouTube channel:

<https://youtu.be/OaeytCCmHEA>

Available now from your Laser Tools stockist: the 7839 brake disc lip removal tool is typically priced at £182.74 (price includes VAT). Always remember to check for the best prices and special offers on-line...

More details – or to order – check www.lasertools.co.uk



How about a matching centre-fill fuel tank conversion (not shown)? It's CNC-milled from aluminium billet, which then undergoes flash anodising with enamel inlay. This centre fill kit comes with a beautiful billet aluminium cap which screws onto an anodised aluminium neck. It comes with the bowl and rubber edging. Either sold as part of the fuel tank or separately. Prices start from £1995.00+VAT...

Finally (for now!), inspired by the famous Porsche 917 ignition key are these keys milled out of the same nickel silver alloy from which all 911 factory keys are made. They have the profile that Porsche used in the 911 range from 1970 to 1998, and are available in black, gold or silver. They're priced at £49.00+VAT.

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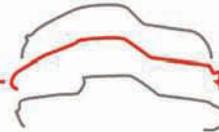


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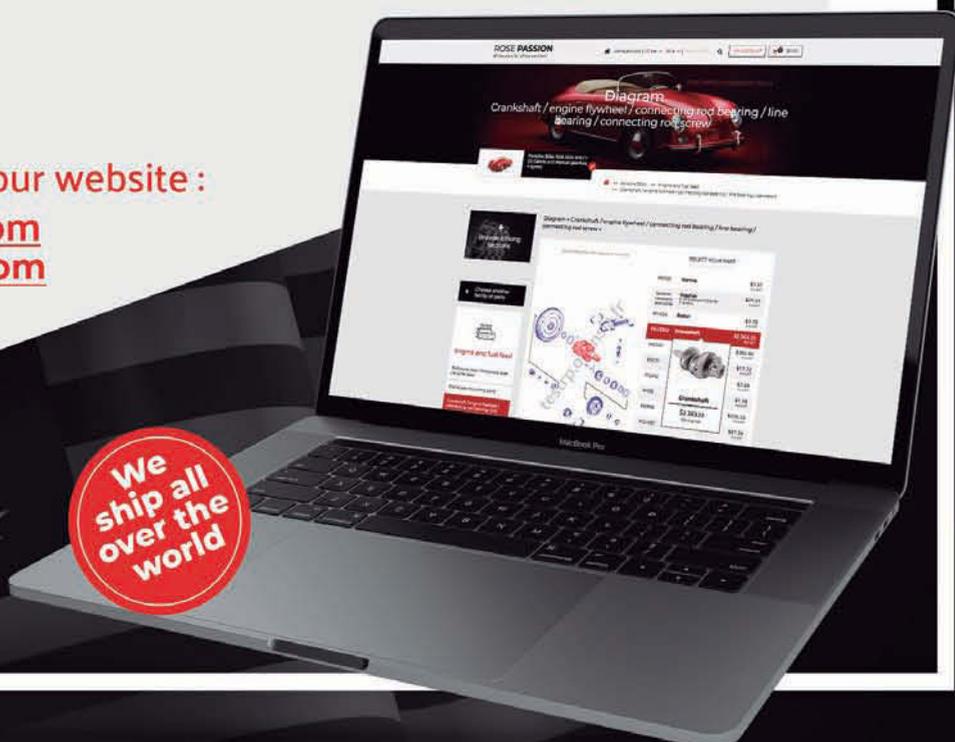
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DELWYN MALLETT

WITH TIME ON HIS HANDS DURING LOCKDOWN, MALLETT TURNS HIS ATTENTION TO SORTING OUT WHAT HE REGARDS AS 'USEFUL SPARES', BUT WHICH OTHERS MIGHT REGARD AS SCRAP...

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...



A quick question for you. What day of the week is it? As I write this we're less than three weeks into a lockdown brought about by a desire to stem the coronavirus pandemic, but I'm sure you had to think twice before answering. In these extraordinary times and deprived of our normal points of reference – no sport or school and, for many, no work – I am amazed how rapidly the individual days of the week have lost their relevance.

One aspect of daily life that is agreeably noticeable by its absence is noise. There are no aircraft overhead, only contrail-free blue sky and the sweet sound of birdsong. Mercifully, for me at least, even the frequent window-rattling Chinook flybys from nearby RAF Odiham airbase have stopped, and there are no motorbikes screaming to the red line as they scorch past the end of my street.

With travel restricted I've put one of our everyday cars on a SORN as it seems to be a pointless extravagance to have two on the road – or more to the point, off it and burning up money but not miles.

Most of us don't use our classics everyday but now, as they are effectively banned from the road and turned into expensive ornaments for who knows how long, chances are that batteries will be going flat, petrol going stale in carburettors and, if the lockdown continues for months as some predict, brakes may even start seizing through lack of use. Doubly frustrating as the weather is currently beautifully sunny.

Already I'm succumbing to Parkinson's – the Law, not the Disease – with what seems like unlimited time ahead I find that my pace is slowing down and the execution of essential tasks expanding to fill it. On the other hand, rather than Parkinson's Law it might be its Asimov corollary, which states that 'in ten hours a day you have time to fall twice as far behind your commitments as in five hours a day.' As yet I'm not sure if I'm gaining ground or losing ground.

Feeling vulnerable and contemplating the possibility that my poor wife might one day have to cope with dispensing with my accumulation of automotive detritus, I'm attempting some sort of catalogue of the more valuable bits cramming the loft of my garage.

Since my first Porsche in 1967, I've owned six 356s and broken two (still have three of them and a 911), and I seem to have surplus bits from all of them – and more, many more, acquired as spares.

I'm of the 'that might come in handy one day' school and what others would discard as rubbish I find impossible to shed. In fact over the years

chums have taken to aiming their jetsam in my direction knowing that I would be unable to resist adding it to my mountain of 'scrap'.

Being a multi-marque owner I have tried to zone my loft – in other words I've piled different makes in more-or-less distinct heaps, although as time has passed a certain amount of blending has occurred at the edges.

One end is solely Porsche while the other is Fiat (I have several Fiat-based Abarths), while between several lesser heaps comprise various motorbike bits, a Simca pile, a Tatra section, bits of VW from a car long departed and the 'miscellaneous zone'. After several days of sorting I have to finally admit that a fair proportion of what I've held on to is rubbish that will never find its way back into something that moves, but I still can't dispatch it to a proper scrap heap.

Peering into boxes and crates undisturbed for decades I'm discovering stuff I'd long forgotten about – how about a brand new pair of cylinder heads that I bought from AFN at least 40-years ago? Likewise, four boxed and new

Super 90 pistons and barrels, now distressingly rendered useless by surface rust in the bores! I appear to have at least four 356 engines in pieces, two complete sets of disc brakes (not new) that I'd intended to fit to one of my Speedsters, and assorted other brake drums – including a pair of salvaged Carrera drums. (Don't get too excited as they are suffering from aluminium 'rot' and the steel linings have separated).

It's beginning to feel like I'm creating a Porsche version of the Twelve Days of Christmas. Leaving out the lower numbers as I don't have one, two or even three of anything – I'm purely a multiple man – I have discovered six dynamos dying, seven radios not receiving, eight seats-a-moulding, nine clutches slipping, 10 floorboards delaminating, 11 spotlights de-silvering and 12 carbs corroding. And that's just in the Porsche pile.

My garden loving wife is a fan of TV programme *Gardener's World*, in which Monty Don – what is it about Monty that appeals so much to women? – invariably signs off with 'a few jobs for the weekend'. I'm falling into the same habit, drawing up lists of jobs that have remained undone for, in some cases, decades. I've started small. First up I ordered a set of jeweller's screwdrivers on Amazon and I've cannibalised five pairs of broken Ray-Ban sunglasses into four. I also ordered a bag of 40 wire brushes for my Dremel with a view to cleaning the corrosion off a few of my 12 carbs, and who knows, if this lockdown does continue for months I may even get round to rebuilding one of those engines?

Keep safe, and I hope we are all here when normal service resumes, and we can fire up our Porsches again. **CP**



Delwyn's gone on a low-carb diet – or rather, a high-carb one, judging from the quantity...

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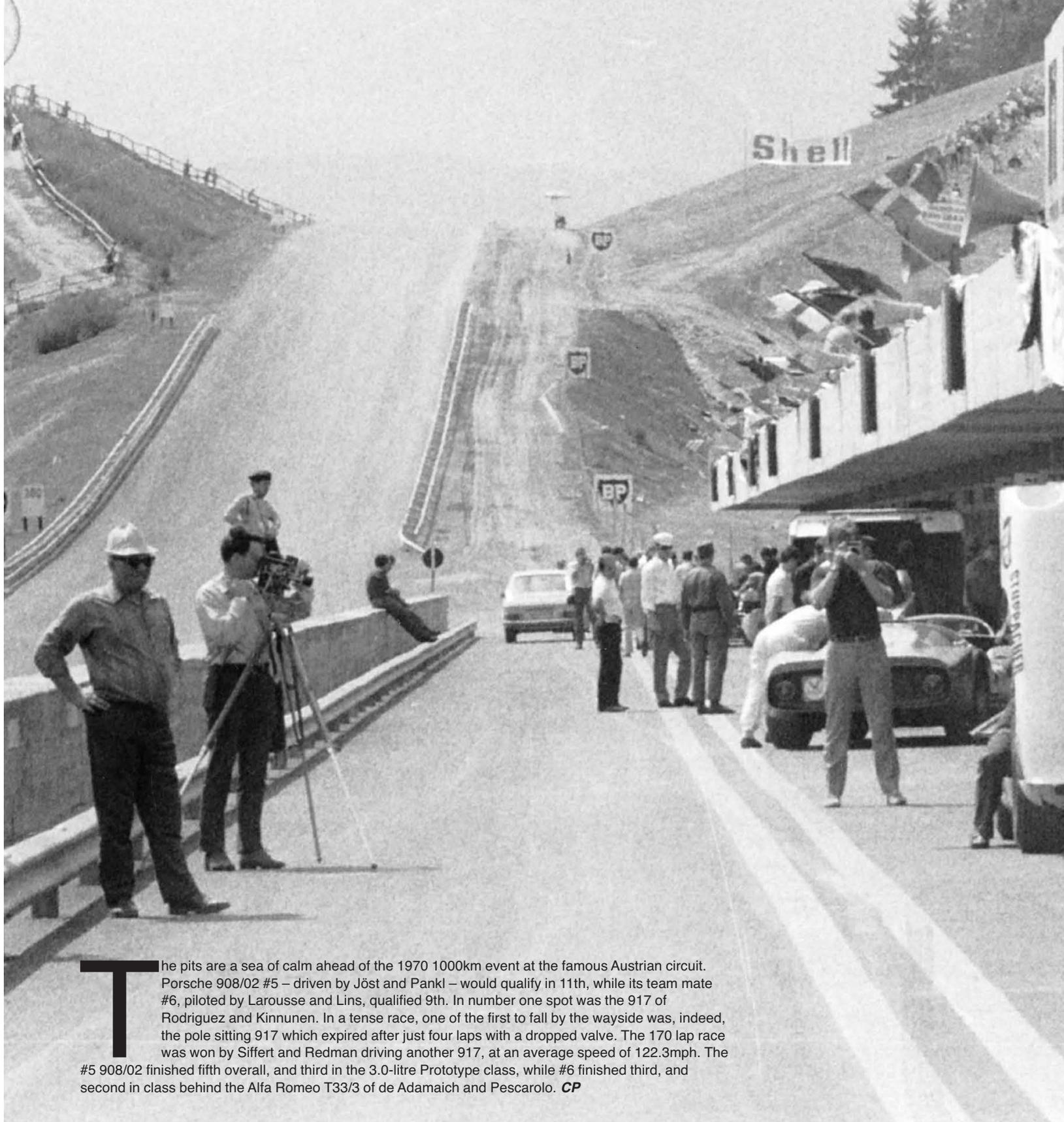
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FROM THE ARCHIVES

Opened in 1969 to replace the featureless Zeltweg airfield circuit, the undulating Österreichring was renowned for the steep climb away from the pit exit at the end of the main straight...



The pits are a sea of calm ahead of the 1970 1000km event at the famous Austrian circuit. Porsche 908/02 #5 – driven by Jöst and Pankl – would qualify in 11th, while its team mate #6, piloted by Larousse and Lins, qualified 9th. In number one spot was the 917 of Rodriguez and Kinnunen. In a tense race, one of the first to fall by the wayside was, indeed, the pole sitting 917 which expired after just four laps with a dropped valve. The 170 lap race was won by Siffert and Redman driving another 917, at an average speed of 122.3mph. The #5 908/02 finished fifth overall, and third in the 3.0-litre Prototype class, while #6 finished third, and second in class behind the Alfa Romeo T33/3 of de Adamaich and Pescarolo. **CP**



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BLUE THUNDER

Under the Fast Newport Speed Cave moniker hides the private collection of Californian Mark Cilani, gathered in an inviting setting. His fleet includes a variety of high-performance toys, with the latest addition being a 1971 911, a tastefully crafted hot rod built incorporating some clever ideas...

Words & photos: Stephan Szantai



Once a month, the Los Angeles Porsche Experience Center hosts a popular get-together, known as The Morning Shift Cars & Coffee. It brings together an interesting mix of vehicles, with the Porsche marque representing over three-quarters of the entries. This is the place where we discovered Mark Cilani's blue 911 hot rod, freshly completed and thereby attracting a crowd of admirers all morning long. People love it. Could it be the body and wheel colour combination? Or the simplicity (read: lack of gaudiness) of the whole project? Or the clever details? You be the judge.

A hardworking entrepreneur, Mark knows how to play during his spare time, thanks to a fleet of eclectic vehicles gathered at Fast Newport Speed Cave. It isn't a business, but a great place for him to hang out with his friends. It has a pool table, a large lounge area with comfy sofas and a

big screen TV, adjacent to a bar. As our photo shows, car- and motorcycle-related memorabilia fills the room as well, from parts and trophies to race suits and books.

And then there are the cars. All have a high performance edge, though they're quite different from each other. There is an all-black 2002 Ferrari 360 Spider with 20,000 miles on the odometer, along with a 1934 Ford roadster running a 750bhp supercharged 392cid Chrysler Hemi, which graced the cover of *Street Rodder* magazine. 'I have owned it for 25 years now and built it from the frame up – it's one of those cars that most likely I'll never sell,' he adds.

On the Porsche front, Mark is well-known within the Southern California scene for his green 1979 Turbo-bodied 911, which was raced in the '80s. Under the decklid lurks a twin-plug, big-cam 3.6-litre motor mated to a 915 gearbox. He comments: 'It's pretty much a barely road-legal,





stripped-down, race suspension, fully caged race car with a licence plate. Every year, I do at least two or three interesting drives, including the California Targa. It's about 1300 miles of backroads through the middle of the state, with 100 other pre-1979 vintage cars. Isn't it every young gearhead's dream to drive a race car on the street?

Parked under the 1934 roadster, the 911 RSR is another intriguing piece of machinery, as it revolves around a street-legal chassis complemented by a range of Flying Lizard Motorsports Cup-style components; however, it retains a 'non-Cup car' high-performance engine and transmission. 'You've got the best of both worlds,' muses Mark. 'Handling, braking and safety of a Cup car, but you also have the lower maintenance of a high-performance 997 motor and trans, which is a lot less expensive.'

Mark's cave is also home to the blue 911 featured on these pages. From what he managed to find out, this '71 'T' model came out of the factory in November 1970 and was sold new in Portland, Oregon. Little information is known afterwards, until Marc Franck from Hillsboro (Oregon) bought it with a non-original 2.2-litre engine, in 2009 – he then decided to inject a bit of Outlaw soul into it. His concept

called for an outwardly vintage 911 appearance, subtle and not at all flashy. However, he also envisaged it with 'much-improved-over-stock components hidden underneath'. It results in a quick ride given its light weight and engine output. To this end, Marc disassembled the coupé and began stockpiling parts, with the intention of building his dream hot rod.

The goodies in question included a rebuilt 2.7-litre flat-six from a G-series 911, a 901-style five-speed gearbox, together with a large inventory of bits and pieces purchased from well-established firms, such as Rennline, Elephant Racing, Rebel Racing, Tarett, Clewett, Dansk... The list continues with rebuilt Weber carbs, upgraded suspension and brake systems, plus exterior and interior trim pieces.

Years passed and by early 2018, the body had been resprayed in Hell-Elfenbein (Light Ivory, Porsche code 131). It wasn't the vehicle's first repaint, as several previous owners had selected the same colour over the past decades. But then Marc Franck decided to sell his 911 T as a disassembled project car.

Enter Mark Cilani. While surfing the web, he stumbled upon Marc Franck's ad on bringatrailer.com. The idea of

Above: Mark Cilani's man cave is something special, home to everything from race motorcycles to hot rods, hot Porsches and a great collection of memorabilia

Below: The car is full of details, some of which go unnoticed at first glance. Check out this custom Porsche badge, for example. How cool is that?





Above: Mark at the wheel of his hot rod – notice the drilled double-skinning above the door...

Above right: Bronze powder-coated Fuchs wheels are shod with 205/50x16 Toyos

Below: 2.7-litre six produces 205bhp and 204lb ft of torque. Note Electromotive Xdi ignition system mounted on the firewall ready for twin-plug upgrade

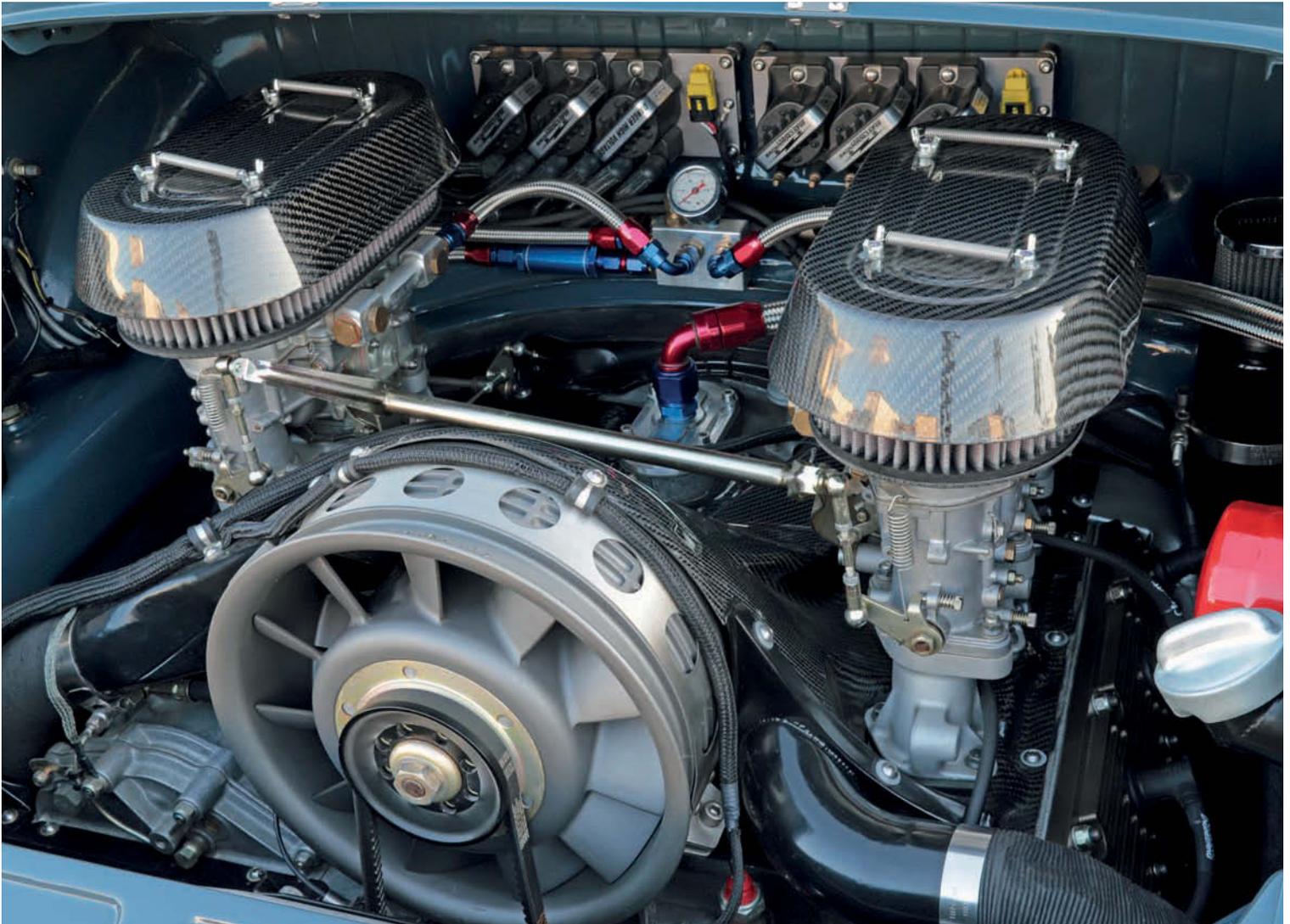
purchasing the coupé appealed to him as, in a way, it was still a semi-blank canvas for the Outlaw he had in mind. He contacted the seller, sealed the deal and the 'T' soon travelled from Oregon to So-Cal, being delivered to California Porsches (californiaporsches.com) in Costa Mesa. Run by Jason Adams and his son Kyle, it specialises in the restoration, sale and consignment of early 911s and 912s – the perfect place to bring Cilani's vision to reality.

The first item on the agenda involved...a fresh paint job! Mark longed for setting his ride apart from the many white and ivory 911s, ultimately settling on a custom blue. 'I wanted the colour to look like an old lathe out a 1960s machine shop,' he smiles. In a bold move, he and Jason agreed that powder-coating the 7x16 Porsche 944 Fuchs wheels a shade of custom bronze would nicely match the outside colour.



Great choice, isn't it? Incidentally, the Toyo Proxes tyres measure 205/50x16 at all corners. Let's also point out the partly painted aluminium decklid and brushed rear bumper guards, made in Poland and purchased from Sierra Madre.

Putting the jigsaw puzzle together continued with the suspension assembly, which included a range of Elephant Racing parts: through-body front sway-bar reinforcement kit, strut top camber bushing and decambered front ball-joints. The back received more components from the same supplier, specifically a spring plate QuickChange kit (perfect to adjust the ride height), a CamberMax kit (for an aggressive camber setting of three-plus degrees), spring plate mount reinforcement panels (to prevent spring plate mounts from cracking), and mono-ball cartridges fitted in aluminium 1974-77 911 rear trailing arms.





More race-oriented pieces help the car remain glued to the asphalt, such as Tarett 22mm front and rear hollow tubular adjustable sway bars, Sanders Engineering hollow torsion bars (21mm in front, 27mm in the rear). There's more, in the shape of Porsche Turbo tie rods and Heim joint end links, Rebel Racing rear spring plate bushings, Dansk front lower control arms, and Rebel Racing spherical bearings (with self-aligning washers). Von Street supplied the front strut inserts, fitted with 18mm Bilstein hub nut strut housings, along with the rear shocks. A remarkable list of high-performance suspension parts for sure!

The car has no difficulties stopping courtesy of PMB-rebuilt alloy brake calipers from an early '70s 911 S, complemented with efficient Porterfield Porsche RS4 pads.

To accompany the rebuilt steering rack assembly, everything has been detailed to the hilt underneath, from the freshly plated emergency-brake hardware to the extra bracing by Rennline – Duncan Jones braced the jack holes, too.

The package purchased by Mark also included a stout flat-six, as he explains: 'It was rebuilt in 2009 and had reportedly less than 1000 miles on it. The seller purchased the engine from Porsche racer Britain Smith in Portland, Oregon. Dyno results show that the motor sent 205bhp and 204lb ft of torque to the rear wheels of Smith's autocrossed 911.'

Britain had selected an impressive list of parts, starting with Mahle/Andial RSR-style pistons and cylinders, set for a compression ratio of 10-to-1. For reliability reasons, he added Carrera hydraulic tensioners and Solex camshafts,

Below left: One-off details can be found everywhere, such as this 'aged' aluminium wiring cover

Below right: Minimalism in the form of a lightweight engine lid sans grille and 911R-style hinges





Below left: Carpeting is kept to the bare minimum, exposing the pedal assembly in all its glory. Drilled pedal covers are from Rennline

Below right: Period sew-on badges are stitched in to the headlining for a unique touch

whilst EBS rebuilt the cylinder heads. On top of them reside PMO intake manifolds and Weber 40IDA-3C carbs rebuilt by Performance Oriented (Salem, Oregon). Behind the fan shroud, notice the liquid-filled manual fuel pressure gauge mounted on a PMO adapter, which receives fuel via a Holley electric pump.

Speaking of electricity, the firewall welcomes a complete Electromotive Xdi twin-plug ignition system, though Mark mentions the engine doesn't run twin plugs at this point. The burnt gases then exit via an SSI header with heat exchangers, and a Dansk muffler featuring 2-into-1 tailpipes.

When opening the decklid, you'll discover a Getty Design carbon-fibre fan shroud, held in place with a neat Rennline stainless strap – Mark Motshagen restored and ceramic-

plated the fan and housing. Other components participate in the motor's good looks: powder-coated tins and (Wevo) engine mounts, Billet crankcase breather cover, Rothsport billet fan belt pulley spinning a rebuilt alternator, complemented by a Clewett billet crankshaft pulley with Xdi ignition trigger wheel and pick-up sensor. Power travels through a Patrick Motorsports RSR lightweight flywheel and a Sachs clutch, while the oiling system relies on an Elephant Racing fender-mounted oil cooler system and plumbing kit, with crossover pipe and thermostat. A few more billet components finish up the engine bay: oil drain tubes, sump cover and Tarett upper and lower 996 twin-plug valve covers.

Cool build so far, eh? Wait, you haven't seen the interior and its outfit stitched by A and H Upholstery yet! Again the





choice of colour, a shade of red just loud enough, mixes successfully with the outside paint. Check out the lightweight front seats of unknown origin found at a swap meet, featuring interesting details such as side handles (to easily tilt the base); they are each riveted next to a data plate that came from a Pratt & Whitney WWII plane. The pilot faces an MPI Autodromo steering wheel (courtesy of racer Max Papis himself, the owner of MPI and Pelican Parts) and a set of original VDO gauges, including a tachometer restored by North Hollywood Speedometer.

In the spirit of racing automobiles, the cockpit has shed a few kilos/pounds with holes being drilled under the rear window, above the side windows, in the panel under the dash, and even in the doors' A-pillars. More cheese-like components sprinkle the interior: top of the dash, Rennline passenger footrest, pedal covers by Marc Franck, aluminium housing for the trio

of vintage Gallet stopwatches made by Jim Gharamendi... We should also comment on the beautiful and lightweight bespoke door panels and leather strap holding the doors. More Rennline products dress the beautiful trunk, more

specifically the wire cover and the smuggler's box lid.

Mark couldn't be happier with the way his 911 turned out, as he contemplates: 'I spent the last year building the car, and got plenty of enjoyment from working with a lot of amazing craftsmen in the Porsche industry. A big shout out must go to Jason at California Porsches for turning a lot of the wrenches on the project.'

The fact that project cars built with such imagination continue to emerge years after the Outlaw trend began to take off never ceases to amaze us. And Mark's coupé is certainly one of the best examples of the genre. **CP**

Above: Seats were a swapmeet find of unknown origin – check the headrests! Muted red interior trim perfectly complements the blue exterior

“IT’S CERTAINLY ONE OF THE BEST EXAMPLES OF THE GENRE...”

Below left: More Rennline products finish off the spartan luggage bay, with its centre-fill gas tank

Below: Not many creature comforts here!



SMC

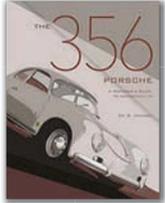
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THREE OF A KIND

Words: Kieron Fennelly
Photos: Frazer Waller

Orange was a defining colour of the early 1970s and some readers, perhaps then at the outset of their motoring careers, may have memories of lusting after orange cars – maybe even BMW's 2002 Tii. Perhaps it was the association with 'Gulf' orange but, from the very beginning of that decade, this was a shade associated with the sporting cars you desired, but probably could never afford...



Another far rarer model than a Beemer to appear in orange was the much more exclusive Porsche 911: colour code 018 which Porsche called 'tangerine' was available for a couple of seasons, disappearing when the G series was launched. Today, an orange car might catch an enthusiast's attention; an old 911 in this hue will certainly turn heads. Mick Pacey of Export 56 found (if he had not already anticipated it) that when he led a procession of three orange pre-impact bumper 911s, traffic virtually came to a halt.

'These are rare cars,' says Mick, whose company has worked on all three featured here. Indeed, of all the people capable of bringing together a trio of almost identical 2.4Ss (one car is LHD) you would put your money on this man. A Porsche enthusiast to the core, Pacey bought his first, a 914, at 17. A career in advertising enabled him to sustain his ever more demanding Porsche addiction and he set up Export 56 virtually as a hobby. He felt that in the 1990s there seemed to be very few people restoring old Porsches properly, and little interest existed in doing so.

After a few years he would leave the fleshpots of the

West End to work full time on old Porsches. Over twenty-five years he reckons he has restored scores – probably more than a hundred 356s and early 911s.

Nevertheless, to have three orange 2.4S coupés in one place at one time is quite an achievement although, says Mick, it was almost entirely coincidental. The first orange 2.4 to come into his possession was XBM 412K. This is one of the 77 RHD 2.4Ss that came to Britain and a 911 that he purchased in Grimsby as long ago as 2006.

'I was hunting for restorable 911s. I saw this one advertised and it seemed a worthwhile project. The owner had taken it off the road in the late 1980s and attempted a restoration. But the years went by and he had finally given up. He asked £6.5k which was a fair price then and about what I expected to pay. Matching numbers 2.0-litre, 2.2 and 2.4Ss for restoration were going for about that, but there seemed to be few buyers. XBM was in a dismantled state but complete and came with a stack of replacement Porsche panels.'

He took the 2.4S back to Newport Pagnell and 'stripped and dipped' it, storing it in one of 15 or so 20ft containers in which he kept parts and complete RHD shells, 'a box for





Carreras, a box for Ss, a box for 356s and so forth,' he explains. 'I didn't know what to do with them as there was no demand back then.'

At the time, a fully restored 2.7RS fetched around £60,000. A matching numbers 2.4S in similar condition would sell for barely half that, and considerably less than the cost of full restoration. Mick sold on the ex-Grimsby 2.4S in 2008 only to come across it again in 2015 when he was searching for precisely that model for a client. 'In the meantime, it had undergone a reasonable body restoration and engine rebuild, but lots of interior and trim parts were missing. The most difficult aspect was locating the tan upholstery: we could have replaced it in leather but that would not have conformed to the original. Eventually we found a very close match to the original leatherette 'parchment' in Italy and completed the restoration.'

XBM's Kensington-domiciled owner already had a Singer and had purchased one of 12 RHD 356 Roadsters from

Export 56, and was after a tangerine 2.4S to complete his air-cooled Porsche collection. Export 56 finished off the restoration of XBM in 2018 and the 911 resides in Mick Pacey's storage when its owner is not using it.

The second orange RHD 911, registered HMY 3K, is a late 1971-build model and belongs to a Manchester collector, another Export 56 client who also runs a brace of 356s – a Carrera GT and a Speedster, besides a pair of 2.4S Targas and, rarest of all, the ex-Magnus Walker 901; his 2.4S coupé happened to be at Export 56 for remedial work.

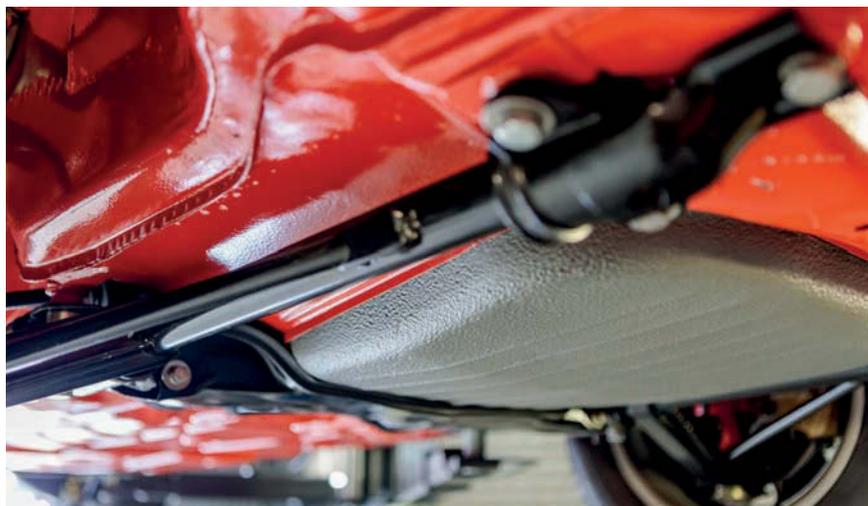
Originally in tangerine, this 2.4 which has a very thick history file, had been repainted black in 1998 and then returned to its native orange during a Gantspeed restoration costing over £100,000 which began in 2005. Export 56 has maintained it since 2018.

'That restoration was completed in 2008 and we have

Above: HMY 3K is a late 1971-build and belongs to a Manchester-based collector. It now runs 90mm pistons and cylinders, to match the spec of a 2.7 Carrera RS

“I DIDN'T KNOW WHAT TO DO WITH THEM... THERE WAS NO DEMAND”

Below left and right: The three cars are looked after by Export 56, work including restoration where required and regular service work...



TECHNICAL BACKGROUND & SPEC: 911 2.4S (1972–3)

In 1969, the 911's flat-six was bored out to 84mm making 2195cc (the 2.2 series). This was part of a programme in which a much wider range of engines was foreseen by technical director Ferdinand Piëch, who wanted to use the successful racing 'eight' of the 908 as a base for future four, six- and eight-cylinder models. The advent of more stringent emissions controls from the US effectively scuppered this ambitious proposal and led to a further revision of the production flat-six, necessary to keep its tailpipe behaviour in bounds. The 1971 911 acquired a longer 70.4mm stroke, the squarer cylinder architecture making 2341cc. With revised compression ratios, the heady 9.8:1 of the 2.2S now lowered to 8.5:1 for the 2.4S, 911s could run on 91 RON, meet the latest Federal hydrocarbons edicts (for a few years at least) and offered 10 per cent more torque, with no loss of performance. The 2.4 was the last engine in which Piëch was directly involved.

| | |
|-----------------------|---------------------------------------------------------------------------------|
| Capacity: | 2341cc |
| Bore & stroke: | 84mm x 70.4mm |
| Power: | 190bhp @ 6500rpm |
| Torque: | 162lb ft @ 5200rpm |
| Compression ratio: | 8.5:1 |
| Fuel requirement: | 91 RON (still sold in Germany in 2020!) |
| Transmission: | Porsche 915 gearbox, five forward speeds |
| Wheel rims: | 6Jx15 |
| Tyres: | 185/70x15 |
| Suspension: | Front: torsion bars, MacPherson strut Rear: torsion bars, semi-trailing arms |
| Weight: | 1080kg |
| 0–60mph/maximum speed | 6.6secs/144mph (<i>Paul Frère's measurements</i>) |





done some detail work subsequently to tidy things up and service it,' explains Mick. This 911 is an example of how the 2.4S has climbed the value tree: sold in 2005 for £20,000, increasing market interest as 2.7RS prices moved beyond reach together with a comprehensive refurbishment meant it exchanged hands for ten times that sum when its present owner acquired it in 2018. Admittedly Gantspeed had bored the cylinders from the 2.4's 84mm to the 90mm of the 2.7RS, but as this was carried out on the original engine, it was still a matching numbers 911, so the value was unaffected. Mick Pacey observes that the extra 20 horses and torque are barely noticeable in comparison with the two standard 911s here.

'When a third 2.4S coupé arrived, also during early summer 2019, it was as if a new orange 911 was turning up every week,' he recalls. This 2.4, registered TGF 460L, the third of the trio is not only a LHD, ex-Italy 911, but as a 1973 model it marked the shift among all manufacturers to reduce the amount of chrome trim: BMW radiator grilles, for

example, went from chrome to black. Porsche was characteristically more conservative: while the two RHD cars have chrome grilles beside the front indicators, TGF's are painted matt black. Unlike the UK models, which tended to be more highly specified, the Italian car does not have a rear wiper. It also has no side oil filler flap, a characteristic of MY '72 cars which caused so much confusion at petrol stations. 'It still does,' smiles Mick Pacey. 'We have already had to rescue two 2.4s where petrol had inadvertently been poured down the oil filler. Sadly, one had to have a complete engine rebuild.'

This third 2.4S was a 911 that Mick had sought out for a client who also fancied a 2.4S

and who'd found a possible candidate at Ferrari specialist DK Engineering. Pacey was duly engaged to inspect the 2.4 which had been subject to an earlier restoration. In his view this 911 justified its asking price and a trailer duly delivered it to Export 56 at Cranfield.

Like the other two, this is a Porsche with an extensive

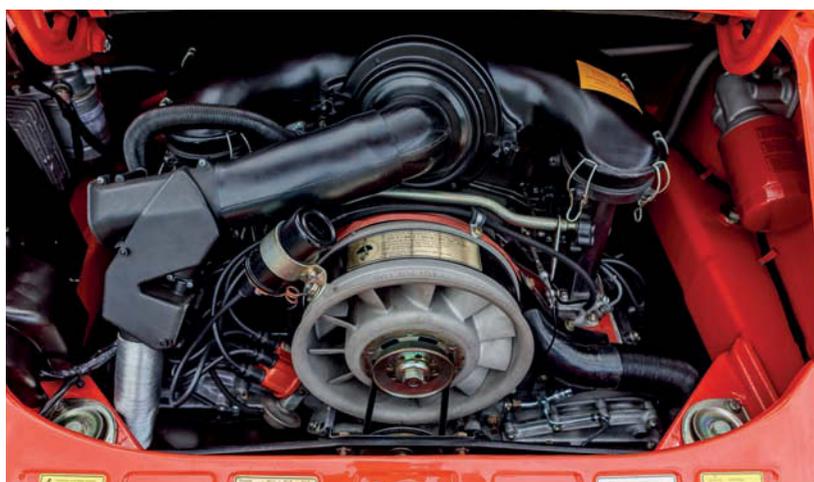
Above: Lined up and ready to show the youngsters how it's done...

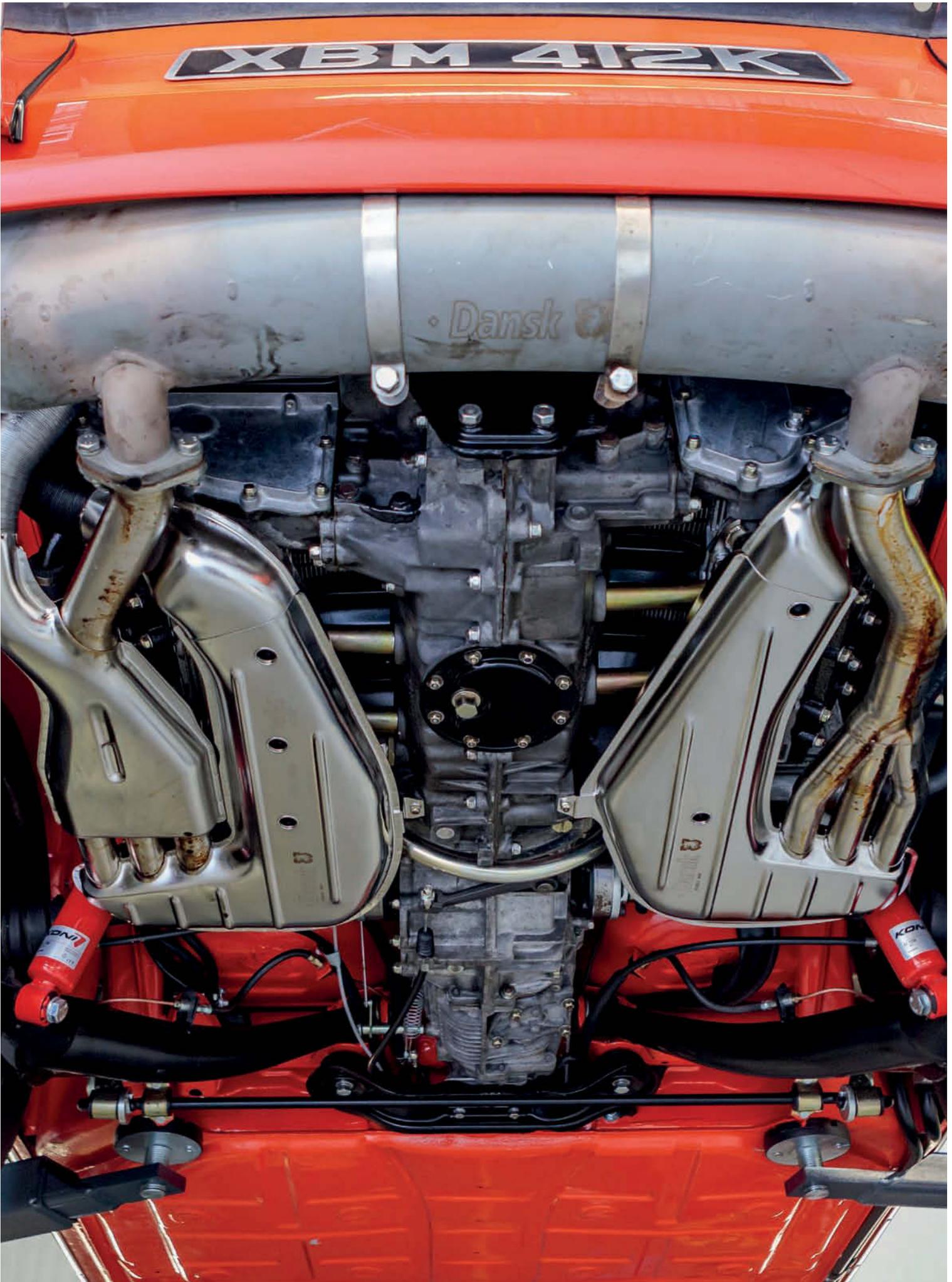
Right: Purchased in 2006 as a partly dismantled restoration project, XBM 412K is now a prime example of what makes a 2.4-litre 911S so special

Below left: The 2.4-litre 911S motor gives almost as much of a thrill as the slightly more powerful 2.7 RS

Below right: Cars don't come much more desirable than a right-hand drive 2.4 'S'...

“INADVERTENTLY POURED PETROL DOWN THE OIL FILLER...”







history file which goes on to reveal that TGF moved from Italy to the Netherlands in 1998 where a main dealer carried out much detail restoration. The car then came to the UK and the service record indicates significant work carried out by both JAZ and Autofarm, and included respraying in the original tangerine.

TGF is perhaps the most original of the trio. The cabin has the factory fitted leatherette/houndstooth seats, radio and toolkit and has undergone the least bodywork intervention with evidence of new metal only in the floor pan. Export 56 subsequently rebuilt the area around the torsion bar mounts where the bushes had collapsed, otherwise, as Mick puts it, 'this was a nicely restored car which had had the right people working on it.' As the new owner intended to use the car in all weathers, the underside was cleaned and treated with Waxoyl and other corrosion inhibitors, a coating which should offer at least four to five years' protection.

'Imagine: three tangerine 911s at once, all 2.4S coupés! The opportunity was simply too good to miss,' exclaims Mick Pacey who invited the owners to his premises for a 30-mile

drive to Silverstone, where he had booked the track at the Porsche Experience. The intention was lunch followed by half an hour or so on the track with Porsche's instructors.

'But the Porsche chaps were so taken with these 2.4s we couldn't prise them out of the drivers' seats and we ended up spending the whole afternoon there. None had any real experience of vintage 911s and they all marvelled how the behaviour of these almost fifty year old cars was recognisably Porsche. These are guys who spend their professional lives driving the modern cars and they were fascinated by the way Porsche has managed to transmit that distinct 911 feel through the generations.'

The drive back to Cranfield on a summer evening was one of those rides no one ever forgets: 'We had brought a couple of 2.2 coupés as well and people really were stopping and watching as a procession of five old 911s drove through villages. When we lined them all up in a pub car park, we really brought the place to a standstill, the regulars full of a mixture of admiration and curiosity. One chap wanted to know whether we were making a film!' **CP**

Above: How to bring a town to a halt. The sight of three apparently identical tangerine 911s created quite a stir

Below: At the Porsche Experience Centre at Silverstone it was difficult to prise the keys away from the Porsche driving instructors, some of whom had little experience of driving the older models!





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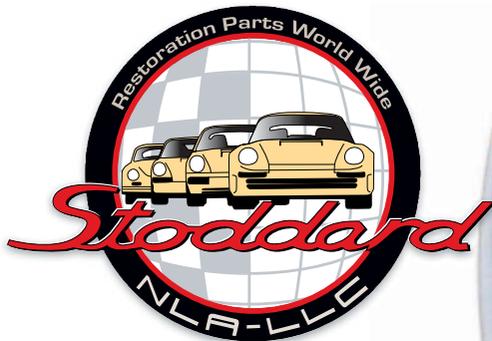
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JUST IN TIME

Two short weeks before most worldwide car events were put on hold due to health concerns, Southern California experienced a string of gatherings as part of the Stoddard-backed All Porsche Weekend. Would you believe the festivities included over 20 events?

Words & photos: Stephan Szantai

It all started back in the 1980s, when a group of friends decided to launch a Porsche and VW event with a twist. Rather than being dedicated to the cars themselves, its original purpose was to gather the fans of literature and toys – and so was born the aptly called LA Literature & Toy Show. Fast forward to 2020, when the 37th annual get-together welcomed over 300 vendors, selling books,

brochures, magazines and toys. Folks also bring items small enough to fit on a table, from high-performance parts to vintage accessories, typically Porsche related, but with a few air-cooled Volkswagen goodies thrown in for good measure.

As the meet grew through the decades, it inspired other enthusiasts to bring their own Porsche-oriented event to the mix, during the same weekend. Some might remember the



Left: Some nice metal at Callas Rennsport: 959, 911 Group B, 911SR... See anything you like?



Far left: A visit to Nicolas Hunziker's studio showed his art, along with two of his project cars – a Beck Spyder and a 911T

Left: Fans of 356s shouldn't miss Klasse 356, the well-known specialist of the model, located in Torrance



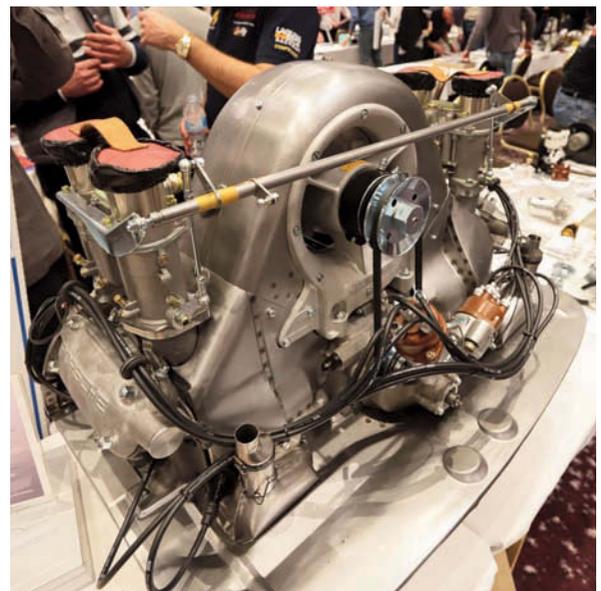
Left: Besides an R Gruppe '72 911T (see Classic Porsche #60), Dave Eck drives this mega-clean '66 911 coupé

Right: At Callas, visitors could check out the BP-sponsored 911R, which broke several records at Monza in 1967

Far right top: In So-Cal since 1971, this concours-level '68 911S was for sale at CarParc USA for a cool \$269,500

Far right: Bahama Yellow '67 sleeper lost its 130-horse flat-six – it now runs a 240-horse 2.4-litre in its place...

Below: It's always a blast to stop by Pelican Parts, their headquarters being filled with rare Porsches



Far right: Based in Germany, Classic Parts GmbH unveiled its built-from-new Carrera-style engine!

Right: Willhoit's spotless shop housed some fantastic rides, such as this '61 Super 90 GT and a Belgian-built '62 D'leteren Roadster



Dunkel Brothers Show in particular, a memorable affair held for a few years until being sadly terminated in 2004. Other gatherings came and went over time; yet, the whole weekend has now reached new heights with the 2020 festivities involving over 20 stops!

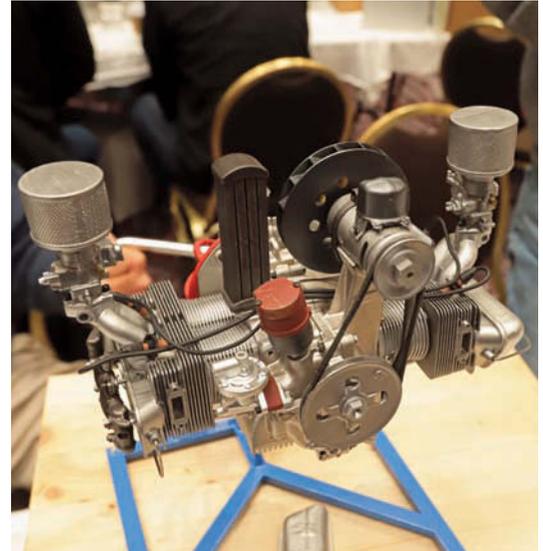
Considering the size of Los Angeles and its surrounding area, visiting each and every get-together proves impossible, but *Classic Porsche* still managed to squeeze in a dozen of them over three days. Incidentally, out-of-towners can join daily tours covering many destinations from Thursday until Sunday, a great idea if you don't want to lose your temper in LA's hectic traffic.

Our own journey began on Friday morning, with three stops in the city of Torrance, near LAX (LA's international airport). They included the studio/shop of Nicolas Hunziker, a talented artist we presented in issue #63, along with Klasse 356, Nicolas's neighbour specialising in 356s as you probably gathered. A few miles away resides Callas Rennsport, which regularly maintains rare racing Porsches and 959s in particular, as explained in our profile in issue #44.

More visits followed after noon. Porsche South Bay, one

Right: A variety of vintage Porsches filled the street in front of Willhoit Restoration





of the nine US dealerships elected as a Porsche Classic Partner, had a fantastic display of vintage Porsches in its spotless showroom. Next came Willhoit Auto Restoration in Long Beach, a large shop founded in 1976 specialising in air-cooled Porsches (see issue #36). Another 30-minute drive led us to Pelican Parts (issue #46), which gave us the opportunity to see the back room housing the collection of Wayne Dempsey, co-founder of the company with Tom Gould. Fun times, great people, awesome cars...and tasty food, as the hosts of the six above-mentioned Open Houses

each had catered meals and/or snacks for the crowd.

Presented by the renowned Stoddard NLA LLC, the LA Literature & Toy Show held on Saturday morning obviously remains one of the weekend's *pièce-de-résistance*. Two large ballrooms at the LAX Hilton Hotel gathered together every conceivable collectible items, from 1950s issues of *Panorama* magazine to a selection of restored steering wheels offered by Ritchie King at Karmann Konnection. Among the most fascinating pieces, we should mention the new Carrera-style engine brought by Classic Parts GmbH

Above left: One of the oldest vehicles seen during the weekend was this 1951 Pre-A (Willhoit Restoration)

Above right: What a nice model! Seller from Italy exhibited this miniature Pre-A motor, available at \$1100



Left: The rooms hosting the LA Toy & Lit Show were packed with visitors and no less than 300 vendors

Below left: As the main sponsor of the event, Stoddard brought a wide range of products to show

Below right: CarParc USA's Henk Baars (middle) turns out to be a great guitar player!



Right: Imported new by Sonauto France in 1973, this Carrera RS has a long and successful racing history



Far right: You can count on CarParc USA to neatly display a variety of classics, mostly 911s and 912s

Right: An official Porsche Classic Partner, Porsche South Bay presented a handful of top-notch oldies



Right: Among the projects seen at Liberty Motorsports was this lovely 1956 356A/1600 Reutter model



Far right: European Collectibles gathered together a beautiful pack of Porsche Speedsters, all of which were genuine, naturally



Right: We liked the appearance of the blue 911 coupé, looking aggressive with its dark tinted windows





Far left: So you like four-cam Carrera engines? European Collectibles had more than a few on display

Left: The team of European Collectibles does an excellent job lining up a range of Porsches – the chance to visit is not to be missed

Below far left: The weather might have been less than stellar; still, participants showed up en masse on Sunday



Left: John Benton's 'MEIN12' was part of the strong 912 contingent at the Phoenix Club event

Below left: Here is a Porsche you don't often see: a '67 912 'soft window' Targa, number 74 of 544 assembled

Below right: Impact bumper 2.7L-powered Carrera looked great wearing gold Fuchs rims

from Germany. It could be yours for just \$225,000.

After a few hours perusing the contents of hundreds of tables, we zoomed towards Orange County to visit more shops, located almost walking distances from each other: CarParc USA (issue #59), European Collectibles (issue #53), followed by Liberty Motorsports. Timing didn't allow us to swing by other shops such as Emory Motorsports in North Hollywood, though Rod Emory confirmed that he welcomed a staggering 3000 visitors during the day.

Sunday's All Porsche Swap & Car Display was another very well attended event, though threat of rain led some enthusiasts to keep their classic cars dry in the garage. They missed out on a great happening, hosted by the 356 Club –

2020 marked the ninth consecutive year the club has produced this annual meet. As a side note, ownership of a 356 is not required to join the group (dues are just \$35 per year – see 356club.org).

The show takes place at the Phoenix Club, a cultural centre dedicated to the German community, featuring a restaurant, bar and the *Festhalle*, a tent covering over 11,000 square-feet. It houses professional exhibitors such as Stoddard, although participants are welcome to buy, sell or display Porsche-related parts in the swap meet/auto jumble – a total of 137 swappers joined in this year.

Numerous well-known figures from the Porsche scene, such as Patrick Long and Magnus Walker, came to enjoy the

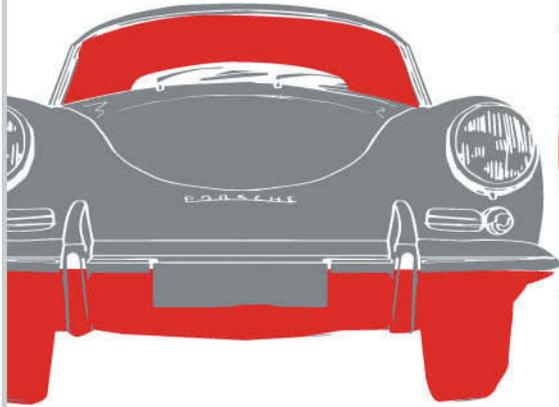
Bottom left: Cris Huergas (RIP), founder of the R Gruppe, owned this numbers-matching '69 911S

Bottom middle: Parked in their own corner, the 912s made a colourful display

Bottom right: A Rothsport 3.5-litre engine motivates this '73 911 RSR Tribute



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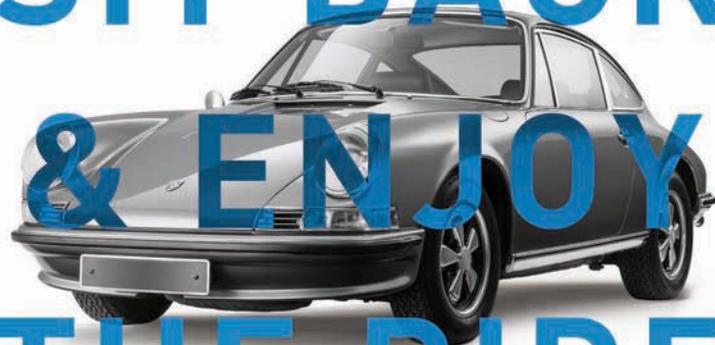
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Far left: Our good friends at Pursang356 (on Instagram) cruised to the show in this neat 911 and 912 duo

Left: You can expect to see at least one Porsche Singer at the All Porsche festivities!

Below left: A surprisingly large herd of 914s could be found on the lawn, six-cylinder versions included

Left: We were impressed with this VW Crew Cab, equipped with a 356/912 engine



Below left: Intermeccanica (Canada) builds some very accurate Convertible D replicas – this one belongs to Shin Watanabe

Below: Swap meet vendor had several restored triple-throat Webers for sale, including pairs from 1966

Bottom left: Matt Clawson braved the rain in his '52 Pre-A, featured in issue #70

Bottom middle: Randy Carlson brought a very original, unrestored '72 911T, parked from 1979 until 2019!

Bottom right: A 1964 356C with a 2.6-litre 'Polo' flat-four...

day. The large grassy field gathered an excellent mix of vehicles, mostly vintage, although 356s totalling about 50 had their own corner; so did the 912s, thanks in part to the 912 Registry's involvement. It was great to see John Benton and his stout 912 in particular. Benton Performance (see issue #56) suffered a fire, which destroyed tons of rare parts and several cars back in October. But with help from the Porsche community, John and his crew were able to open a new building in February.

Michael Puldy, the President of the 356 Club, adds: 'There are a lot of moving parts that all have to come together to pull

together this event. The Phoenix Club in Anaheim is what everyone sees, but we also work with the City of Anaheim to secure adjacent parking, fire permits, and police coverage.' Note that the 356 Club is planning to organise its annual concours in Orange, California, on 19 July this summer – over 135 Porsche 356s participated in 2019.

As far as the All Porsche Weekend is concerned, entertainments will spread from Thursday 4 March until Sunday 7 March in 2021. Don't miss them if you're in town! Log on to lalitandtoyshow.com for further information. **CP**





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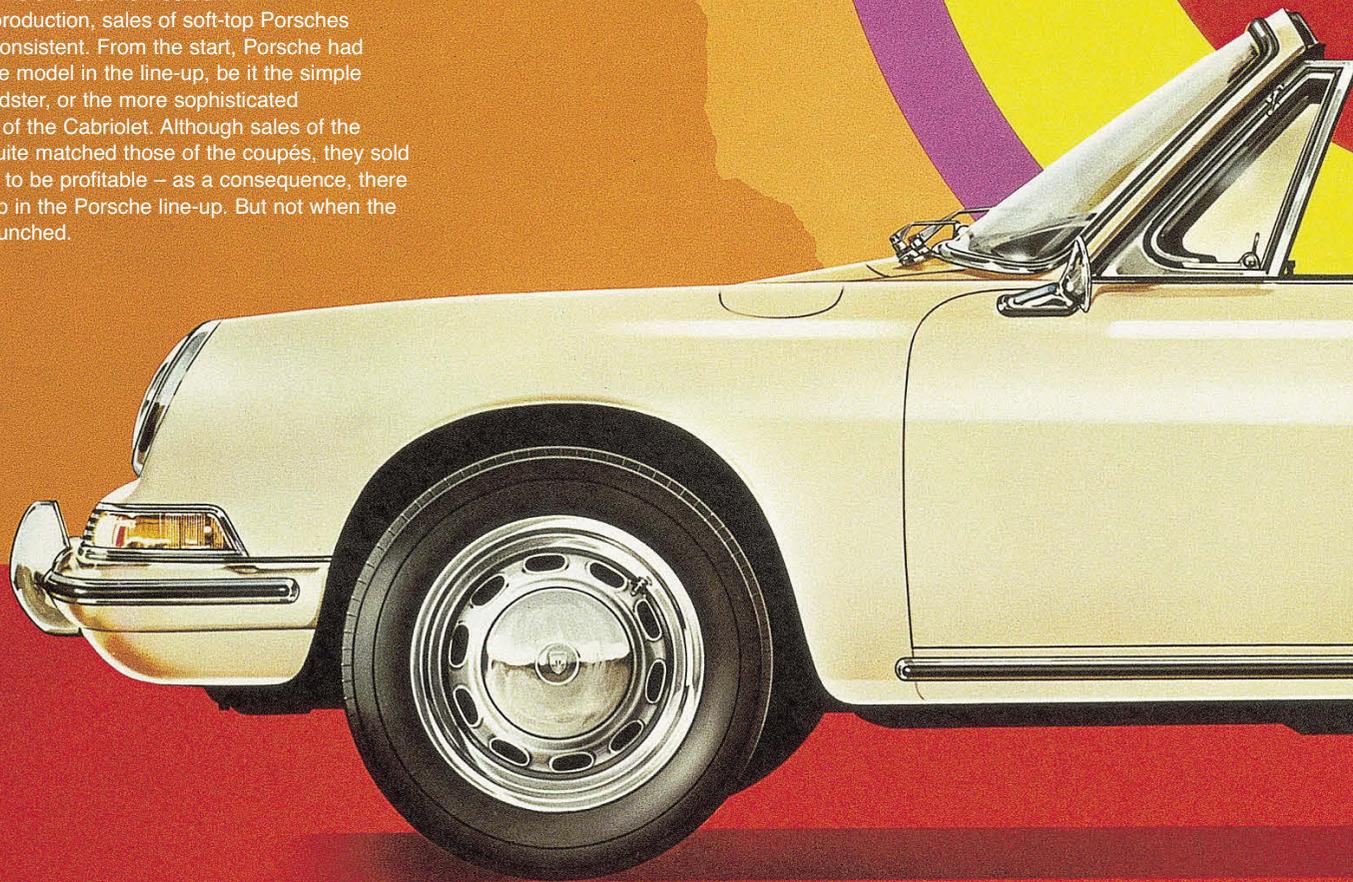
TARGA! TARGA!

Over four decades have passed since Porsche introduced Targa versions of the 911 and 912, yet, even after all that time, there is still a notable reluctance among many marque enthusiasts to accept it as a 'real' 911. But we beg to differ...

Words: Keith Seume Photos: Porsche Archiv

Porsche's innovative Targa has, in certain markets, proved to be the unloved member of the family – a model which purists frequently scorn, and which was until relatively recently consistently valued at up to ten, or more, per cent less than a comparable coupé. On paper it makes no sense, for as far as most other marques are concerned, convertibles of any kind usually command a premium over the equivalent coupés. Look at the 356 market: Cabriolets, Roadsters and, most notably, Speedsters are valued far higher than equivalent coupés. So, then, why has the 911 Targa often been held in such low esteem?

Throughout 356 production, sales of soft-top Porsches remained relatively consistent. From the start, Porsche had included a convertible model in the line-up, be it the simple canvas-topped Speedster, or the more sophisticated weatherproof design of the Cabriolet. Although sales of the convertibles never quite matched those of the coupés, they sold in sufficient numbers to be profitable – as a consequence, there was always a soft-top in the Porsche line-up. But not when the 911 and 912 were launched.







Even though, in its final year of production, sales of Porsche's 356C coupé accounted for a substantial 83.5 per cent of sales, convertibles – which accounted for the remaining 16.5 per cent – were regarded as an important part of the product range. If nothing else, they helped persuade potential owners to venture into the showroom. But when the 911 was first launched in 1964, there was not even a mention of a cabriolet version...

In *Excellence was Expected*, Karl Ludvigsen describes the internal wrangling that led to the ultimately controversial design of the Targa. 'It was logical that an open version of the 911 should be developed,' he says, 'Less certain, however, was just what form such an open car would take. Should it be a variant of the coupé's form or should it be a

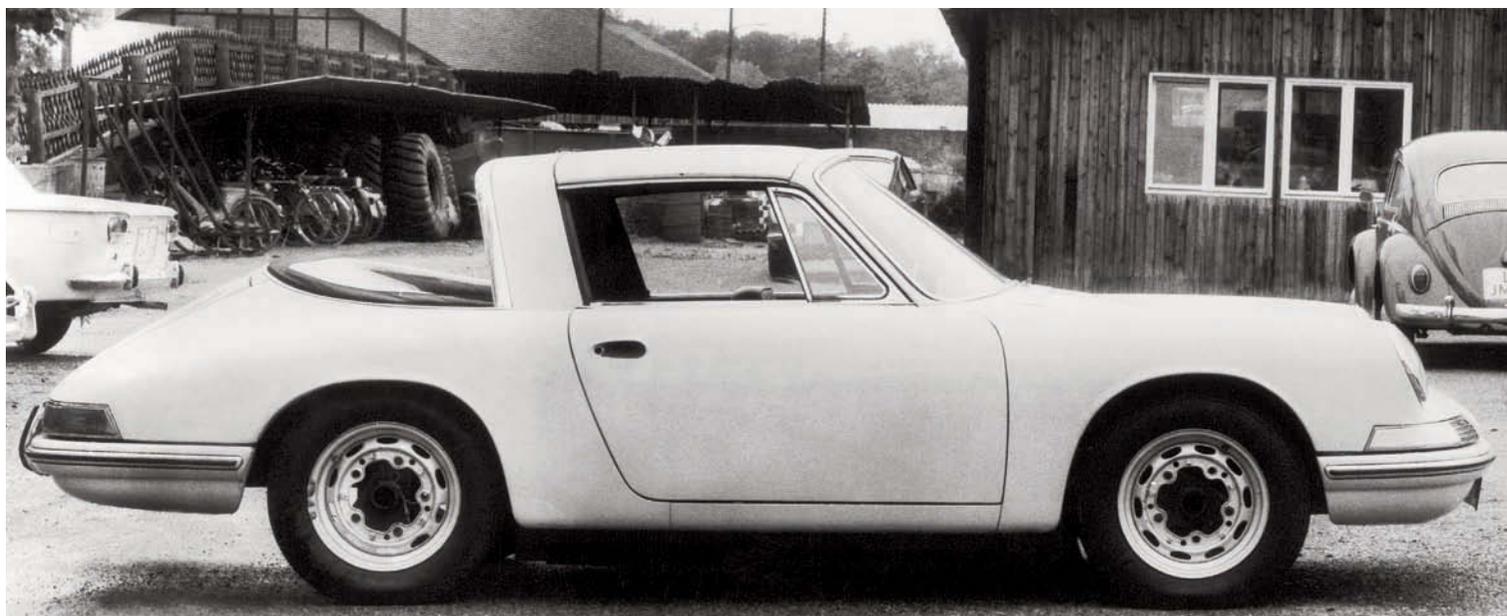
pure cabriolet, with special lower body panels of its own at the rear?'

This problem was one with which Ferdinand 'Butzi' Porsche struggled for some time. He preferred the idea of a true purpose-built convertible with a 'notchback' profile, rather than a soft-top that simply mimicked the coupé's profile. 'There has never been a successful rear-engined cabriolet with a true fastback,' he believed.

But not everyone at Porsche shared his views, for the bean-counters on the board of management felt that it would be a waste of money to invest in new press tooling specifically for one low-volume model. They believed that sales of a convertible 911 would only account for a relatively small percentage of turnover so, to make things profitable, it

Above: The Targa broke cover at the 1965 Frankfurt motor show, where it was placed between a pair of 912s, suggesting that it was seen as a 'softer' option to the 911 coupé range...

Below: 1962/63 – Porsche 911 prototype 901 T8 shown as a Targa. It was simply a sheet metal clad wooden model, with 356 wheels



would be necessary to use as many of the coupé's body pressings as possible.

This created an interesting problem for Butzi, as he knew that simply slicing the roof off the 911 would create an unacceptably weak structure. And while many other convertibles were known to be torsionally-challenged, such a prospect was anathema as far as Porsche was concerned. The solution was both simple and brilliant – and controversial – in equal measures. It included adding a substantial roll-bar tying the two sides of the car together at what was described as 'shoulder level'.

Butzi Porsche said that there were two advantages to this design: 'First it meets US competition requirements and second, this type of convertible can be controlled better when closed, whereas most tend to fill up like balloons.' This reference to meeting competition rules is interesting, for nobody these days ever talks of using a Targa for racing, when a coupé makes a more obvious choice. This feature did lead, however, to Porsche marketing the Targa, as the model was to be known, as the 'World's first safety convertible'.

But why the moniker 'Targa'? Harald Wagner is credited with coming up with the name. Wagner worked at Porsche as a marketing expert, responsible in later years for arranging many sales to 'special' customers. He got the call from Butzi and found himself in the Porsche Experimental workshop looking at what he described as 'two 911s that had been defaced by giant metal stirrups'.

Wagner was unimpressed with what he saw, but adds 'We had to sell the car and to do that we needed a name. So we started with what we would call a brainstorming session these days. Someone had the idea that we should name the car after a racetrack but half the names had already been

used and the others didn't sound right: Daytona, Le Mans, Nürburgring... We discussed "Targa Florio" but we were worried that customers might start dropping the first word, and abbreviating Florio to "Flori", which sounded a bit effete. So then we thought, what if you took the "Florio" away completely?'

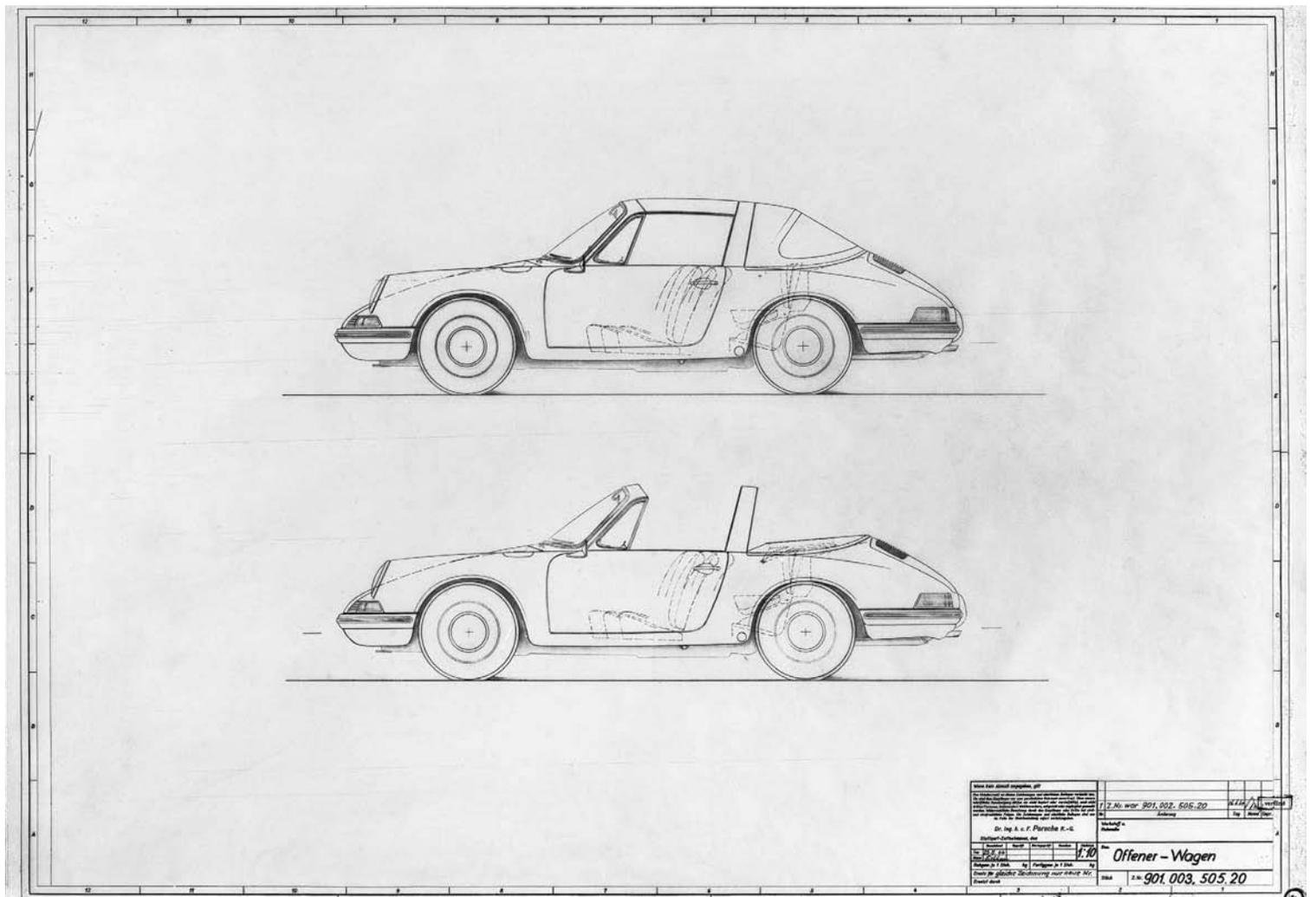
That just left 'Targa' – a name which has now entered the language as a generic term for any car with a removable roof panel. Oh, and Wagner swore he didn't know that the word means 'shield' in Italian, although it's rather fitting for a Porsche that has gone down in history as the first ever 'high-safety' convertible.

But what about that trademark brushed stainless-steel cover to the roll-bar? Butzi Porsche is the man you can congratulate (or blame) for that decision: 'That idea was mine', he is quoted as saying, 'I do think the roll-bar has a function and adds stiffness – which is why it should be a different colour from the car.'

Still to be resolved was the matter of the roof panel – and the rear window. If the Targa was to be considered a true convertible, then it would have to have a removable roof section, and a similarly removable rear window, to allow a through flow of air. Incorporating a zip-in plastic back window solved the latter design problem, but the roof section caused a deal of head scratching. To begin with, it was proposed that there should be two roofs supplied: one from rigid plastic and a lightweight fabric one, which could offer weather protection in an 'emergency' situation, such as a sudden downpour of rain. Rather like the flimsy roof supplied with the much later Boxster Spyder.

Unsurprisingly, wind-tunnel testing proved that a soft fabric top would tend to get sucked outwards at speed,

Below: Drawing dated 1964 hints at a very different look to the Targa. Note the thicker header panel above the windscreen, and a much narrower Targa bar – the rear window section is a folding design, more like the roof of a regular convertible





creating a bulge above the driver's head. The solution was to offer a single folding roof section of rubberised fabric, with scissor-action supports which could be clipped into place in the roll-bar and windscreen frame.

Prior to going into production in December 1966, Butzi Porsche made a statement which, on reflection, suggested damnation with faint praise: 'I think it looks better than one first thinks – and could be better still. Believe me, we weighed every consideration when planning the Targa, and we have great hopes for it.' Not the words of someone who had 100 per cent belief in his own design.

Butzi's apparent concerns were shared by Porsche's marketing department, which questioned the Targa's styling, in particular the way the trademark flowing lines of the 911 coupé had been lost. Initial dealer orders were not strong, and Porsche only built seven Targas a day, compared with 55 coupés. But within a short while it became evident that demand was outstripping supply. Production was stepped up to 10 per day simply to keep pace with the West German market, where the Targa soon accounted for an impressive 40 per cent of sales.

There were a few drawbacks to the Targa design, one being that the model weighed some 50kg more than the equivalent coupé. It was also clearly less rigid – scuttle shake was a noticeable, if not a major, problem. The zip-in

rear window was a cause for concern in markets with a more temperate climate, for the factory suggested that owners didn't try to reinstall the rear window if the ambient air temperature was lower than 60°F (15.5°C). The plastic 'window' would contract with the cold, making it virtually impossible to zip it back into place. There was also the matter of poor rearward vision due to distortion while looking through the clear plastic, a problem which reared its head again with the launch of the Boxster some three decades later.

This was unacceptable as far as the marketing department was concerned, and the plastic rear window was eventually replaced by a solid glass version in January 1968. Fixed it may have been, and therefore depriving passengers of a through-flow of air when the top was removed, it was a far more practical design in every sense. Apart from offering better rear vision, it also helped support the roll-bar better, helping the flexible roof panel achieve a tighter fit.

By 1970, the Targa accounted for almost one third of all 911 sales. In the true spirit of Porsche, refinements were constantly made to several minor details in an effort to make a great car even better – or, in the case of the Targa, more windproof. Greater attention to detail, more robust marketing and a wider acceptance that this was indeed a 'real' 911 meant the Targa would soon account for more than 40 per

Above left: 'Butzi' Porsche with a model of the 1968 911 Targa. He appears to have never been entirely convinced by the Targa

Above right: 1967 Turin motor show – note how the Targa was invariably displayed with steel wheels and hubcaps, unlike the coupé 911 with its Fuchs aluminium wheels



Left: Porsche was keen to demonstrate that the Targa was more than just a coupé with the roof sliced off, hammering prototypes round Weissach with gusto!



Above: It was evident from early publicity photos that the USA was seen as being the main market for the Targa

cent of sales. Interestingly, the Targa was not offered in right-hand drive until the autumn of 1972, with deliveries to the UK not available until February the following year.

For the 1974 model year, the flexible roof panel was replaced with a rigid version, which could be stowed away in the front luggage compartment when not in use, although it was still possible to specify the older folding design if required. Carrera Targas were sold with a blacked-out Targa roll-over bar to match the rest of the 'stealth' body trim, a feature which did not appear on mainstream Targas until the 1977 model year.

The same basic design remained in production into the 964 series, but by then sales of the 911 cabriolet far exceeded those of the Targa. As a consequence, when 964 production drew to a close in December 1993, the Targa was dropped from the Porsche line-up – the new range of models (the 993-series 911s) consisted solely of coupés and cabriolets. At least, to begin with.

However, let's take a quick step back in time to 1989. This marked the appearance of a rather strange – some say ugly – concept car, penned by Harm Lagaay, Porsche's design chief. Based on the underpinnings of the 964 Carrera 4, this vision of what a future 911 might look like was given the name 'Panamericana', after the long-distance road-race in Mexico, La Carrera Panamericana.

Having worked at Porsche from 1971 to 1977, Lagaay moved to Ford and then to BMW, where he teamed up with

Ulrich Benz. The two moved to Porsche in January 1989, a time at which Lagaay says 'There was absolutely nothing going on...'. Lagaay set to and commenced on the design of what was to become the 993, but also called on the resources of British-born Steve Murkett (who later went on to style the Cayenne SUV) to design a radical buggy-like 911. Why? More than anything it was to demonstrate that things really were happening behind the scenes at Porsche despite what detractors may have insinuated.

The Panamericana was like nothing before (or since), and while still recognisably a Porsche for the 1990s, certain of its styling features never made it into production. Among these were heavily cut away wheel arches and its rather angular body lines (especially when viewed from the side). However, there was one feature which did capture the styling department's collective imagination: the roof. Or rather, lack of it.

With its open roof, heavily raked wrap-around windscreen and angular side glass, the Panamericana looked as if it would lend itself to a full-length sliding roof. It didn't have one, of course, but the overall styling hinted at such. Ferry Porsche is said to have hated the car, even though it was given to him as a gift to mark his 80th birthday – and he was not alone in his views, for many others within Porsche expressed their dismay at Murkett's design. But that roof had put down a marker...

Fellow Brit Tony Hatter was largely responsible for the design of the new 911, the 993, its flowing and somewhat

“THE TARGA WAS NOT OFFERED IN RHD UNTIL AUTUMN 1972...”



voluptuous lines meeting with approval in a way that Murkett's Panamericana clearly had not. Launched in 1993, the new Porsche was offered as a coupé or a cabriolet – but not as a Targa.

It was another six years before this style was added to the line-up, but it was worth the wait. The new model was quite unlike its 964-based predecessor, with a huge panoramic glass roof which slid back under the bonded-in rear window. The design and fabrication of the roof assembly was handled by Webasto, long famous for its aftermarket cloth sunroof conversions, as well as auxiliary petrol heaters (which were offered as an option on early 911s).

Webasto made the sliding roof assembly and all associated hardware as a 'bolt-on' unit which was then installed on a specially strengthened cabriolet bodyshell. The design, which had clearly been inspired by the Panamericana, was universally praised for being both stylish and practical. It did, however, end up weighing an extra 30kg compared to the 993 coupé.

Despite an excellent sales record over the years and

various models, there are still many who denigrate the Targa for its looks, and regard it as a soft-option compared to the coupé. Most detractors, it is fair to say, have probably never driven one and so do not appreciate the 'pros' which outweigh many of the perceived 'cons'.

Without doubt, the biggest problem as far as early Targas are concerned is rust – they are undoubtedly worse in this respect than coupés as water can enter the body structure by several routes, not least through the roof seals. Worst of all, though, is rust around the bottom of the expansive rear window. Once it gets hold here, it allows more water into the interior, more rot, more expense to put right. As a consequence, a higher percentage of early Targas have been scrapped over the years than coupés of the same age.

But while the styling may not necessarily be to everyone's taste, some finding the Targa too angular compared to the organic flowing lines of the coupés, many would agree that the model represents the perfect compromise between the solidity of a coupé and the *al fresco* nature of a cabriolet. Maybe it's time to give one a try... **CP**

Above: Perhaps a little surprisingly, two of the biggest customers for the Targa were the German and Dutch Police, both of whom used the model extensively

Below: The Targa was subjected to extensive wind-tunnel testing in an effort to reduce buffeting and to prevent the roof from being sucked outwards at speed



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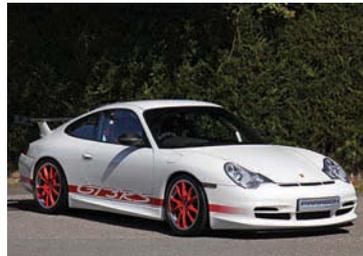
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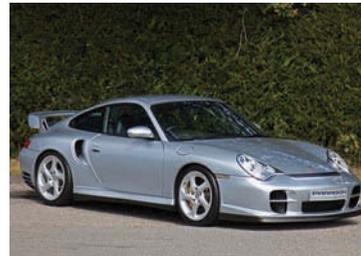
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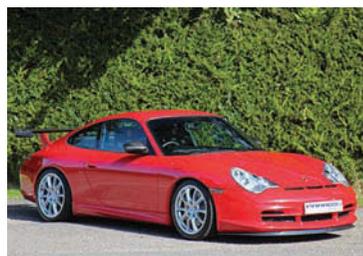
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CARRERA PAR EXCELLENCE

A few things help a 356 stand out from the crowd. A rare model, concours condition, a famous owner or maybe a motorsport pedigree, to name a few... With all of these boxes ticked this 1962 356 B T-6 Carrera 2000 GS is a special car indeed

Words & photos: Robb Pritchard







With over a decade and a half of development since its inception in 1948, the 356 reached what was for many its zenith in the Carrera 2. With its 130bhp four-cam engine and 125mph top speed, it was the most powerful iteration of the 356. The performance and refinement came at a premium, though, and during its three-year production run starting in 1962, only 360 examples were made.

On 5th July 1962, one of the earliest models to leave the factory, chassis number 120915, passed through Sonauto, the famous Parisian Porsche dealer, to a local buyer. The first owners must have liked the car a lot as they put a serious number of miles on the clock. By the time it was just five years old it had covered an impressive 100,000 miles. From 1967, though, subsequent owners drove it a lot less and it's covered a little under 1000 miles a year in the last half a century.

Some Porsches are also well known for having famous owners. This 356 can tick that box as well. It seems only fitting that this artistically designed mechanical masterpiece should have been appreciated by somebody like Jean-Claude Biver, the CEO of TAG Heuer, one of the world's premium watch makers.

It's also incredibly original as the only major work documented in its history file is a visit to Roger Bray, where it was repainted in its original Smryna Green (it was silver) and a few rubbers, seals and a bit of interior trim, replaced to

bring it back to perfect condition. Around the same time the complex four-cam engine was also refurbished, but not by just anyone: it was crated and sent to Stuttgart to be worked on by Porsche themselves.

In this immaculate condition it was sold through RM Sotheby's auctions in 2015 to prominent classic South American car collector Alejandro Oxenford for a cool £386,400. It wasn't destined to be shipped over the Atlantic for a life in Argentina, though, and is stored and maintained by well known and highly respected Porsche restorers Prill Porsche Classics in Essex to be enjoyed when Alejandro is in Europe. Or for his friends... In 2017, Alejandro invited his good friend Gabriel Mocchiola to drive it on the Tour Auto.

Andy Prill gave it a thorough safety check, which it passed without issue, but at first Gabriel couldn't believe he'd be driving this car on such an event because it looked like it had just come off the production line. 'It was so perfect in every way that I felt it should be in a museum somewhere with some ropes to keep people away from it...'

The Tour Auto, or the Tour de France as it was known before the popularity of the cycle race surpassed it, might not have quite the prestige of legendary events such as Le Mans, Targa Florio or the Mille Miglia but with the first running in 1899 it pre-dates them all! With a combination of rally stages and racing circuits it was an important competition for manufacturers as to win here a car had to perform well in all conditions. But with such a unique format it wouldn't fit in any

Above and right: This may be a rare and very valuable car, but it gets used as it was intended, running in events such as the Tour Auto

Below: Dashboard is just one area of the car that has been beautifully detailed. Black and green dials, chrome trim all set against Smryna Green. Wonderful







championship and so it stopped in the mid-'80s...but only for a few years as in 1992 it was re-established as a classic event. Still run as a combination of long road trip, circuit racing and several rally stages every day, it is an amazingly popular event, as well as a seriously gruelling one. Perfect, in fact, for a Porsche.

For a special event in a special car it was perhaps fitting that the first place Gabriel pushed it was out on the Le Mans circuit. 'Really, that was an amazing experience,' he says with a big smile. 'We lined up at the back behind the pits so we didn't see much and the pit wall is high, so again you can't see much. But then you come out on the long right hand corner and suddenly see the Dunlop Bridge ahead... That was quite emotional, actually. So many motor racing legends have competed at the same place... and there we were.'

Gabrielle owns a Mini and a Jaguar, both nice cars to drive and iconic classics in their own right, but nothing about them could have prepared him for the experience of the 356. 'It's such a special car,' he smiles. 'Just everything about it

always made me smile the whole time. The power is just nice for a car like this but the handling is so much better than I was expecting, especially out of the corners.'

The 250-strong car field was split into two classes, the 'competition' class where fastest times count and the 'regularity' class where the co-driver has a roadbook to

follow, which has average speeds for different distances. The winner is the crew which gets the least amount of penalty time. It sounds a lot easier than it is.

Sections held on racing circuits had slightly different average speeds to maintain, so you couldn't just follow the car in front around. 'It was really hard to work out,' Gabriel says. 'So from the beginning we decided that

we'd try as best as we could without getting too stressed about it, and would have a week of fun rather than trying to be competitive. A co-driver in our class was Michel Perin, who has won the Dakar three times before. He was Mikko Hirvonen's co-driver in an X-Raid Mini – and he only managed to finish sixth!

Above: The Carrera 2 is one of our favourite 356s, the louvred rear apron giving the car a distinctive look...

“EVERYTHING ABOUT IT MADE ME SMILE THE WHOLE TIME”

Below: The heart of the beast – 2.0-litre four-cam motor likes to rev and is far stronger than its earlier roller-bearing siblings. The sound at wide open throttle is glorious



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Another element of the event is the way crews are taken through the countryside on B-roads that wind through ancient villages and stunning landscapes. 'Lunch was always somewhere nice like in a grand old chateau and was always of the highest quality, and the hotels were all five star ones in amazing castles. Really incredible places. But perhaps we would have enjoyed them more if we hadn't been so tired every night, though. After something like 14 hours a day in the car all we wanted to do was sleep. If I go on holiday to France one day I would like to go back to some of those places and stay for a couple of days.'

The event was held in the spring and the cold spell meant that early in the mornings, often before the sun was fully up, the car was covered in a layer of ice. 'Our credit cards came in handy scraping the ice off the windows and there were always other people having problems getting their cars started. All I usually had to do was turn the key and it fired right up. Fortunately, the car was fitted with an Eberspächer auxiliary heater so it didn't take too long to warm up inside!'

The special stages were all run blind and they had to keep an average speed over a set distance, but with corners, steep hills and other cars getting in the way the whole time, it

was quite challenging. 'We weren't really trying to race,' he shrugs, 'but it's still a special feeling sitting on the start line with your helmet on watching the timing marshals count you down, then accelerating off the line, as you need to get up to the average speed quickly.'

'The car is nice like that, so quick to accelerate and easy to control through all the tight corners. It was especially impressive when we got to the Pyrenees with their mountain passes driving in convoy with Ferraris, BMWs and Alfas around the hairpins. It was a really amazing experience.'

Over the whole week the car never missed a beat but while it was all smiles and handshakes at the finish near Biarritz on the south west coast of France, Gabriel was sad to be leaving the car behind. 'I have always been a classic car lover and I have driven many Porsches before, but I never did such a long and hard event in one. Now I am a real Porsche fan. Really. And of course I would like to say thank you so much to Alejandro for inviting me to do this in his car!'

Once back in the UK it was given another full check by Prill, but even after 2500 km of some pretty spirited driving it needed nothing more than an oil change... **CP**

Above: Gabriel Mocchiola waits in line prior to hitting the track on the 2017 Tour Auto in Alejandro Oxenford's Carrera 2

Contact:

The author would like to thank Prill Porsche Classics for helping to arrange the photoshoot
www.prillporschclassics.com

Below left: The Carrera appeared on the 43rd 356 International meeting held in the UK in 2018, driven by Le Mans legend Jacky Ickx



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Words: Karl Ludvigsen Photos: Porsche Archiv

PORSCHE LEARNS TO RACE

Long held to be a pioneering victory, Herbert Kaes's 1948 drive at Innsbruck in the 356 roadster turns out to have been a demonstration. Instead Porsche enthusiast 'Tin' Berckheim took the honours with a rally class win in Sweden in 1950...



The mid-engined Porsche Type 356 roadster was granted road registration in Austria on 15 June 1948 with the awarding of licence number K 45 286. The authorities in Spittal recorded Porsche as the producer and the model as 'Sport 356/1'. In that high summer of 1948 the Porsche engineers at Gmünd were entitled to pause in their efforts and congratulate themselves.

They had built and were driving not only the first car to bear the Porsche name but also the world's first modern mid-engined sports car. Everyone on the team felt immense pride at its creation, which gave a welcome boost to their spirits four years into their ostracism in Austria in the remote and primitive quarters they were assigned in wartime.

Among the legends surrounding this historic car that have come down through the decades are two in particular. One is that its handling was treacherous thanks to the way that

not only the VW-sourced engine/transaxle but also the complete rear suspension was turned 180 degrees to effect the mid-engined placement. The other legend is that the roadster, in the hands of Ferdinand Porsche's nephew Herbert Kaes, scored the first-ever competition success for the Porsche marque.

Starting with the first legend, many armchair experts have said that this realignment of the Volkswagen's components possessed a fatal flaw. The effect, they pointed out, was to cause the wheels to toe outward when they rose, instead of inward as they did on the Beetle. The rear-wheel-steering effect thus generated would tend to make the car turn more sharply than the driver intended, producing unwanted oversteer. In the VW Beetle the effect was the opposite, combating the car's inherent oversteering tendency.

But what did knowledgeable people make of the 356 roadster when it was freshly minted? It was driven to

Above: In the summer of 1948 the first Porsche post-war road-car design, the Type 356 roadster, took to the road. Styled and with structure by Erwin Komenda, it impressed testers by its combination of a good ride with excellent handling

Right: At Gmünd a mechanic posing with one of the surviving Volkswagen 60K10 coupés. Still entirely secret, it had been spruced up in Turin by Pinin Farina and given 'Porsche' branding to suit the promotion of the name as the brand of new automobile



Switzerland late in June 1948 so it could be tested by journalists who were on hand for the Swiss Grand Prix at Bern on 4 July. One of these was Robert Braunschweig, editor of Bern's authoritative *Automobil Revue*.

Calling the 356 'the youngest offspring of a great name,' the experienced Braunschweig wrote that he 'became very confident with it in a short time' on the difficult and fast GP circuit. 'This is how we imagine modern road motoring to be,' he continued, 'where the advantages of modern springing and the resultant driving comfort are combined with the adhesion of an equally modern, low and handy sports car. In tight corners it is handy and stable while in longer, fast highway bends it precisely holds the desired course.'

Another reporter in Switzerland had the inside track with Porsche on the story of its new car. He was Max Troesch, an engineer who had been in charge of experimental work at Steyr in 1929 when Ferdinand Porsche was director of

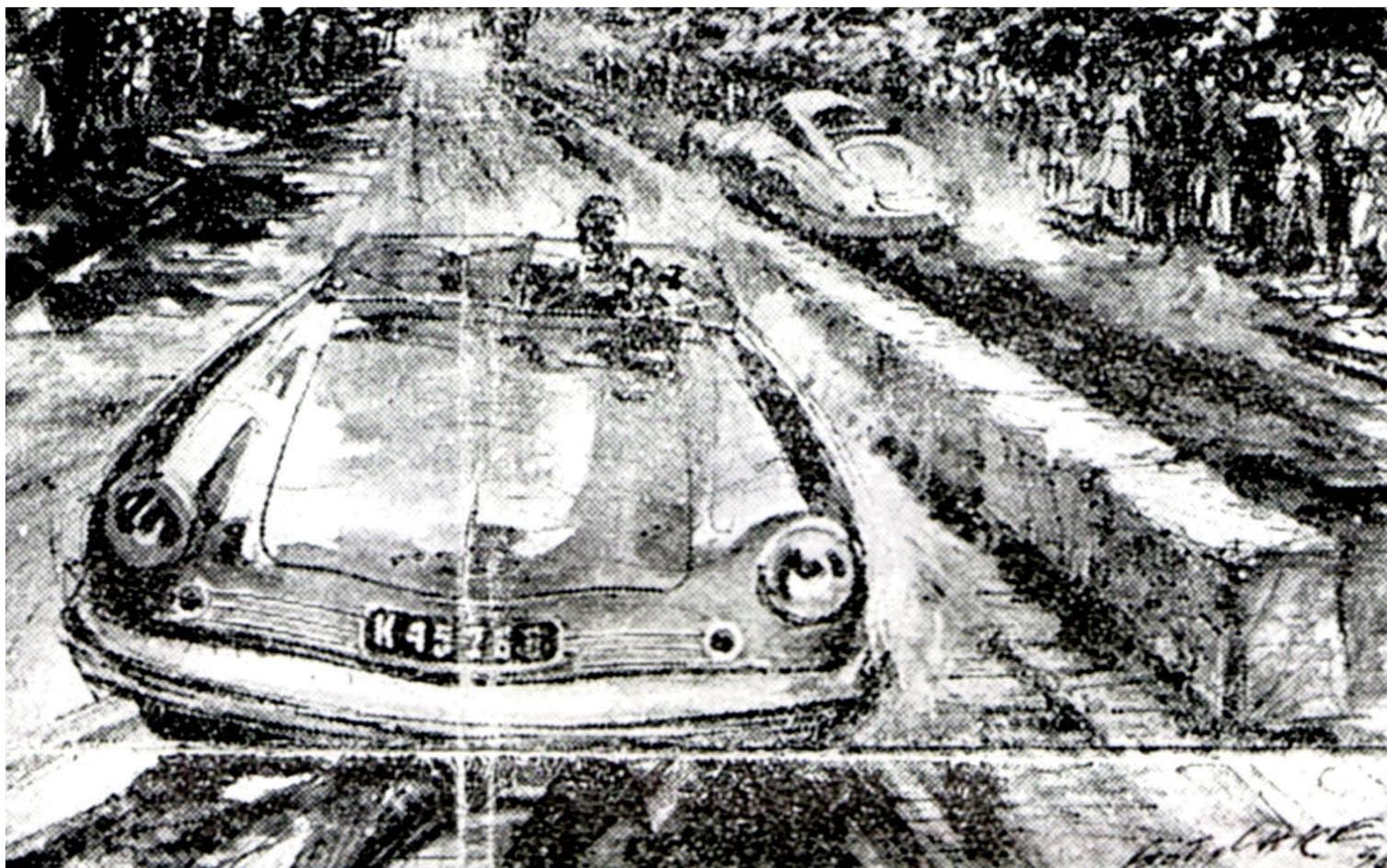
design there. Troesch later moved to Switzerland to advance his education and was still there when the first Type 356 arrived. He gave his impressions of it in *The Motor* of 21 July 1948.

Driving the 356 in both town and country, Max Troesch reported that 'it is not only speedy but also very comfortable and above all almost unbelievably stable.' Its suspension, he said, 'in conjunction with the very small overhang and concentration of weight at the back, gives remarkably steady, straight running on bad roads. Due to the raised roll centre at the rear of the car, plus the low centre of gravity, the car has really remarkable road holding, combined with a pleasant softness of springing and very light, accurate steering.'

That summer a British visitor, David Scott-Moncrieff, paid an impromptu visit to Gmünd and to Porsche, he and his wife driving 'up a valley to a group of what looked like army huts and were very graciously received.' A purveyor of fine

Below: Preparing to start the 1952 Mille Miglia at 3:27am on 4th May 1952, 'Tin' Berckheim at the wheel peered out of his works 356 SL coupé to share last-minute guidance. He and co-driver Mille Miglia veteran Gianni Lurani won the 1.5-litre GT class





motorcars, Scott-Moncrieff made himself known to Ferry Porsche, who showed him the works and the first 356.

'I was allowed to take the prototype for a test run,' Scott-Moncrieff said. 'I was absolutely shattered by its roadholding. We were emerging from the decades during which only vintage cars and a few sports cars sat on the road; the others wallowed and floated about. So to find this new prototype as taut and road-hugging as a Grand Prix Bugatti was an incredible experience.'

All these assessments of the 356's handling were positive. None mentioned excessive oversteer. Respecting the standing of Ferdinand Porsche, who was well known to all who understood European motor engineering, those who drove and reported on the first 'Porsche' might have been inclined to see it in a positive light. Nevertheless their own reputations were such that they would have given their honest impressions of its attributes. That they didn't even hint at oversteer is significant.

A further demonstration of the roadster's agility came on 11 July 1948. The 356 was back in Austria at Innsbruck in the Tyrol, appearing at the Rund um den Hofgarten, a round-the-houses race meeting on a 1.9-mile circuit through city blocks alongside the Inn River that gave the town its name. Brightening that summer's gloom in the still-deprived post-war years, the meeting was attended by 45,000 fans. The three local newspapers devoted considerable coverage to an event that was chiefly for motorcycles but featured one sports-car race of ten laps, 19.0 miles.

This contest had a handful of eclectic entries. Alceo Padovani entered a Stanguellini; Trento-based Italian Luigi Vilotti fielded a Fiat 1100 sports. Otto Mathé brought his 1934 Fiat Balilla 508S while a 3.0-litre Austro Daimler of circa 1929 vintage, whose engine could trace its origin to Ferdinand Porsche's designs, was an entry by Robert Aschkenasi.

Because the Stanguellini didn't start and the Austro Daimler failed almost immediately, the race became a duel

Above: In demonstration laps at Innsbruck, Herbert Kaes drove the roadster and Ferry Porsche the coupé. This was a first glimpse of the sports

Below left: The Wiener Illustrierte featured the Type 356 in its issue of 21 August 1948 as 'The New Austrian Volkswagen'. Some Porsches would indeed be built in Austria but not this model

Below: Otto Mathé acquired the 'Porsche Type 64' coupe, originally built to compete in a race from Berlin to Rome





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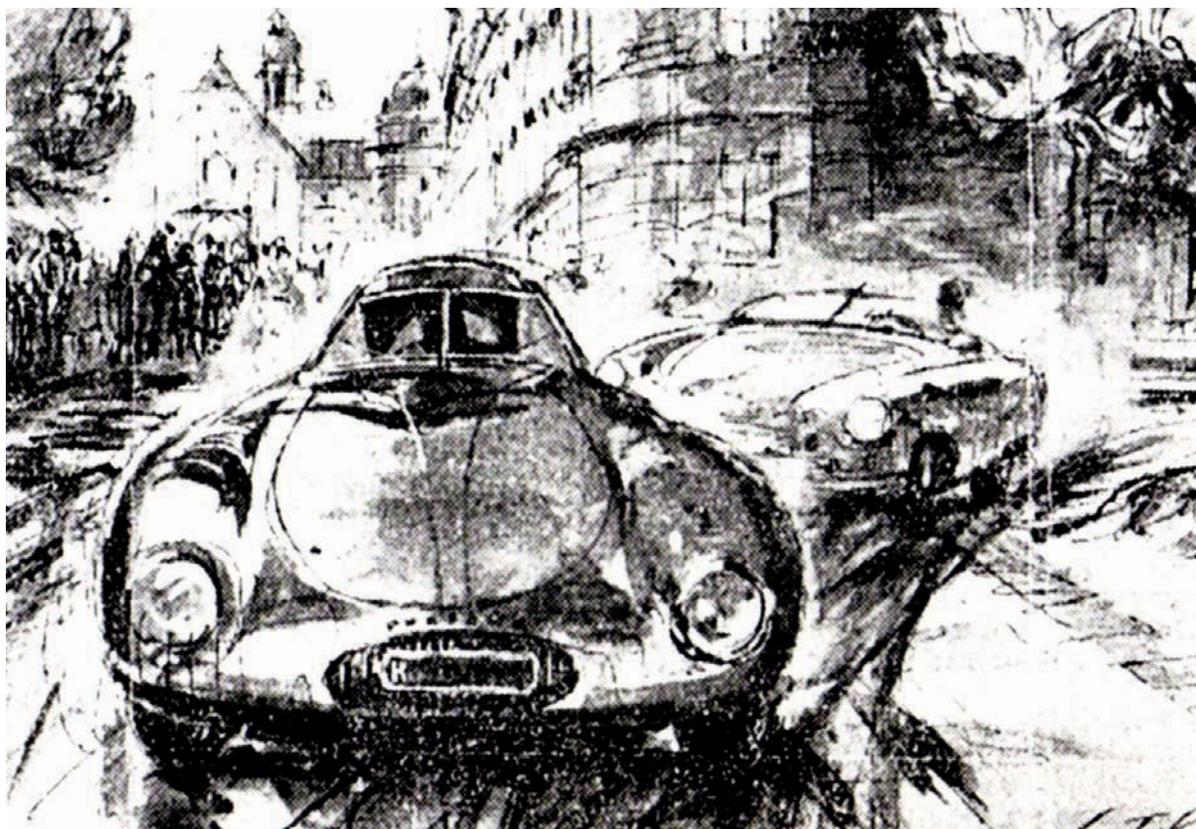
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Left: The two Porsche-designed sports cars were as stunning as 'cars from Mars' to onlookers at the Innsbruck race, where they were demonstrated between races. Here artist Gotschke pictured the roadster in the wake of the coupé

between Vilotti and Mathé. The reporter for the *Tiroler Neue Zeitung* summarised the result by stating 'The Fiat of the Italian driver was much more powerful than the Balilla of Otto Mathé, but the latter ran an excellent race and kept up with the rival Italian for a long time.'

Another paper, the *Volkszeitung Innsbruck*, said in its story, 'As for the car race, the Fiat of the Italian Luigi Vilotti placed himself in front of regional racer Otto Mathé. Let it be noted that the one-armed pilot of Innsbruck showed excellent wheel control on this occasion but he finished behind the Fiat which was definitely more powerful than the Balilla.'

Isn't this the race in which the first-ever Porsche competition success was famously scored by Herbert Kaes driving the 356 roadster, a victory celebrated in song and story? Both car and driver are conspicuous by their absence in the accounts quoted above. The reason for this is that they didn't officially compete. Instead, between races Kaes drove demonstration laps in the silver roadster. He was accompanied on the circuit by Ferry Porsche in the Type 60K10 Volkswagen coupé, one of the cars Porsche built in 1939 for the aborted Berlin-Rome Race.

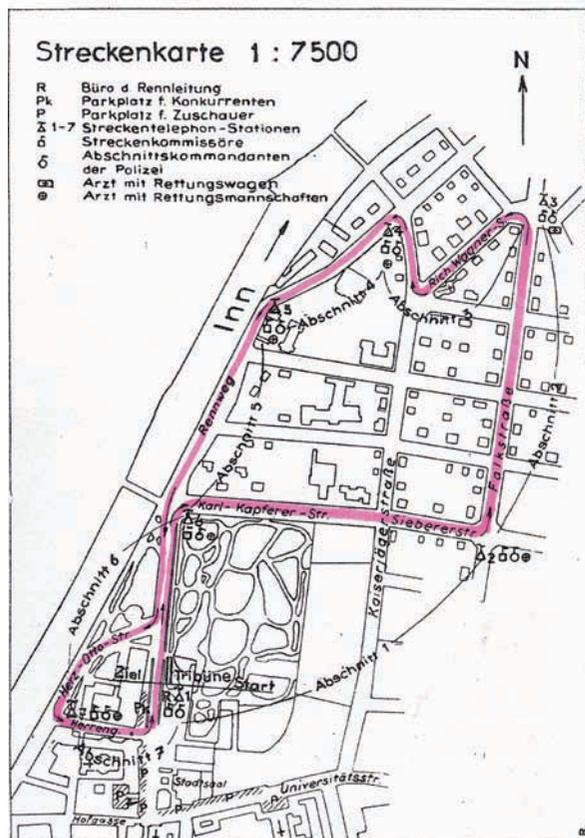
This appearance 'at racing speed' of exotic Porsche creations, giving a glimpse of the future of auto making, caused even more excitement than the race. 'Much observed and admired were the two new Porsche cars,' said the *Tiroler Tageszeitung*, 'using components from the Volkswagen and tuned engines, not as racers but as sporting touring cars.' Since the 60K10 coupe was still a secret car, unknown to the public at large, it was thought to be another new Porsche creation. By then it had been rehabilitated in Turin by Pinin Farina and given 'Porsche' identity.

Significant in reports of the race was the exceptional driving talent of Otto Mathé. Soon the enthusiastic racer would be won over to the Porsche camp and in June 1949 became the owner of the above-mentioned 60K10 coupe, now styled as a Porsche Type 64. Converted to right-hand steering to suit Mathé's infirmity, the ultra-rare proto-Porsche took part in some ten local events.

The coupé's first competitive outing was immediately after its purchase in the Austrian Alpine Rally, organised in the western part of Austria not occupied by the Russians. It retired in that event but in the 23-25 June 1950 running of the Austrian Alpenfahrt Mathé drove the claustrophobic coupe to a 1.1-litre class victory, winning an Alpine Cup and an Edelweiss Gold Medal. His VW-Porsche hybrid was joined in Mathé's stable in February 1951 by a Gmünd-built Porsche coupé.

Meanwhile a tranche of the Porsche crew had returned to Stuttgart to begin preparations for production there of an initial series of 500 Type 356/2 Porsches. In the spring of 1950, on the day before Good Friday, the first such car was sent out into the world. Here was a strange-looking two-seater based on parts of the humble Volkswagen with a price tag in Germany of DM9950, some \$2400 at a time when that would buy a Packard or Lincoln in America. Who would risk buying and being seen in such a costly curiosity?

Left: Both the 356 roadster and the 60K10 coupé would have a public showing in Innsbruck, Austria on this counter-clockwise circuit in the heart of the city. Artist Walter Gotschke took up a position where the tracks ran in parallel



Significant numbers of the first Porsche owners came from the ranks of Germany's aristocracy – people who had both the confidence to be 'early adopters' of this new-fangled auto and the funds to afford one. Among pioneering buyers were the two Princes of Hanover, Count Metternich, the Duke of Harrar, Prince Thurn und Taxis, and Prince Joachim zu Fürstenberg and his brother Fritz. Sweden's royalty took the Porsche to their hearts as did Egypt's potentates.

One of the inspirations for titled Porsche owners was Philipp Konstantin Graf von Berckheim. Into a family both militarily and industrially prominent, 'Tin' Berckheim was born on 20 September 1924. Thus he was 25 when the first Porsches emerged from Zuffenhausen. He was just the right age to become a rabid enthusiast for the new marque – which he certainly did.

Tall, good-looking and great company, Count 'Tin' Berckheim was the poster boy for the youthful owners that Porsche hoped to attract. They had to be good drivers, too, because the first Porsches had VW's synchro-free 'crash' gearboxes. Porsche's mechanics paid close attention when they went out with a prospective buyer. If a driver couldn't manage the 356's cranky shift and unusual handling the mechanics were known to black-ball their application for ownership.

Berckheim bought a light-coloured 356 coupé. Relishing its performance, he decided to enter it in competitions. Huddling with the Porsche men, he decided on an entry in the first big event available, Sweden's Rally to the Midnight Sun, run from 15 to 18 June 1950. The first-ever *Midnattsolsrally* organised by the Swedish Royal Automobile Club, it had starting points at Stockholm, Falsterbo and Gothenburg. Their routes joined at Örebro as they headed north to the finish at Kiruna, well north of the Polar Circle, covering a daunting 1400 miles of Sweden's well-graded but unpaved roads. Fortunately the rally was held in midsummer, avoiding the punishment of the Scandinavian winter.

For the Swedish event Porsche prepared both Berckheim's car and a cabriolet to be driven by Count Günther von Hardenberg and Fritz zu Fürstenberg, whose brother Joachim accompanied Berckheim. In Sweden the entry disclosed a third Porsche, the Austrian-built aluminium-body 356 of Countess Cecilia Koskull and Christina Peyron running in the 1.5-litre class. Their car was one of the substantial share of Porsche's Austrian production that was sold in Sweden by VW importer Scania Vabis.

These Porsches were so new to the Swedish scene that

the local media didn't know what to make of them. The newspapers called them 'Volkswagens in leisure clothing,' saying of 'the new Volkswagen entered' in the rally that 'the engine has been reduced to 1086cc. The power was increased from 25 to 40 horsepower and the top speed from 115 to 140km/h.' This suited the propaganda of Scania Vabis, which cheekily credited any Porsche achievements to their 'VW engine and chassis'.

The *Midnattsolsrally* enjoyed 126 starters ranging from Oliver Goodwin's 1931 8.0-litre Bentley through an HRG and Healeys, Citroëns, BMWs, Cadillacs, Chevrolets, Austin A90 Atlantics, Fords, Plymouths, Volvos and—in the same 1.1-litre class as the Porsches – Fiats, Renaults, Czech Aero Minors, a Dyna Panhard and the new and lively Saabs. All pitted their performance and crewing skills against the roads and several special tests, two speed trials and a hill climb before an acceleration and braking test at the finish in Kiruna, following the successful model of the Monte Carlo Rally.

In one of the tests the fastest cars – including an Austin Atlantic! – clocked three minutes flat. In her lightweight Porsche Cecilia Koskull was timed at 3:17.4, beaten in her class only by the HRG and (just) by an MG. The two steel-bodied Porsche 356s were timed at an identical 3:26.9. The best clocking by a rival in the 1.1-litre class was a Saab at 3:58.3, driven by company engineer Rolf Melde.

When the final standings were posted at Kiruna, a pre-war BMW 328 was the overall winner of the Rally of the Midnight Sun. Second overall was the quick HRG and third was the Fürstenberg/Berckheim Porsche – an outstanding performance. The Koskull/Peyron 356 was ninth overall and the Hardenberg/Fürstenberg cabriolet eleventh.

Most importantly, wins were achieved in two of the classes for which the Porsches were eligible. The Fürstenberg/Berckheim team won their 1.1-litre class ahead of the Melde Saab and a Fiat, with Hardenberg/Fürstenberg fourth. The Porsche coupé drivers received the Royal Auto Club's gold plaque and a cash prize of 900 crowns – about one-eighth the price of a new Saab.

Financially the girls did even better. Cecilia Koskull and Christina Peyron pulled down 1000 crowns as winners of the Ladies' Class. Female teams driving Simcas and Volvos were left in the wake of their aluminium Porsche coupé.

Although not strictly to the credit of a Porsche, a week later came Otto Mathé's class victory in the Austrian Alpenfahrt, driving his Porsche-designed VW racer. The

Below left: At an end-1952 celebratory dinner 'Tin' Berckheim, right, and Giovanni 'Johnny' Lurani received silver Porsche models from Ferry Porsche, centre, for whom their Mille Miglia success was a big step toward proving the merit of the new 'Porsche' car

Below right: Former Porsche engineer Max Troesch had the advantage over his rivals with the first detailed appreciation of the Type 356 when it made a visit to Switzerland as a precursor to exports of Porsches from Austria to that country



THE NEW PORSCHE SPORTS CAR
A First Description Received from Max Troesch, M.S.A.E., Zurich

FEW names are more widely known in the automobile industry than that of Dr. Ing. Porsche. He was responsible for the highly successful Austin-Daimler cars before 1914, later joined Mercedes as chief designer, then designed the one-eyed Audi. During racing cars from 1914-17, and was in charge of the design and experimental development of the K.F.1—the German people's car or Volkswagen. It is perhaps remarkable that during over 40 years in the automobile industry the car that I am about to describe is the first to bear Porsche's name.

Constructed at Gmünd, just south of Kitzbühel, where Porsche now has a small experimental department and factory, the prototype of the new sports car has just come into Switzerland and I was lucky enough to make a test run on it, a matter of particular interest for me as Porsche was my chief motor sport hero.

The general layout of the new car follows very much the Porsche line and as Austria is not yet in a position to produce power units the new car employs the Volkswagen Red-Red six-cylinder engine and five-speed gearbox. This engine has been improved and characteristically brought out in "The Motor" Road Test, No. 8-17, published on May 7, 1947, the bore and stroke being 70 by 64 mm, giving a capacity of 1.911 c.c. The valve gear is overhead, but an inlet valve is controlled by the induction system in a completely modified form. Two down-draft Solex carburetors both on an optional manifold and the output is raised to 40 h.p. at 4,000 r.p.m.

At the front end of the car the suspension is, as one would expect, by a Porsche trailing-link system, whilst at the back the drive shaft with the swing axle arrangement. This combination, in conjunction with the very small overhang and concentration of weight at the back, gives remarkably steady, straight running on bad roads, and due to the great roll-over at the rear of the car, plus the low centre of gravity, the car has really remarkable side and holding, combined with a pleasant softness of springing and very light, accurate steering.

The chassis frame is a light sturdy box section that is built up to embrace the floor and part of the body sides, but the actual springing is in light alloy.

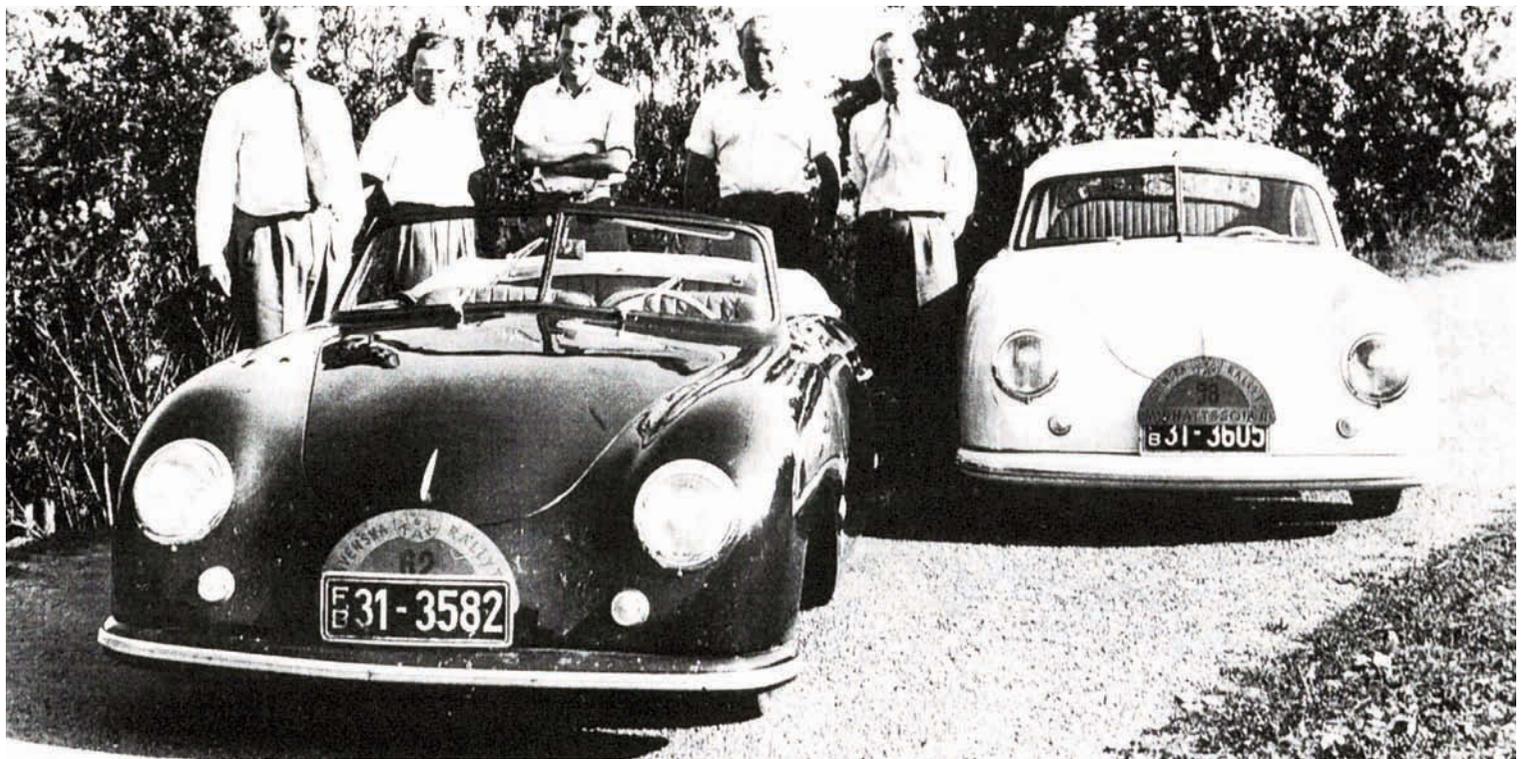
The prototype has an open body, but production models will be complete with two wide seats and luggage space behind, the latter being sufficiently large to accommodate two children.

As will be seen from the photograph the lines of the car reflect a fortunate blend of Italian lines with the ideas of Porsche's Vauxhall body designer, and the use of air cooling makes it possible to secure a happy solution of the front-end problem. The whole car is very low, the total height of the engine will be only 30 in., the overall length 12 ft. 8 in., and the maximum width 4 ft. 6 in. The weight of the open body is estimated at 12 cwt. and the maximum speed is high at 87 m.p.h.

The sale price in Switzerland will be about 15,000 Swiss francs and it will then be competitive with many imported cars, and certainly not excessively costly for a fast, high-quality sports car.

All enthusiasts both in Switzerland and elsewhere are bound to follow the fortunes of this new sports car with great interest, and from my test run I feel sure that the car will live up to its famous name.

AUSTRIAN ADVENTURE
—Dr. Ing. Porsche is now working in the new building in the town of Gmünd. The prototype of the new sports car is shown in the foreground. The car is a 1.9-litre model with a 40 h.p. engine and a five-speed gearbox. The car is shown in the foreground, with Dr. Ing. Porsche standing by it. The car is shown in the foreground, with Dr. Ing. Porsche standing by it.



Swedish successes go down in history as the first-ever competition victories by pure Porsche cars. No minor outing, Sweden's *Midnattsolsrallyt* was a demanding four-day contest that tested the merits of all participants. Porsche was justifiably proud of the success achieved, as Ferry proved when posing with the two male teams when they visited Zuffenhausen after the rally.

This marked the beginning of a successful competition career for Tin Berckheim. He returned to Sweden a year later to win his class again, this time with Porsche's new 1300. In 1951 he was a class winner in the Travemünde Rally.

That summer of '51, Berckheim was one of the test drivers when Porsche used the Baden-Baden Rally to conduct a high-speed trial of its new 1.3-litre engines. With rules which awarded success to the team that made the most check-point visits, two Porsches raced back and forth on the *Autobahn* between Stuttgart and Munich, covering 2254 miles at a 75mph average. The fastest completed lap was at 85.4mph. Both Porsches carried 'Test Car' placards that allowed them to exceed the 50-mph speed limit imposed by the American occupiers.

Early in 1952 Tin Berckheim was on one of the teams that drove Porsches to second and third in Italy's Sestriere Rally. In May his agenda turned more serious when he accompanied Giovanni Lurani in an aluminium 356 in the Mille Miglia, using a semi-experimental 1488 cc engine.

Count Berckheim carried out pre-race testing of the Mille Miglia coupé during the night on the Autobahns around Stuttgart. When he roared past one of the American military patrol cars at better than 110mph he decided he'd better not wait around and continued at top speed. Twenty miles down the road a swinging lantern prompted him to stop. However, when policemen there compared notes on the radio report they'd received about a speeding car, they realised that it had come only 11 minutes earlier. No car could have covered the distance so quickly, they concluded. Waiting instead for the real culprit to arrive, they waved Berckheim happily on his way.

Berckheim and Lurani were leading their class in the Mille Miglia when they lost all but third gear with 200 miles to go to the finish at Brescia. Learning of their misfortune, their main rival in a Cisitalia put on speed to make up a seven-minute disadvantage, only to blow its engine. The class victory was Porsche's as was 46th place overall. Cisitalia was also denied the win in the 1.1-litre class by the Porsche of Count Paul Metternich and Wittigo Einsiedel.

In an ultimate adventure Tin Berckheim took his 356 coupé to Mexico for the Carrera Panamericana late in 1952. His car was fitted with one of the prototypes of Porsche's

then-new synchronised transaxle. Trouble with this stopped his race on the second leg. His riding mechanic Herbert Linge recalled that Berckheim loyally told reporters that a stone thrown up by the roadway had damaged his transmission.

An accident effectively ended Konstantin Berckheim's racing career, leaving him partially crippled. He nevertheless kept a strong interest in Porsche's racing, observing and organising from a wheelchair. He died, aged 60, on 6 October 1964. Tin Berckheim deserves to be remembered as one of Porsche's first and finest entrants, drivers and enthusiasts. **CP**

Above: Shown with the Porsches celebrating after the 1950 Rally to the Midnight Sun are, from left, Joachim zu Fürstenberg, Ferry Porsche, Konstantin 'Tin' Berckheim, Fritz zu Fürstenberg and Günther von Hardenberg



Left: The route for the first Rally of the Midnight Sun in 1950 was demanding, with three starting points in the south that joined at Örebro for a drive to the north that included several special tests



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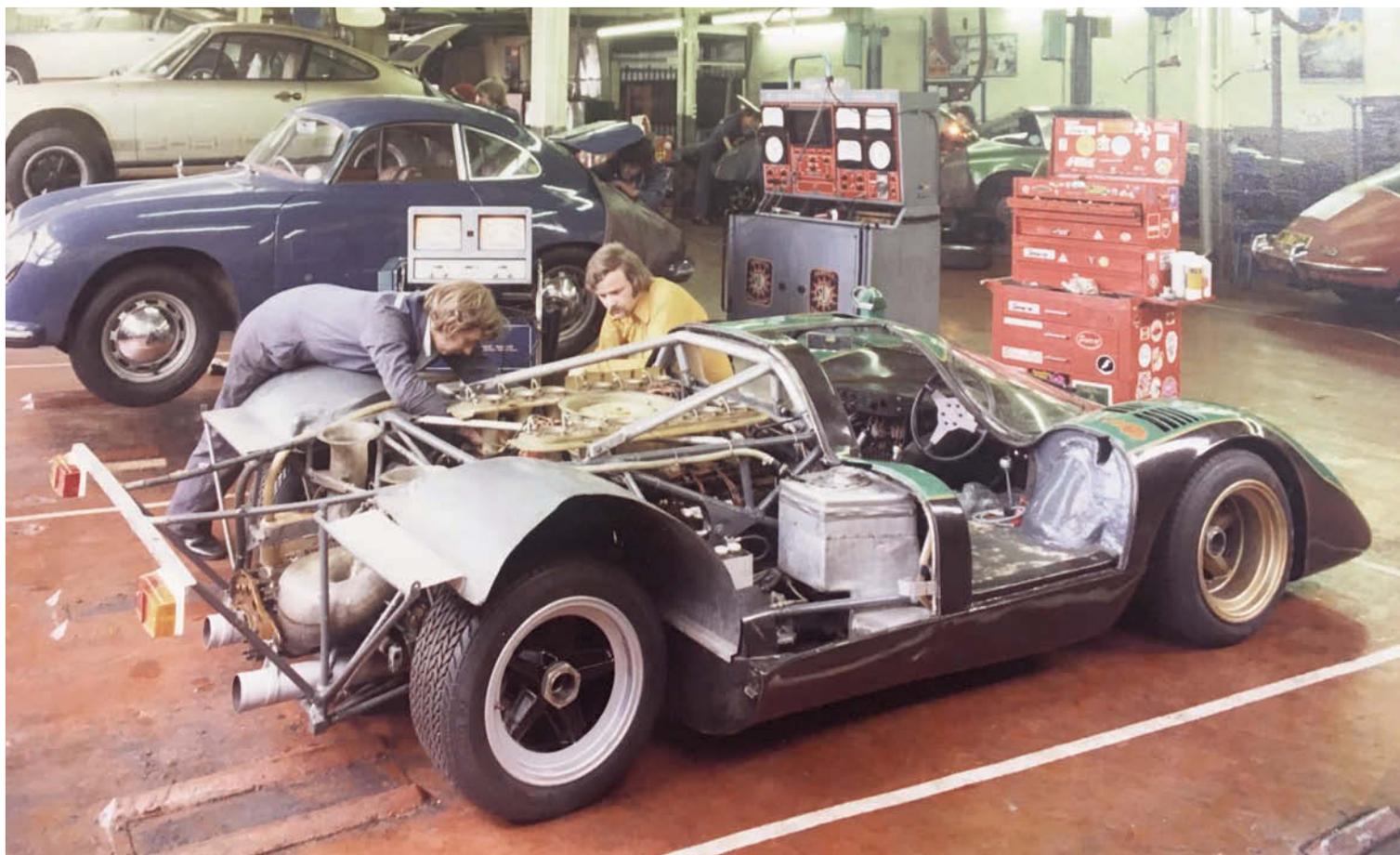
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Words: Kieron Fennelly. Photos: Russell Lewis and Glyn Fennelly

MEETING THE MASTER

Russell Lewis began his Porsche career in 1974 at AFN in Isleworth. Little did he imagine then that over the next half century the air-cooled flat-six Porsche engine would become his life's work





Above: 917/10 being prepared by Ken Tolfree and Russell Lewis ready for an attempt on a speed record

Left: Russell Lewis (left) goes through his paperwork with our man Kieron Fennelly

“I went to Isleworth as a general apprentice and went straight into the engine department. Essentially that was George Sneath. He went back well into Frazer Nash days, but he was probably over seventy at that point and the company decided he needed an assistant, someone to learn the ropes. So I became an engine specialist.”

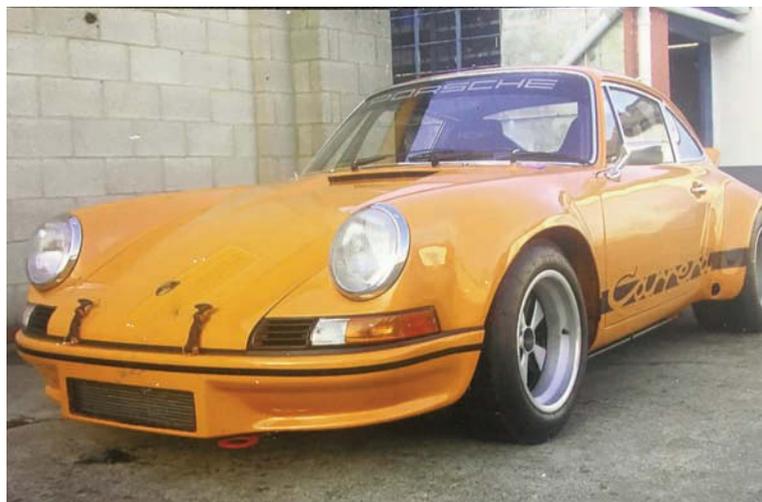
Russell describes how in those days you were expected to learn by watching the qualified practitioners, paying strict attention, ‘absolutely no hands in pockets!’ In the early seventies, AFN was the only dedicated Porsche workshop in Britain so any dealership with a problematic engine would send it to Isleworth: Russell’s experience of the workings and frailties of Porsche’s flat engines advanced steadily. ‘We worked the 356, the four-cam, the 2.7 RS and the RSR, the 917’s flat-12 as well as the turbo 934s and 935s. One of the Middle East potentates used to send his RSR over to us for servicing, but as RSRs ran without air filters, we practically had to rebuild the engine every year because of sand ingress.’ Other memories include some of George Sneath’s unorthodox techniques: ‘He used to tune the wet sump 356

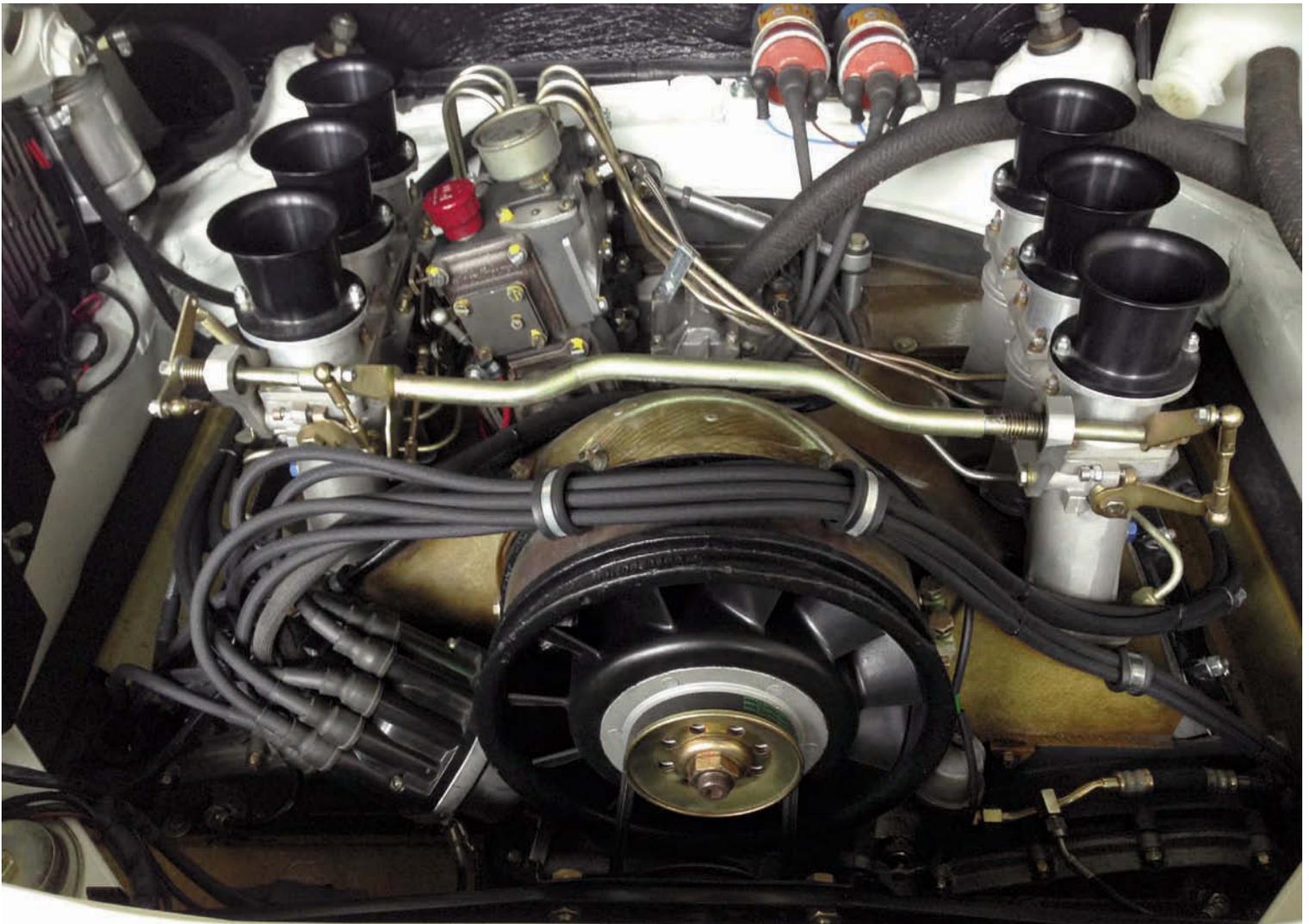
engine on the ground, standing over it with his feet on the exhaust: I can see the thing vibrating laterally across the floor with him on it as he revved it up. Initially we couldn’t test engines we’d repaired so we built a rig so that we could run them up before returning them to the dealers.’ Another memory from the late 1970s is when the 935 racer Moby Dick came to Britain: ‘The transporter was parked outside the workshop and literally everyone downed tools to go and look at this thing!’

An apprenticeship was five years and for Russell culminated in full City & Guilds and IMI qualifications as a certified motor technician, accreditation by the Technical Engineers Registration Board and by the Chartered Institute of Engineers. ‘After a period shadowing workshop foreman Ken Tolfrey, I was given a ramp and then I was a fully fledged mechanic. It’s very different now.’

In the early 1980s, Russell moved on from AFN, working first for a garage in Kensington which offered ‘much better money and a more concentrated workshop,’ he recalls. This was followed by a brief stint at a BMW dealer, ‘not the same, I didn’t stay long.’ From there he went to Motortune, a Porsche official dealership in Brompton Road where he

Below left: 3.0 RSR engine was built by Russell for the genuine RSR (below right)





stayed until 1990. Whilst at Motortune, he became a grade one Porsche technician (able to work on any fault except body repair) of whom there were only ten nationally at that time, and this enabled him to compete for Technician of the Year, which he won from 1988 to 1990.

Winning the national competition admitted Russell to Porsche's worldwide Technician of the Year, which he sat at Zuffenhausen. After a fairly gruelling series of tests – six written papers and three practical examinations – he was classed as one of Porsche's top five technicians worldwide.

That year, Motortune was taken over by Porsche to become a fully owned OPC, though an arcane disagreement between Porsche Cars at Reading, the owners of Motortune's site, led Motortune being taken over by AFN which by then had

the original Isleworth branch and what is now Porsche Guildford. However, Russell did not stay long with the new owners: 'I had started doing private work under the name RSR in 1982, and my contract with Motortune permitted this as long as I didn't poach customers. However, AFN would not allow employees to undertake private work, but they had taken on the Motortune workforce on the basis of their existing contracts. We had long discussions and clearly they weren't going to be able to pay me a salary which matched what I was making additionally from my RSR activity work, so I took redundancy and became RSR full time.'

Initially he had premises at Bagshot before finding a workshop at Hindhead where RSR operated until 2015 when Russell joined forces with South African Dave Barr Saunders

Above: Among the many hundreds (thousands, more like!) of engines handled by Russell Lewis was this 2.8-litre RSR unit

Below left: The man himself, Russell Lewis

Below right: 968 Turbo RS. Driven by Justin Bell in BPR series 1995



and helped him establish his 911 restoration and service business at Droxford in deepest Hampshire. Approaching official retirement age, Russell has drawn in his horns this year, working on client cars from his workshop in Camberley, but continuing to help out with Barr Saunders on a consultancy basis.

A typical RSR job these days, a yellow 2.7 which appeared well on the way to completion sat in the workshop. The owner did not blanch when Russell told him what full rehabilitation might cost as he had bought the RS years before when tatty 911s were relatively cheap. On the other hand, RSR has never been about body work – that is always subcontracted to a coachwork specialist.

Russell Lewis is the engine man par excellence. For example he compares the modern PMO carburettor set up for 911s with electronic control: 'PMOs are a great solution: you tell the factory exactly what you are running and the carbs arrive all configured and jetted. All you have to do is adjust idle mixtures and air flows. But for ultimate performance you have to look at a specific ECU. That's a lot more expensive than PMOs, but it is a much more accurate way of doing it. Take the 3.0-litre RSR with a sprint (high lift) cam: with something like a Motec ECU, with well over 300bhp it can still be driveable right through the range – it just transforms the way the car behaves.'

Tuning at this level does not come cheap: according to Russell, 'full house' modifications to the flat-six can cost up to £40,000. He will also work on your gearbox: 'I always have: the problem with 915s now, though, is that they are all getting old. It's not just the wear on the synchros, but the cases themselves need replacing, so that can be expensive, too. Most parts are recoverable if you know the right people to ask, which is one way out; a 915 'box when it's been rebuilt properly is stunningly good. The trouble is drivers don't know how to use them: the worst thing you can do is ease the shift as you do with a G50. The 915 with Porsche Synchromesh was designed for racing

and the faster you can shift the better it is. Depress the clutch right to the floor and push the lever through. The quicker you can do that, the better it will work. It's the opposite of the G50. Pedro Rodriguez was one of the greatest exponents – they used to say you could measure his shift time in nanoseconds: Jörg Austin told me that at Le Mans in the 917 he was on full throttle seventy seconds a race longer than anyone else.'

As usual, Russell tends to know what he is talking about. In this case his source is the late Jörg Austin, a Zuffenhausen engineer involved in the later development of Porsche Synchro. 'He was a lovely fellow. At one time Porsche even sent him over to British Leyland to see whether they could use a Porsche Synchro gearbox in the Mini. Jörg ended up in the training department at Porsche and we used to have quite long chats with him.' And adds Russell confidentially, 'we learned a lot about the 915 and other things which people generally don't know.' He opens a file of Porsche engineering memos:

'These were technical bulletins that never appeared anywhere else either in manuals or in the technical quality information system because they dealt with changes and modifications Porsche had made that they did not want to publicise. Here's an example: a bulletin on front brake squeal on the 924S: initial advice is shims for which a part number is given. If this fails to eliminate the squeak, it further recommends changing the pad material and if that still does not resolve it, then to fit Turbo pads. Then here is the best part – the bulletin says that if none of these steps works, then the problem can't be solved: now you're not going to tell that to a customer are you!'

Russell is not much involved with the (post-1997) water-cooled engines. It is a question of price, he says, adding that early evidence of cost reducing design was first apparent on the 993: 'Porsche had the Japanese time and motion people in and they recommended 10-spot instead of 12-spot welding on the body. That's why the body flexes: it breaks the glue bonding

Below: It's not just 911 engines which come under the care of Russell Lewis – he's not afraid to take on the complexity of the legendary four-cam Fuhrmann engine





Left: The AFN Porsche engine shop, circa 1978. Usually staffed by George Sneath (front right) and Russell Lewis

Contact:

Russell Lewis
 RSR Engineering
 Tel: 07836 573573
 rsrengineering@btinternet.com
 russelllewisrsr.com

the windscreen which is why the windscreen creaks. That was the start of it. On the air-cooled cars I could put my hand up inside the door – no sharp edges, but with the 996, I always managed to cut myself. That said, things did improve: the 997 is better made than the 996.’

One of RSR’s strong points has always been its connections in racing and Russell’s involvement with private teams. When world endurance sports car racing was revived by the BPR series in 1994, he prepared and managed a 968 for a client: ‘We’d tried to get a 964 RSR but Porsche had stopped building them so we took a 968 instead. It was the first of four Turbo RSs made. We had an engine failure at Paul Ricard, and initially Porsche said it was not their fault. However, we were dubious and eventually proved that indeed there was a flaw.

‘When presented with incontrovertible evidence, Porsche did the decent thing and gave us a replacement engine. The company was always fair if you argued your case logically. A rival Porsche client team was going through turbo after turbo. When Porsche carried out an inspection, it discovered the team had systematically removed the cones from the exhausts despite Weissach’s express instruction not to: these controlled back pressure and stopped the turbos going supersonic and so expiring.

‘Motorsport at Weissach refused to have anything further to

do with that team. That’s the penalty if you ignore Porsche.

‘Because we’d persevered with the 968, Motorsport even offered us the very first 993 GT2 – we were the first people anywhere outside the company to hear about the GT2. Alas the team owner turned them down.’

In the 1995-6 seasons RSR managed the team which won the Porsche Cup for Historics, competing with a 3.5-engined 1973 RS and a 993 RS. During the 2000s Russell was principal mechanic with another well-heeled Porsche fan who raced a significant team of historic 911s, from 2.7 RSs to a 993 RS plus a Carrera Abarth and a four-cam 356. This fellow was also keen on historic competitions like the Tour d’España or the Tour Auto, and Russell Lewis would accompany him to these events, resulting in some great memories.

He has not done much client racing in the last few years, preferring to concentrate on a handful of air-cooled 911 restoration projects. With family commitments he is also in demand elsewhere. Russell Lewis knows he can always be as busy as he chooses to be: never a man to advertise his services – to find him in Hindhead you used to have to poke into the deeper recesses of Google – RSR’s reputation ensured serious punters keep coming. Today interest in air-cooled Porsches has never been greater: clients might have to fit in occasionally with other things, but they will keep coming. **CP**

Below left: Russell Lewis-prepped 911SC, which was driven by Paul Edwards. It was a double championship winner in 1996 and 1997

Below right: 2.7RS Sport. Built for and run in Tour Auto, Tour Britannia, Tour Espania, Cento Ore



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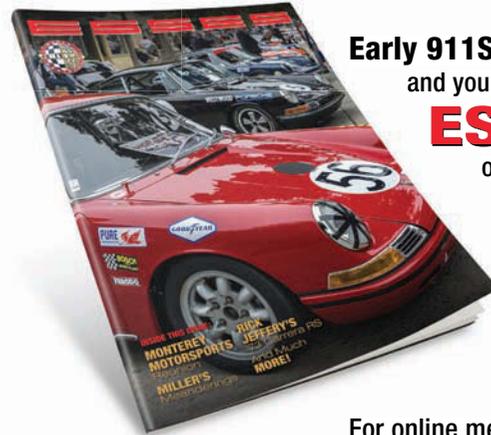


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Words & Photos: Paul Knight

THE OLD-SCHOOL WAY

Dave Dennett has gathered quite a reputation regarding the restoration, assembly and preparation of classic Porsche race cars over the years. *Classic Porsche* dropped in at DSD Motorwerks to find out a little more about the man and the machines he works with...





Left: There was a lot going on at DSD when we dropped by – every square inch of space is taken up by classic Porsches

Above: DSD-built RSR recreation looks great in Viper Green with its Minilite wheels on the rear

Below left and right: That RSR rep is a great example of the kind of workmanship for which DSD has gained an enviable reputation

It seems that Essex has become something of a Porsche-Mecca in recent years as there appears to be more independent workshops, restoration and parts shops for both classic and modern Porsche models in this part of the country than anywhere else we can think of. In fact, we're surprised there's not already some kind of Porsche-related coach trip along the line of those 'homes of the stars' tours through Hollywood!

DSD Motorwerks is based in Billericay, Essex (close to J28 of the M25 and just off the A12), which is essentially bang in the heart of the aforementioned south-east Porsche specialist hot spot. However, before you roll up (coach tour or not...), Dave would prefer you to call ahead to arrange an appointment, at which point he'll explain exactly how to find the workshop, as it's easy to miss from the main road.

As we pulled up at their door it was immediately obvious that we were in for quite a treat as there were some pretty special vehicles parked in and around the workshop. DSD is a proper 'old-school' Porsche workshop/specialist covering everything from basic servicing and repairs through to concours-quality restorations and, of course, race-prep and maintenance. Whether you need a modern Porsche taken

care of or a full restoration of a classic Porsche, DSD covers all bases. DSD Motorwerks is owned and run by Dave Dennett, who has worked on Porsche cars from the tender age of eleven, when he first helped out in his uncle's garage. Having worked on cars at weekends and throughout the summer breaks, Dave went on to pursue his passion for all things Porsche in his post-school years, which resulted in the purchase of his first Porsche – a Series 1 924 Turbo in Guards Red – when he was just 19 years old.

Initially specialising in automotive electrics (running DSD Auto Electrical), Dave's passion remained with the Porsche brand and he continued to work on engines, gearboxes and even restorations of classic Porsche models.

Eventually Dave decided enough was enough, the itch was not going away and he decided to work full time in Porsche servicing from the DSD workshops. Now well established as one of the UK's most proficient classic Porsche 911 engine rebuild experts, Dave is also a keen competitor in the Porsche racing scene and has enjoyed considerable success racing a 924 and running many other classic Porsche race cars: including an early Porsche 911 2-litre in the Spa 6 Hours.

Dave has taken both class and overall Porsche Club Speed





Championship honours in classic Porsche racing cars built entirely in house. He also set a lap record at the 2010 Le Mans Classic in the legendary Jim Clark Porsche 356.

Dave grinned and explained, 'DSD Motorwerks is home to historic Porsche race cars, perfect classic Porsche engine rebuilds and the best 356 and 911 restorations this side of Stuttgart'. DSD Motorwerks is also the home of the Jim Clark Porsche 356, which ran at Classic Le Mans, and Dave's own Kremer Porsche K3 replica, which raced with Derek Bell at the 2014 Brands Hatch Porsche Festival.

'We don't want to give owners of road cars the impression that we're a purist racing outfit and only interested in track cars', said Dave. He continued, 'That said, we do seem to spend a fair bit of time preparing and maintaining race cars for

customers, and then even more on our own'. Clearly motorsport is something Dave Dennett takes very seriously and, given his history, he certainly knows a thing or two about race car preparation. When we visited there were a mixture of cars on site ranging from customers' cars (a Boxster, a 944 and a Targa resto) through to Dave's own collection, which included a fabulous '53 356, a couple of Outlaw 911s, a modern GT3 RS and the insane Kremer 935 replica car.

Walking around the workshop we also found a couple of 356 engine builds ready to be assembled, a freshly overhauled gearbox and a couple of 911 motors, too. Dave explained that he builds engines for customers but also for other traders and specialists. The level of detail is superb, and we could see why customers from around the globe send their engines to DSD

Above: While DSD is happy to work on any model or year of Porsche, it's clear that the earlier models are what really appeal most

Below left: Dave Dennett told us he's been working on Porsches since the age of 11, when he first helped out at his uncle's garage!





Above: It's hard to keep your eyes off that stunning Valiant-liveried Kremer K3 replica, as raced by Derek Bell at Brands Hatch

Contact:

DSD Motorwerks
Mallets Farm
London Road
Billericay
Essex
CM12 9HS
Tel: 01376 583075
Mob: 07774 854418
www.dsdmotorwerks.com

Below right: Talk about a colourful environment! New GT3 RS in purple contrasts with 650bhp Valiant K3 and Jagermeister 914/6 GT

for repair, overhaul and modification.

One car that caught our eye was the Jagermeister-liveried Porsche 914/6 GT replica. Depending on who you read, anywhere between 30 and 50 GT competition versions of the 914/6 model were produced from fully-built road cars delivered to the racing department, and parts kits delivered to trusted Porsche partners. This one was built for a customer and looked great in orange with a Conda green roof panel. With Minilite wheels and a stripped out race theme, it certainly looked like a lot of fun.

And then there's the 935 K3 replica, which is running a 650hp turbo motor and has been put through its paces at Brands Hatch. This car started out as a part exchange project and was once a Japanese import 1986 3.2 Carrera. The bodywork has been extensively modified with much of the front and rear end sheet metal removed and replaced by the extreme Kremer-style body panels. The front is now a one-piece item with a huge splitter while the rear covers the turbocharged motor. There's a full cage as well as the safety equipment you need to compete with a car of this calibre. Dave explained that the car has a G50 transmission with a limited slip diff and is, as you might expect, a whole lot of fun to drive on the track.

Some years ago, Dave played a pivotal role in unearthing

the classic Porsche 356 once owned by legendary Scottish racing driver, Jim Clark. Dave had been following up a lead regarding an old 356 which was rotting away in a garage but, when he arrived and checked it out, it was clear that this car had some motorsport heritage. A little research soon revealed it to be the ex-Jim Clark car, which has since been fully restored and is a well-known historic race car today.

This was actually Jim Clark's first race car but he was persuaded to sell it by Lotus Racing chairman, Colin Chapman, who pointed out how bad it would look for the British sports car manufacturer if its star driver in Formula 1 drove a rival's product on the road. Dave was lucky enough to drive this car at the 2006 Le Mans Classic where he set one of the all time quickest laps for a 356. So there you have it, almost too much racing heritage to fit in one feature and a whole lot of great stories and machinery all tucked away in a little workshop behind a farm in Essex.

If you're looking for the right place to help you with a classic project or racecar build, or maybe just a service on a Boxster, Dave Dennett at DSD Motorwerks would be more than happy to discuss your requirements. He's one of the nicest guys you could hope to meet and has some amazing cars and stories to boot, not to mention a wealth of experience in Porsche maintenance and care. **CP**



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356

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). C71/001

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 sunroof, 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). C71/023

911



911 SC Cabriolet, 1983, D series, LHD, only 2406 Euro spec models made, 120,000 miles, special order Garnet Red paintwork, burgundy leather interior, BBS 7J and 8J x16" alloys, extensive history, matching chassis and engine nos, Cert of Authenticity, Turbo tie rods, Blaupunkt London radio cassette, wine red hood and hood cover, kept in integral garage last 20 years, bought from and maintained by Porsche specialist. £42,000. Tel: 01452 790360 (Gloucestershire). C71/003



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). C71/030



1972 911T/E, matching numbers car, older restoration with big file of all works carried out, great condition, runs fantastic, ready to use, rare oil flap model (6 months only), silver, black leather interior with Recaros, 2.4 MFI, recent alternator rebuild, fan and cowl refurb and new belt, £75,000, selling to fund another toy (356A). Tel: 07742 043528. Email: primotv3@googlemail.com (Birmingham). C71/022

930 Turbo SE original RHD Flatnose, one of 38 made in 1986 in original right hand drive form, optional extras, 4 speed version with the larger oil cooler at the front, 330bhp, twin exhausts and in excellent condition, had a full 'sympathetic restoration' over the last 4 years, including a full body and mechanical strip down and full repaint, £149,950. Tel: 07961 377754. Email: andrewtilan@email.com (Staffs). C71/024



1977 911 3.0 Targa G-Series narrow body LHD, finished in Schwarz Black with polished stainless steel roll hoop and sill covers, coupled with polished Fuchs Maxlite alloys really make this Targa stand out from the crowd, imported from California so totally rust free. £30K 2.5 year nut and bolt rotisserie glass out restoration 2016-19, engine and 915 gearbox were inspected, compression was tested and found to be excellent. Reconditioned Zenith 40 twin carburettors fitted, Bosch distributor rebuilt and new fuel pump installed, rolling road tuned. Upgraded seats, new carpets, Momo Prototipo steering wheel, Targa top restored, all new rubber seals/door seals, windows, side sill mouldings etc. Euro spec lights. History file dates back to my purchase in 2015 and is accompanied by some photos of the restoration, UK registered (MOT and tax exempt), this car owes me in excess of £65K, so grab yourself a bargain, £39,995. Tel: 07976 440110. Email: rogtaylor101@hotmail.com. C71/002



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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). C71/007

911/964 Cabriolet accessories, 964/911 Cabrio full length double duck tonneau cover and hood cover, black, hardly used, perfect condition. Hood cover, £500; tonneau, £750; together £1100. Both in original black vinyl bags, must collect or pay postage. Tel: 07876 547548. Email: williamblloyd@gmail.com (Oxon). C71/027

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@classicporsche.com. C71/021

944

1992 944S2 Cabriolet, in Cobalt Blue and grey electric interior, ill health forces sale after spending one year renovating. Stripped and resprayed after new sills, wing tips etc, engine has been thoroughly serviced to the tune of £4000. Turbo twist alloys with as new N-rated tyres. This car needs viewing to fully appreciate all the work completed with invoices and photos to prove, £12,000. Tel: 07774 287713. Email: paulskid.combs@gmail.com (Wiltshire). C71/005

Parts

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. C71/025

Miscellaneous

Huschke 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. C71/019

Porsche backpack in black, 100% polyester, 17"x11"x 6" approx, unsuitable gift, unused, 60% off, £39, postage included. Tel: 01475 726360. C71/014

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Volkswagen Porsche 356, 1664cc, 1971, black Speedster, radio/CD player, heater, spot/fog lights, Vintage Speed exhaust, twin carbs, tax, MOT exempt, £20,000 ono. Tel: 01359 230397 or leave message (Suffolk). C71/004

Porsche book, Porsche 911 – The Ultimate Sportscar as Cultural Icon, by Ulf Poschardt, £20 inc p&p. Tel: 07534 342021 (N.Yorkshire). C71/015



Original '70's Porsche car care kit, original Porsche car care kit from the late seventies, unused and complete, I used it as a feature displayed in the trunk when displaying my '77 Carrera 3.0. I understand that these were given as a gift on purchasing a Carrera 2.7 and 3.0 in the '70s. Some slight signs of wear from being moved around in its plastic Porsche branded box, but still an attractive and rare feature to have with your period Carrera, £75. Tel: 07761 084385. Email: davidbolton01@aol.com (Cheshire). C71/008



Porsche 109 Junior tractor, 1962, in good working order, £10,250. Tel: 07913 707975. C71/006

Porsche book, Porsche 70 Years – There is no Substitute, by Randy Leffingwell, £20 inc p&p. Tel: 07534 342021 (N.Yorkshire). C71/016

10 recent copies of Porsche Post, the monthly magazine of the Porsche Club of Great Britain. They are in very good condition and have not even been read but some have just been glanced at, can collect from the Kingston area or posted, £5. Email: tsherwood30@hotmail.com (Surrey). C71/017

Porsche magazines, a selection of Porsche magazines including approximate 96 *Porsche Post*, 34 *Total 911*, 48 *911 & Porsche World*, from 2007 to 2015, buyer collects from North Essex, £25, sold as job lot. Tel: 07807 447621. C71/018

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). C71/029

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). C71/010

911 & Porsche World magazines, No.1 *911 & Porsche World* magazine up to September 2014, only January 2007 missing, some in binders, most are loose but sorted into years. I have sold my 911 now, these must go to free up some space, offers over £75, collect only from Oldbury. Tel: 07800 574452. Email: andreicukp@yahoo.co.uk (West Midlands). C71/011



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). C71/028

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 Worcs, £100. Tel: 07971 573388. Email: steve.plant@hotmail.co.uk. C71/012

Porsche books Various Porsche books as new condition, at half new price each. Randy Leffingwell "Porsche 911 by design" (Motorbooks), £10; Paul Frere "Porsche 911 Story" (Haynes), Michael Scarlett "Porsche 911" (Haynes), £10; Adrian Streater "993 the essential companion" (Bentley), £25; Adrian Streater "Porsche 911-964-enthusiasts companion" (Bentley), £25. All items plus p&p. Tel: 07853 763025. Email: alastairtgbell@hotmail.com. C71/013

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Wanted 944, 928, 968 and 911, any condition. Can collect, we are looking to buy classic Porsche models 924, 944, 928, 968, 911, we will buy in any condition and arrange collection, pay bank transfer, please call Edward if you have one of these models and would like to move it on. Tel: 07774 484497, you will get an enthusiastic response. C71/020

WTB Classic Porsche issue no.1, want to purchase issue no.1, will complete my collection, will be a great home. Tel: 704 467 1310. Email: conrad0320@gmail.com (USA). C71/031

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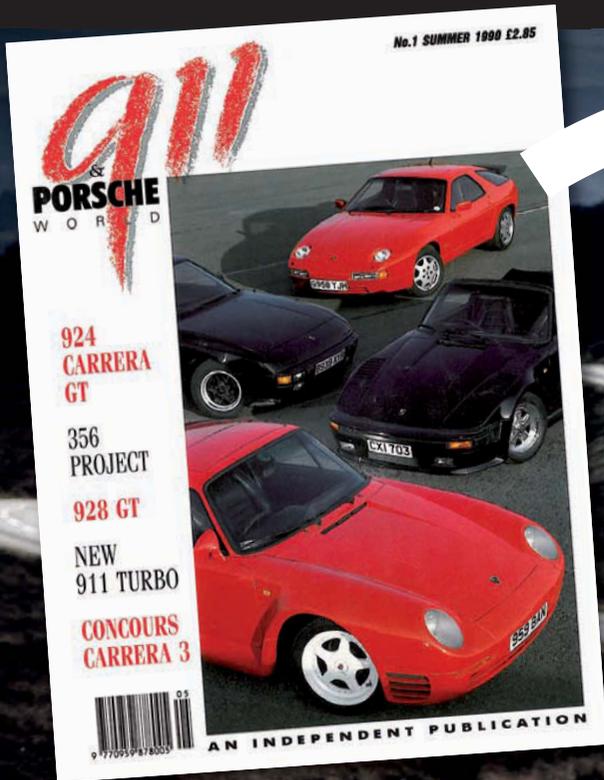
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