

Classic  
**PORSCHE**  
ISSUE NO.77 JUNE-JULY 2021 £5.50

# Classic **PORSCHE**

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# Classic PORSCHE

Kelsey Publishing Ltd, The Granary, Downs Court, Yalding Hill, Yalding, Kent, ME18 6AL, United Kingdom.

## EDITORIAL

Editor: Dan Furr, [dan.furr@kelsey.co.uk](mailto:dan.furr@kelsey.co.uk)

Art Editor: Peter Simpson

Contributors: Shane O'Donoghue, Andy Tipping, Dan Sherwood, Alex Grant, Sharon Horsley, Robb Pritchard, Emma Woodcock, Darin Schnabel, Matt Woods, Alex Manos, Robert Smith, Craig Cullingworth

## ADVERTISING

Group Advertising Manager:

James Stainer, 01959 543515 or 07948 802130

[james.stainer@kelsey.co.uk](mailto:james.stainer@kelsey.co.uk)

## MANAGEMENT

Chief Executive: Steve Wright

Chief Operating Officer: Phil Weeden

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## FORTUNES IN FRANCE



**T**hose of us who enjoy historic racing are disappointed to hear the eagerly anticipated Le Mans Classic, already postponed a year, has been shunted forward to summer 2022, though it's difficult to find anyone who will argue against this decision, made in recognition of the challenge in keeping the event's 200,000-plus (and growing) visitors safe while the pandemic continues to pose a threat and puts massive strain on public health services.

2021 marks seventy years since Porsche's first entry into the 24 Hours of Le Mans, which saw the 356 SL Coupe score a class win in 1951, an achievement which would undoubtedly have

been celebrated at the Le Mans Classic, should it have gone ahead. In fact, following Porsche's promising start in the 24 Hours of Le Mans all those years ago, the manufacturer followed up with many more victories, including nineteen overall wins, during an unbroken seven decades of participation in the daylong competition.

The first of those overall wins came in 1970, when Richard Attwood and Hans Herrmann triumphed with the Salzburg 917 short-tail. The race was significant in Porsche history and motorsport culture in more ways than one: while the red-and-white sports prototype was hammering its way to an impressive win, Steve McQueen's 908/02 was following behind, loaded with cameras and filming the action as it happened. The resulting footage would go on to deliver some of cinema's most exhilarating racing scenes, released as a key ingredient in *Le Mans*, which celebrates its fiftieth anniversary this year. It may not have been appreciated beyond the automotive world at the time of its release, but then and now, this special film stands as testament to McQueen's unwavering determination to create the greatest racing flick.



**Dan Furr** Editor  
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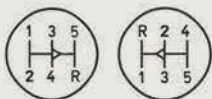
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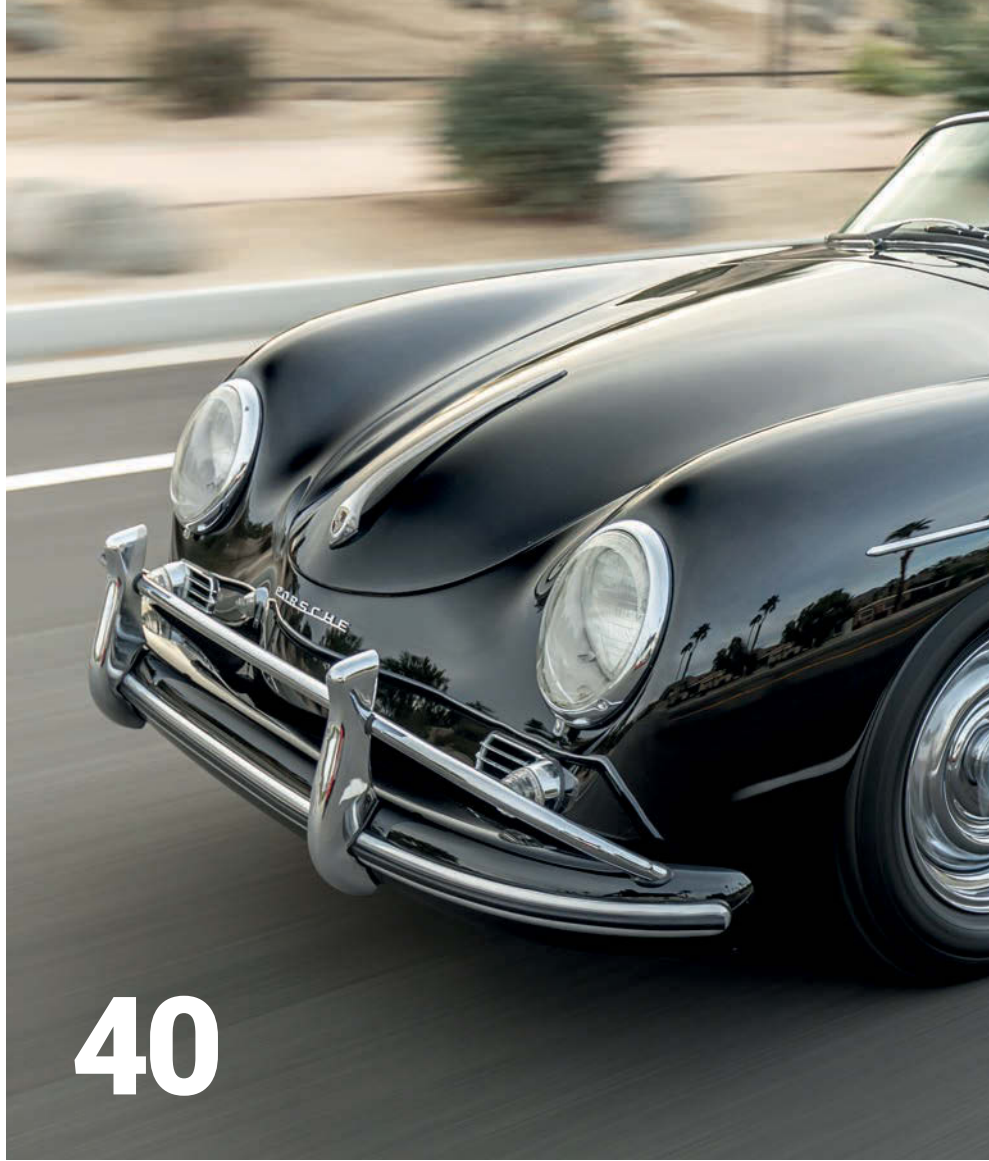
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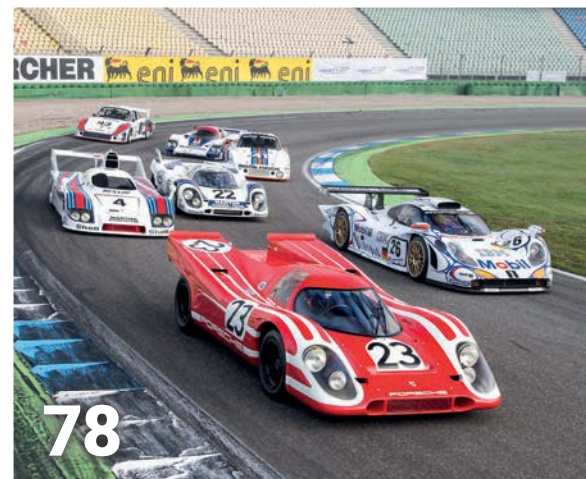
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**70**



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# QUICK SHARP

Few air-cooled Porsches offer as much value for money as a 964 Targa, but act fast if you want to get in on the act – prices are rapidly on the rise...

Words **Dan Furr** Photography **Matt Woods**

**D**uring the course of conversation with the various specialists advertising in the pages of *Classic Porsche*, when asked for their opinion on the air-cooled classics offering the best bang for your buck as lockdown restrictions lift, one of the themes repeated time and again was the benefit of spending much less than you can afford and then earmarking the remaining cash for upgrades, ultimately resulting in a more personalised – and arguably more satisfying – ownership experience than if splashing out top whack for the most expensive Porsche available in the given price bracket. A contingency budget is always a good idea when buying a used car, of course, but no

matter the badge your treasured four-wheeler wears, but there's huge satisfaction in putting your hard-earned cash into it through choice, rather than necessity.

Having said all this, we've all seen Porsche restomods assembled at high cost, especially when it comes to air-cooled cars, but the fact of the matter is most owners don't want to shell out vast sums of cash to achieve their dream drive. As far as Porsche sports cars are concerned, there is little written in mainstream media about an alternative approach, but as regular readers will be well aware, *Classic Porsche* is keen to promote the idea of owning and personalising a Porsche without breaking the bank. To this end, the next issue of the magazine will focus on accessible routes into air-cooled





Porsche ownership. Yes, believe it or not, there are still ways to find your name on the logbook of a classic Porsche without having to sell your kids, though it's entirely possible you may consider trading them for a Stuttgart-crested retro ride something of a fair deal.

### OBVIOUS CHOICE

Chances are, if you ask anyone who professes to know about classic cars what they think the cheapest way into air-cooled Porsche ownership might be, they'll tell you to keep your eyes peeled for a 911 SC coupe. Granted, the model's high-volume production (and, therefore, lack of exclusivity) plays a part in maintaining the SC's reputation for delivering a reasonable purchase price, but you also have to take into consideration the fact a lofty number of Porscheophiles dismiss the SC in favour of the late Carrera 3.2, complete with its G50 gearbox, increased performance and better overall technical specification. Others hold out for the charm of an early 1970s 911. Runt of the litter, then? Well, no, not quite, but it's certainly true to say the three-litre coupe is less loved than its earlier or later counterparts. If you're not committed to owning a tin-top, however, the choice of air-cooled 911s available within a modest budget (in air-cooled Porsche terms, at least) opens up a much wider

variety of cars, including one of our picks of the pack: the excellent 964 Targa.

Let's wind the clock back. Debuting on Porsche's trade stand at the 1965 Frankfurt Motor Show, the Targa was a 911 equipped with a lift-out roof panel, a fixed rollover 'hoop' and a removable plastic rear window. We featured the very first 911 Targa on the cover of the March 2021 issue of *Classic Porsche* (hop online and order a copy at [bit.ly/issuesscp](http://bit.ly/issuesscp)). Production started in 1966 ready for launch the following year and, although the new arrival initially experienced slow sales, it was soon accounting for a massive forty percent of all 911s shifting out of dealer showrooms in Porsche's home country. As outlined in earlier issues of *Classic Porsche*, the manufacturer pitched its new design as "the world's first safety cabriolet" when explaining the inclusion of the prominent and unorthodox roll bar, which was introduced in the interests of structural rigidity at a time car makers suspected North American road safety legislators were preparing to ban cabriolets on the grounds of a high probability of occupant death if the drop-top they were travelling in rolled. Cabriolets accounted for a significant percentage of Porsche's sales output in the USA, which is why the Zuffenhausen engineering team was quick to act. Thankfully, it managed to make the Targa's defining







feature a thing of beauty by affording it a brushed metal finish with a model-specific badge at its base. A design element that would go on to become an important part of the 911's heritage, this stainless hoop ensured the first open-to-the-elements 911 was instantly identifiable to even the most casual of car fans.

The Targa's rollover bar was updated with a trio of 'gills' in 1969, drawing further attention to the model's most distinctive feature, but despite Porsche's efforts in styling, there were detractors who thought the 911's beauty was actually *inhibited* by the roll bar, as though it spoiled the smooth lines of the model's flowing bodywork. In truth, a completely new body style was out of the question — interchangeable parts with the coupe served to reduce factory machining and tooling costs. Indeed, doors, wings and other exterior panels could be shared between the Targa and hard-top.

Despite the extra weight delivered by its chassis rigidity enhancements, the 911 Targa tipped scales at just fifty kilograms more than its closed-top sibling. The Targa's removable rear window helped to lighten the load (at the same time as improving aerodynamics), but it didn't do much for the model's looks. In fact, when viewed side-on with the rear window removed, the car can be described as having an appearance similar to that of an *Erdbeerkörbchen* (strawberry basket). Consequently, though optional in 1968, a fixed, heated

and beautifully curved glass rear screen became permanent in 1969. More practical and more elegant than its plastic (and often brittle) predecessor, the domed glass immediately banished the early 911 Targa's slightly awkward looks. Plus, because the new rear screen was bonded to the roll bar, structural integrity of the car as a

whole increased. New seals made the Targa better protected from the elements, and when driven at high speed on the autobahn, the new rear glass retained its shape, unlike the earlier plastic screen, which

suffered from unsightly 'ballooning'. No longer would you have to worry about having to return from a visit to your hairdresser, only to have your new beehive barnet blown out of shape.

#### THE NAME GAME

But why the Targa tag? Porsche marketing man, Harald Wagner, named the new 911 after the Targa Florio, a challenging endurance race which scythed its way through mountains on the island of Sicily. Porsche enjoyed eleven victories at the fearsome event — reason enough to mark the achievements with a 911 model nameplate — but in Italian, Targa translates as *shield*, which served to emphasise the protective nature of the Porsche's roll bar. This was the first time *Targa* referred to a semi-convertible sports car. Today, so widespread is the name's use, few people realise Porsche successfully

**Above** Four to the floor, this 1990 964 Carrera 4 is ready to power on for another three decades thanks to the work carried out at PIE Performance

## FROM 1975, A SATIN BLACK ROLL BAR COULD BE SPECIFIED IN PLACE OF THE STANDARD BRUSHED METAL HOOP





**Above** Interior has been re-trimmed in black leather and 1980s-tastic tartan fabric

secured it as a trademark after Wagner presented his idea to the company's board of directors.

As time went by, Targas mirrored the trim level of hard-top 911s. That said, at launch, the 160bhp 911 S Targa's two-litre flat-six delivered 50bhp less than the coupe equivalent, although both cars enjoyed the same sense of style. The 130bhp 911 L Targa sat somewhere between the two. Later, 1974 saw a radical revamp of the 911 concept, resulting in the 'impact bumper' G-series. The Carrera 2.7 enjoyed mechanical fuel injection and 210bhp, while the 200bhp Carrera 3.0 of 1976 gained a continuous injection system. In 1978, the 911 SC Targa was revealed, but even when rumours started circulating regarding the potential discontinuation of Porsche's flagship model at the start of the new decade, the Carrera 3.2 of 1983 ushered in a Targa variant packing 231bhp.

The first fully open-topped 911, the SC Cabriolet, appeared on the scene a year later. Up until that point in time, Targa-badged 911s had enjoyed success as a highlight of the 911 line-up. The cabby's arrival, however,



caused the Targa's shining light to dim — not enough for Porsche to stop producing the model (the basic concept lived on until 1994, before being rebooted with the 991-generation 911), but certainly enough to have a significant impact on sales figures.

#### DEVELOPING IDEAS

The most aggressive classic Targa is accepted as being the open-top version of the 1987 911 Turbo (930). In production for only a single year and often thought not to exist, only 193 examples are thought to have rolled out of Zuffenhausen. It's a real 'Marmite' model, combining Targa styling with the chunky looks of a Turbo. Like it or loathe it, there's no denying it's a monster of a machine.

In 1995, Targa took on a new twist. By this time, the 993 was in production, the final generation of 911 to truly follow the original 901/911 concept. This last hurrah for air-cooled Porsches brought with it a radical new way of looking at the Targa concept — thirty years after the original semi-open 911 was presented to the world, the "new Targa for a new generation" featured an electrically







operated retracting glass roof panel which slid inside the host vehicle's rear window at the push of a button. User convenience was the order of the day, but at what cost? There was no longer the need for a standalone roll bar, meaning in profile view, the new Targa was virtually indistinguishable from its coupe stablemate, the only notable difference being the way the rear side window sloped to where it met its neighbouring bodywork. There was no removable roof panel, no metal hoop. Admittedly, the new panoramic view afforded to occupants when the glass panel was in place was a great idea, but to all intents and purposes, the 993 Targa was a hatchback coupe with a fancy sunroof.

The revised Targa concept continued with the 996 Targa of 2002 and the four-wheel drive 997 Targa of 2007. Thankfully, Porsche acknowledged the historical significance of the original Targa when a brushed metal roll bar was fitted to the 991 Targa 4 and 4S. Operation of the roof remained electric, of course, but the classic domed rear window design returned. Then, in 2015, the 424bhp GTS became the most powerful 911 Targa ever built. Big bhp and electrical trickery are, of course, all well and good, but if we're being honest, they're not wholly true to the original Targa concept. Modern versions may be fast, practical and convenient, but in terms of style and desirability, they can't hold a candle to the classics.

## THE ENGINE HAS A MORE PRONOUNCED EAGERNESS TO ADVANCE THROUGH THE REV RANGE

It's worth noting how, from 1975, a satin black roll bar could be specified in place of the brushed metal part supplied as standard equipment, but by the time the 964 Targa pitched up in 1990, the darker finish was the only available option. Today, the 964 Targa represents one of the Porsche scene's best buys, which is why we were keen to explore Duncan Lang's modified Guards Red Carrera 4, one of the earliest right-hand-drive 964 Targas assembled.

Duncan bought the car after spotting it hiding at the back of the Paul Stephens workshop in Halstead, where it had become supplementary to requirements after the project it was acquired for failed to come to fruition. Duncan knew he was going to modify the radiant red 911 from the off, but his plan to backdate to early 1970s styling hit a stumbling block when his wife fell in love with the look of 964's front end. Instead, he consulted with Chris Lansbury, head of Suffolk-based marque specialist, PIE Performance, after learning of the PIE Performance Tuning (PPT) brand Chris was launching. "There are many specialists with their own line of bespoke Porsches, but the price of what's on offer is astronomical, certainly beyond the reach of most owners," he says. "The thinking behind PPT is to afford enthusiasts the opportunity to create a Porsche suiting their driving style and the environment

**Above** Not only are 964 Targas at the lower end of the air-cooled price spectrum, most we've seen advertised have covered much lower mileage than the majority of coupes currently for sale





**Above and below** Modern levels of reliability and enhanced performance in a classic air-cooled package

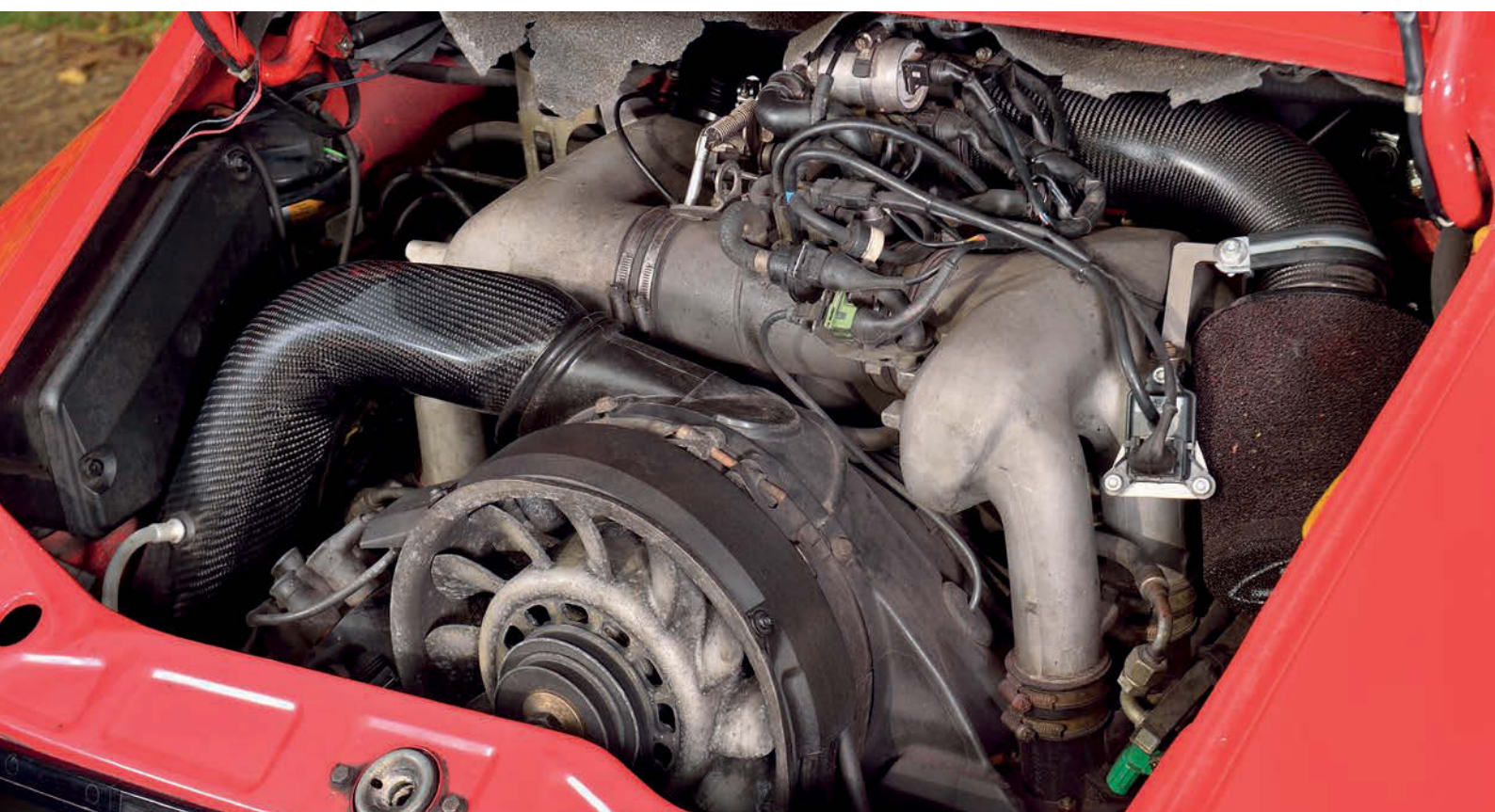
their car is likely to be used in. We can source the Porsche a PPT customer wants to drive, though as demonstrated with Duncan's 964, the PPT programme is also available to owners already in possession of a Porsche, but like the idea of mixing things up in a bid to fall back in love with their car, or simply to personalise it to their taste."

#### **SHOCK TACTICS**

Duncan had already installed polyurethane suspension bushes and a set of Silver's Neomax height-adjustable coilovers — affording him twenty-four levels of damping adjustability — but was soon asking Chris to apply corrected geometry and to install one of PIE's PPT digital ignition systems, eliminating standard analogue engine management equipment by introducing a fully programmable system delivering greater reliability and performance. Combined with an aftermarket exhaust,

Cup pipe and a derestricted intake system making use of genuine carbon-fibre pipework and a free-flowing foam air filter, this trick ignition kit has helped Duncan's 964 to deliver an extra forty horses — taking power close to 275bhp — with markedly improved throttle response.

It wasn't all plain sailing, though. Bubbling bodywork at the base of the windscreen gave cause for concern, and when the PIE Performance team began to poke around, Duncan's worst fears were confirmed — water had made its way through a weak point in the metalwork, rotting the inner wings. In recognition of his wife's desire for the Lang family to keep the pretty 911 for the long term, rather than fix these areas in isolation, he instructed Chris to commence a full body restoration and respray, resulting in the stunning finish the car wears today. Additionally, the interior (already sporting a MOMO steering wheel) was treated to an overhaul, including seat outers and door cards retrimmed in black leather,







while the seat centres were covered in tartan fabric, a nod to earlier cabin 911 styling, but one which perfectly suits this four-wheel-drive 964.

#### MOVING FORWARD

Complete with its raised rear brake light, this terrific Targa exemplifies the 'no fuss, OEM-plus' approach to Porsche personalisation. Granted, a full body restoration isn't exactly something you'd cite as keeping a lid on spend (Duncan chalks this up to bad luck), but save for the purposeful drop in ride height and the PPT decals, there's nothing to draw attention to the work Chris's team has carried out. There is, however, an urgency to the way the flat-six releases its increased number of galloping ponies — the engine has a more pronounced eagerness to advance through the rev range, and we can completely appreciate why so many third-party specialists are stocking PPT ignition systems, which are available for most air-cooled production 911s and even four-cylinder models in Porsche's transaxle family of cars. The road-holding characteristics of the Silver's coilovers are

surprisingly good for a budget brand — too often have we experienced 'crashy' handling from products significantly cheaper than those offered by premium manufacturers, such as KW, Bilstein, GAZ and TracTive — though Duncan agrees they might not be up to the task of hard track work. For B-road blasts and general commuting, however, the entry level Neomax offering appears to be more than adequate. Application is important — the Lang family are using this tidy Targa as their everyday vehicle, with Duncan's recent 911 Turbo (930) purchase serving as his 'go mad' modification project, another job given to PIE Performance. With the bodywork comprehensively refreshed, it would, of course, be easy for the Langs to tuck this 964 away, retaining its financial value by keeping miles off the odometer, only taking to the road on sunny days and for car shows, but Duncan is our kind of owner — he wants his Porsches to be used as intended, and isn't afraid of seeing numbers stack up on the dash. And after spending an afternoon enjoying his Targa's improved performance and enhanced chassis dynamics, we can see why. **CP**

**Above** Guards Red flatters 964 Targa styling, taking years off a thirty-plus-year design, the last of its kind before the introduction of the 993 Targa's electric sliding roof







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## PORSCHE DESIGN PRODUCES NEW CHRONOGRAPH IN HONOUR OF HANS-JOACHIM STUCK

A special wristwatch has been configured to mark the seventieth birthday of a motorsport legend. Individually configured by Hans-Joachim Stuck, the timepiece symbolises his most successful years in motorsport with Porsche. "I can look back with happiness and pride at a lifetime full of exciting sporting moments. As a symbol of these special years, I have configured a chronograph using the Porsche Design custom-built Timepieces app. This watch reminds me of my personal history and reflects the DNA of a brand that has been with me almost my entire life."

"Hans-Joachim Stuck has been a true institution in motorsport for decades. For a successful racing driver, time is a decisive factor. We are honoured that Stuck has chosen one of our highly customised chronographs as a reminder of these special years," commented Jan Becker, CEO of the Porsche Design Group.

The finish of Stuck's custom-built chronograph revolves around 'his' colours: the bright Speed Blue references his famous safety helmet, as well as the Rothmans livery of the 962 C, in which the long-distance world champion twice won the legendary 24 Hours of Le Mans. For the housing, Stuck opted for a black titanium carbide coating, which is accompanied by matte black hands and a coloured ring finished in Carrara White Metallic, nodding to the white stars on Stuck's personalised helmet.

Speed Blue was also the colour Stuck picked for the mechanically operated watch's strap, which is made from genuine Porsche vehicle leather, with decorative GT Silver Metallic stitching sourced from the same yarn used in the manufacturer's current line-up of sports cars. Additionally, the winding rotor of what's been named *WERK 01.100* is designed in the shape of a modern 911 wheel. *Classic Porsche* readers interested in designing their own Porsche wristwatch can choose from a staggering 1.5 million styling combinations at [porsche-design.com](http://porsche-design.com).



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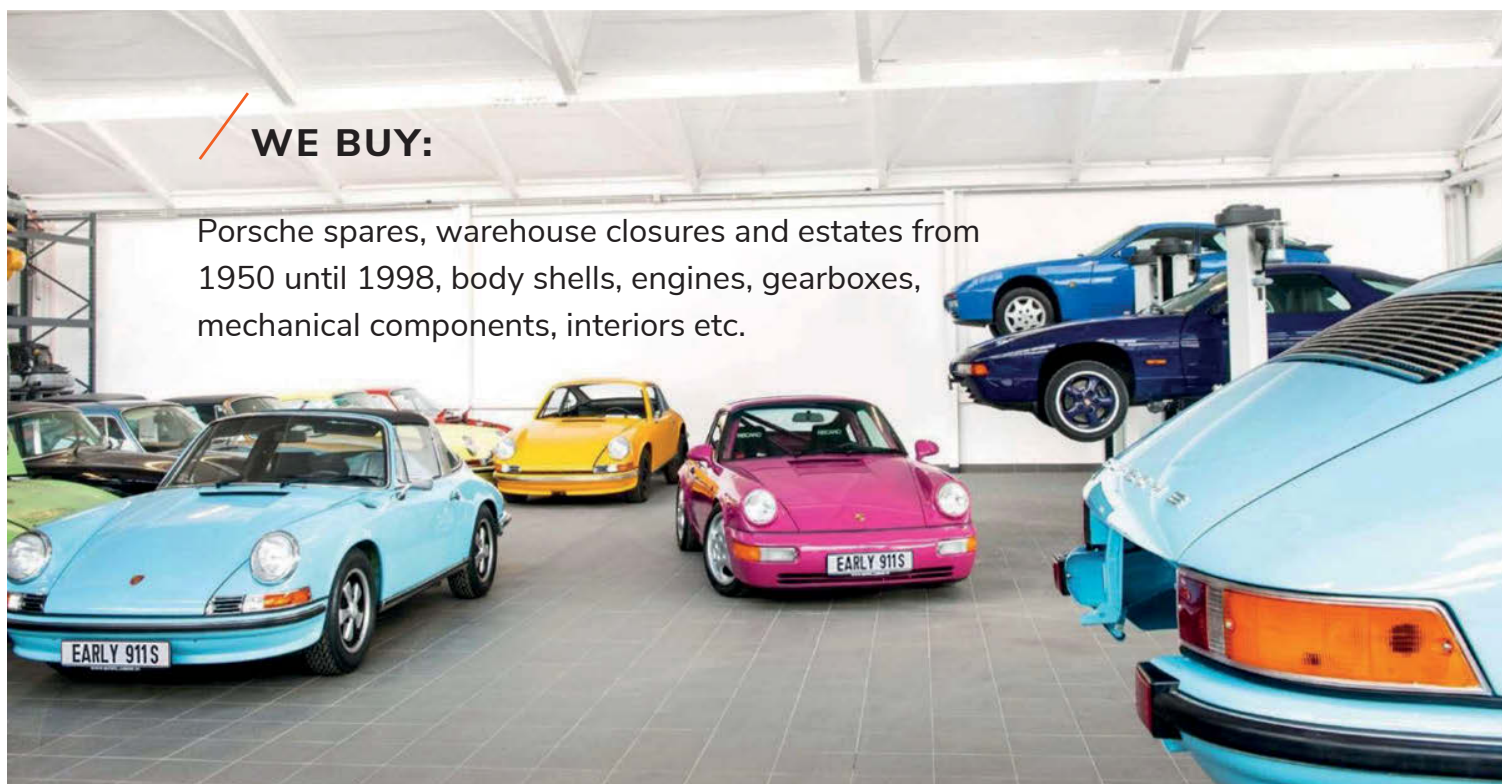
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## LE MANS CLASSIC PUSHED BACK TO 2022 DUE TO ONGOING PANDEMIC

Much to the disappointment of many *Classic Porsche* readers, this year's Le Mans Classic has been postponed until July 2022 as a consequence of the ongoing struggle French healthcare authorities are having keeping on top of COVID-19. The biennial event was scheduled to take place in July 2020, but was held over until 2021 due to the pandemic. With continued fears surrounding mass gatherings at what's become one of the world's most popular historic motorsport events, organiser, Peter Auto, took the decision to delay for another year. Peter Auto has also postponed this year's Spa Classic, formerly scheduled for 14<sup>th</sup>-16<sup>th</sup> May.

"The Le Mans Classic is an international event bringing together close to 200,000 spectators in one place. As you can imagine, keeping this event at the original dates in the current context wasn't an option. We have, in line with our partners and the Automobile Club de l'Ouest, decided to postpone Le Mans Classic to 2022, when we hope everyone can take full advantage of this magnificent retrospective of the 24 Hours of Le Mans," said Patrick Peter, founder of Peter Auto. Pierre Fillon, Automobile Club de l'Ouest CEO, echoed Peter's message. "The Le Mans Classic is a monument in the automotive world. Safety and quality are key to the organisation of such a prominent event. We are currently unable to guarantee these essential requirements and postponement is our only option. We can now focus on welcoming visitors in 2022."

The exact date of the event will be announced in September of this year, but Peter Auto confirms mid-July 2022 is its new target, despite some calling for a limit on ticket sales to ensure the classic motorsport bash can proceed in 2021. "The Le Mans Classic without big crowds, without exhibitors and without clubs it is not Le Mans Classic," remarked Peter. "Nevertheless, we will meet again in August, during the 2021 24 Hours of Le Mans, thanks to our Endurance Racing Legends competition serving as support race. Later, enthusiasts will enjoy two successive years of the Le Mans Classic – following 2022's outing, we will host

another in 2023, an opportunity to celebrate the hundredth anniversary of the 24 Hours of Le Mans," he added, before revealing that Le Mans Classic competitors will have the opportunity to ride Sarthe's Bugatti Circuit at an all-new meeting: Historic Racing By Peter Auto will be held on the weekend scheduled for this year's postponed Le Mans Classic (July 3<sup>rd</sup>-4<sup>th</sup>), bringing together all Series by Peter Auto: Classic Endurance Racing I & II, Fifties Endurance, Sixties Endurance, Heritage Touring Cup, 2.0L Cup, The Greatest Trophy, Endurance Racing Legends and Group C. For full details and a revised calendar of events, visit the Peter Auto Le Mans Classic website at [lemansclassic.com](http://lemansclassic.com).



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## MAJOR PART OF JAMES DEAN'S 550 SPYDER SURFACES

More than sixty-five years after the horrific crash which claimed the life of Hollywood icon, James Dean, a major component of the movie star's almost-as-famous 550 Spyder has reappeared. Found in rural Massachusetts, the car's original and complete transaxle assembly will see the light of day after being stored in a wooden crate and hidden from public view for more than three decades.

This transmission assembly is one of the only documented and provable parts of Dean's Spyder known to survive to the present day, and is certainly the only part known to be available for Porsche enthusiasts and film buffs to see on public display. It is also one of few permanently traceable components of a 550 Spyder (the others being the chassis and engine). The transaxle talked about here – and recently unveiled by Porsche collector, Don Ahearn – is stamped with the correct factory serial number for Dean's car: #10046.

Macabre movie memorabilia, but also serving as a donor part for Porsche race cars in the year's following Dean's death, the transaxle has been in continuous, documented ownership, and as far back as the early 1980s was authenticated by marque experts and factory historians as being original to Dean's 550 Spyder. Sadly, the car's body/chassis (#550-055) was reported stolen while returning from a highway safety exhibit in 1960. It has yet to be recovered, and though there have been many rumours concerning its whereabouts in recent years, none have been substantiated. The classic Porsche's original engine (#P90059) is thought to still be in California, in the safe custody of the family of the late William Eschrich, who competed against Dean in races during 1955 and went on to buy Dean's wrecked 550 through a salvage yard. Eschrich liberated the mangled metal of its air-cooled four-cam and installed it in his Lotus IX race car. Eschrich's resulting Porsche-powered Lotus, amusingly named *Potus*, competed at many club events in 1956.

Now removed from the wooden crate, the transaxle is mounted on a display stand custom fabricated by Steve Hogue Enterprises, the company featured in many YouTube videos focusing on master craftsmen. Hogue's support stand is designed to display the surviving transaxle assembly exactly as it would have sat in the host 550 Spyder's chassis framework when new.

Eschrich sold the 550's crashed chassis to custom car creator, George Barris (talked about by former employee, Jack Stagg, later in this issue of *Classic Porsche*) after liberating its engine in 1956. Responsible for the modification of many famous television and film four-wheelers, including cars used in Dean's famous flick, *Rebel Without a Cause*,



Barris intended to rebuild the Porsche Dean lovingly referred to as *Little Bastard*, but never managed to do so, largely due to damage being so severe that any structural integrity was lost. Instead, Barris welded aluminium sheet over the destroyed wing and cabin, before battering the new metal with a wooden block to recreate the look of a serious accident. He then loaned the car to various cinemas, hot rod shows and road management safety agencies as a gruesome promotional tool.

Barris, who passed away in 2015, claimed the car went missing on the way back from a traffic safety exhibition in Florida. When the sealed crate supposedly containing the 550 was opened, he was horrified to find the box empty. Arguments to the contrary claim Barris intentionally 'lost' the car in order to maintain its somewhat profitable reputation as a cursed Porsche, earned not only through Dean's untimely demise, but also a series of accidents (and a further death) in cars making use of donor parts farmed out by Eschrich from the ill-fated Spyder's wreckage.

In 2005, on the occasion of the fiftieth anniversary of Dean's passing, the Volo Auto Museum in Illinois displayed what the venue claimed to be *Little Bastard's* passenger door. Barris was quick to put up a \$1m reward for anyone prepared to come forward and prove they were in possession of the car's stolen remains. Nobody took advantage of the offer, thereby supporting theories, not least put forward by Dean biographer, Lee Raskin, Barris was responsible for the car's disappearance.

What of the transaxle now, though? Ahearn, who acquired it in 2020 following its thirty-plus years of safe keeping in the collection of Porsche nut, Jack Styles, told *Classic Porsche* he wants to pass the assembly to a major collection or Porsche oriented museum, where – though a morbid reminder of Dean's death – it can be celebrated as a surviving part of what's become one of the world's most (in)famous Porsche sports cars.







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## MARC PHILIPP GEMBALLA ANNOUNCES PROJECT SANDBOX WITH RUF INPUT

Two iconic families from the Porsche tuning scene are teaming up for a fresh collaboration — just as Uwe Gemballa successfully partnered with Alois Ruf Jr for development of the engines powering his exclusive 911-based sports cars in the 1980s, the Gemballa and Ruf names are again set to make history together in the wake of a new project spearheaded by Uwe's son, Marc Philipp, marking the 27-year-old's first project and a new era of Gemballa design exactly ten years after his father's passing.

After completing his degree in business studies at EBS University of Economics and Law, Marc Philipp gained professional expertise in the automotive industry, working for various sports car manufacturers, including Aston Martin, Mercedes-Benz and Porsche. His collaboration with RUF Automobile begins with a unique off-road supercar inspired by the legendary 959s which tackled the punishing Paris-Dakar rally. Currently camouflaged under the name Project Sandbox and hinted at only in the form of conceptual sketches, the car is being developed with the current-generation 911 Turbo S serving as the starting point.

The engine upgrade (labelled with the iconic strapline, *powered by RUF*) is already in progress and enables the six-cylinder boxer to deliver 740bhp and a massive 686lb-ft torque. "Despite the enormous power reserves, the engine complies with the latest EURO 6 emissions regulations and has been subject to the strictest WLTP and RDE tests," explains Moritz Renner, Technical Director at the newly formed MARC PHILIPP GEMBALLA GmbH (MPG), which is distinct from Gemballa GmbH, the company founded by Marc's late father.

It's thought forty of these bespoke off-road 992-based beasts will be assembled, though eventual production volume may increase beyond that figure if demand exceeds expectation. Considering MPG has already sold the ten exclusive 'launch edition' models, an increased number of Project Sandbox builds seems likely.

Besides being offered in this new all-terrain Porsche-based build, the high-output RUF engine upgrade is being made available for owners of standard 992 Turbo or Turbo S models as part of a further round of offerings between the Pfaffenhausen concern and MPG. A slightly detuned 'series production' version of the upgrade is also being pitched.

"Working with my father's trusted business partners on my new venture makes perfect sense," Marc Philipp told us. "Many of them rank among today's leading suppliers in the automotive industry and, in addition to their decades of experience with Porsche, they know the standards my new company strives for — they perfectly understand what matters. My father trusted their technical expertise as well as their high-quality standards of workmanship and, of course, the proven working methods of Alois Ruf Jr. Consequently, the choice to partner with RUF Automobile for Project Sandbox engine development was an obvious decision. I'm pleased that our families can continue this very special friendship and partnership." Alois Ruf Jr echoes the sentiment. "With the great vehicles of Uwe Gemballa, I associate the courageous, radical



and uncompromising expression of driving pleasure. I look forward to working with his son, Marc Philipp, in this exciting new chapter in the Gemballa family's story."

Growing up in an environment where building the fastest and most powerful production car on the planet and setting the next Nürburgring world record was key, Marc Phillip knows a thing or two about how to design an attention-grabbing sports car, but a decade after his father passed away, the tuning scene has changed dramatically. For a start, the horsepower wars are over (has anyone yet complained the 992 Turbo S is lacking in performance?!), tuning is often carried out by OEM manufacturers and the market is constantly being flooded with an influx of new supercars with hyped-up horsepower figures. Does any of this bother Marc Philipp? "I quickly realised that when aiming to build a successful company with a bright future and a long-lasting legacy, as opposed to one simply tossing the next headline-grabbing big-bhp build into the aftermarket, I needed to come up with something very special for the clients I want to attract. MPG is aiming squarely at a new market opportunity in the creation of specially designed, classic-inspired Porsche-based vehicles with low production volume. Obviously, the idea is inspired by the core of my father's success, creating fresh design with a technology-focused approach, but I'm leaving yesterday's era of pursuing the biggest performance figures in the past. I want to develop a USP in a crowded marketplace. Project Sandbox is the first step in achieving my goal."

More than two years of development has resulted in the young entrepreneur's first project: an ultra-modern, 959-influenced supercar with off-road abilities, taking the form of a hybrid between a modern-day sports car (complete with comfort and day-to-day practicality) and an off-roader capable of equipping owners with performance and reliability through the application of cutting-edge automotive technologies. Essentially, MPG is taking the extreme from on-road to off-road.

Supported by a worldwide network of dealers and the business partners of Marc Philipp's father, MPG begins a new era for the Gemballa family, with selected partners including automotive designer and Porsche fanatic, Alan Derosier, suspension technology specialist, KW, tyre manufacturer, Michelin, exhaust system specialist, Akrapovič, lightweight vehicle design and construction specialist, VELA, mechanical design and thermal insulation firm, KLK Motorsport, the brand and marketing agency, Staud Studio and, of course, RUF Automobile.

Uwe Gemballa created the 930 Flachbau-based Avalanche (coupe) and the Cyrrus (convertible), as well as the later Mirage, featuring wide body kits, side strakes (similar to a Ferrari Testarossa), upgraded wheels, extremely powerful RUF engines, bespoke interiors, custom paintwork and cameras in place of door mirrors. We look forward to seeing Marc Philipp's continuation of his father's ground-breaking work.







### 911 Carrera RS (993)

Grand Prix White • Dual-Tone Leather Recaro Bucket Seats • 18" Split Rim Wheels • Factory RS Clubsport Spoilers  
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59,083 kms (36,712 miles) • 1995 (N)

£249,995



### 911 Carrera 2 GTS (991)

Carmine Red • Black Half-Leather Sports Seats • PDK Gearbox with Paddles • 20" Black Centre Lock Wheels • Sports Exhaust • Sport Chrono • 25,112 miles • 2014 (64)

£77,995



### 911 Carrera 2 Targa (993)

Iris Blue • Marble Grey Leather Seats Tiptronic S Gearbox • 17" Targa Split Rim Wheels • Air Conditioning • Sports Exhaust • Previously Sold & Serviced by Paragon • 29,259 miles • 1996 (P)

£71,995



### 911 Turbo (997)

GT Silver • Black Leather Adaptive Sports Seats • Tiptronic S Gearbox Satellite Navigation • 19" Turbo Wheels • Previously Sold & Serviced by Paragon • 52,542 miles • 2007 (07)

£54,995



### 911 Carrera 4 S Targa (997)

Atlas Grey • Black Leather Seats • PDK Gearbox with Paddles • 19" Carrera S II Wheels • Sport Chrono • Previously Sold & Serviced by Paragon • 45,287 miles • 2010 (60)

£44,995



### Boxster Spyder (987)

Jet Black • Black Leather Sports Seats PDK Gearbox with Paddles • 19" Boxster Spyder Wheels • Full Leather Interior Sport Chrono • Air Conditioning Heated Seats • 14,528 miles • 2011 (11)

£44,995



### Boxster Spyder (987)

Jet Black • Black Leather Sports Seats Manual Gearbox • 19" Turbo II Wheels Switchable Sports Exhaust • Heated Seats • Porsche Sound Pack Plus 33,234 miles • 2011 (61)

£41,995



### Cayman S (981)

Carrera White • Black Leather Sports Seats • PDK Gearbox • Switchable Sports Exhaust • 19" Cayman S Wheels  
Previously Sold & Serviced by Paragon  
23,381 miles • 2015 (65)

£39,995



### Macan S Diesel

Volcano Grey • Black Leather Seats PDK Gearbox with Paddles • 21" Turbo Design Wheels • Heated Seats Cruise Control • Front & Rear Parking Sensors • 22,373 miles • 2017 (17)

£39,995



### 911 Carrera 2 S (997)

Arctic Silver • Dark Blue Leather Adaptive Sports Seats • Tiptronic S Gearbox • Satellite Navigation • 19" Sport Design Wheels • Sport Chrono 23,707 miles • 2004 (54)

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### 911 Carrera 2 S (997)

Atlas Grey • Dark Grey Leather Seats Manual Gearbox • Switchable Sports Exhaust • Satellite Navigation  
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## TRACTIVE 911 CHALLENGE OPENER LIGHTS UP DONINGTON PARK

Race report **Paul Jurd** Photography **Garry Hawkins**

The Tractive Suspension 911 Challenge roared into life at Donington Park on Sunday 11<sup>th</sup> April and, as we fully anticipated, an exciting variety of air-cooled 911s put on a superb display, brilliantly announcing the arrival of the new series (following the format of the Pirelli Porsche Classic, a popular tournament running for several seasons in the 1980s). In his SC, Tim Bates was the early leader, but later in the one-hour race, a charging drive from Piers Maserati and the 911 Turbo he shares with brother, Miles, saw him reel in Bates and take a memorable win.

It was Bates who made the best start, Neil Harvey slotting his 964 Carrera 2 into second as a number of the field used early laps to get tyres up to temperature in the cold conditions. Having dropped to sixth on the first lap, Miles Maserati was the driver on the move, starting to work his way back up the order and slotting into second by lap five.

With Bates well clear and Maserati second, it closed up behind, and Harvey, Reiner Becker and Nathan Luckey battled for third, running together for many laps, with Luckey getting past Becker's fabulous RSR on the thirteenth. Two laps later, Harvey looked to take Luckey's 964 Carrera RS N/GT into third and went inside Harvey at Redgate, only to go wide and lose the slot immediately at the exit of the corner.

The pitstop window opened after twenty minutes of racing, and it was Harvey who headed into the pitlane first, handing the 964 Carrera 2 over to James Neal, while Bates pitted for lead at the end of lap nineteen and was held stationary in the pitlane for thirty-five seconds (a condition for driving solo). A lap later, Miles Maserati brought in the Turbo to hand over to brother, Piers. Becker was the last of the field to pit, bringing the RSR in from third place, but once the window closed, it was Bates clear at the front. Piers Maserati was on a charge, though, determined to close the gap of more than twenty seconds to the long-time leader. Behind, Becker was a secure third, ahead of Neal and David Harrison, now in the 964 RS N/GT liberated from Luckey.

The highlight of the latter part of the race was Piers Maserati's relentless pursuit of Bates, pace hiding the fact the Turbo's brake pedal had gone long and he was having to pump it before every braking zone. The pair were together by the thirty-eighth lap. Maserati powered by on the long straight, down to the chicane, only to have his car get slightly out of shape as he braked, allowing Bates to retake the lead. During the next lap, the pair were side-by-side through Schwantz Curve, and it was Maserati ahead as they exited Coppice onto the straight, the Turbo pilot reclaiming the lead and easing away for the win. Bates took second, a lap clear of the pack. Becker took the final podium place, his well-timed pitstop having moved him well clear of Neal and Harrison.

"I got in the car and it felt like it had no brakes," commented Piers Maserati after the race. "That's never happened to us in this car before. I knew I had a big chase on, and I finally caught Tim, but I hadn't pumped the brake pedal enough going into the chicane and went straight on. I waited to the straight and went past earlier next time around, but Tim was driving really well and his car looks superb on the track. Miles and I will definitely be participating in more of these races."

"I knew I had to push hard early on and get as much of a lead as I could muster," said Bates. "It turned out to be not quite enough, but my SC performed really well and was on song throughout. I really enjoyed the race. Piers and I were both leaving our braking to the last minute. He seemed to overrun the corner and I was able to nip back past, but I had no doubt he was always going to get me!"

"I had a fantastic time," said Becker. "There was a good battle in the first part of the race, but all very fair. I hadn't raced for a while, which is why I was being careful early on. I was thrilled to be on the podium."



**TracTive 911 Challenge** [porscheclubgb.com/motorsport/911-challenge](https://porscheclubgb.com/motorsport/911-challenge)

**ROUND 1 RESULTS: DONINGTON NATIONAL PARK, APRIL 11<sup>th</sup> 2021**

- 1 Miles Maserati/Piers Maserati (911 Turbo) 45 Laps
- 2 Tim Bates (911 SC) +5.221s
- 3 Reiner Becker (911 RSR)
- 4 Neil Harvey/James Neal (964 Carrera 2)
- 5 Nathan Luckey/David Harrison (964 Carrera RS N/GT)
- 6 Sanjay Talwar (911 SC)
- 7 Morgan Sparrow/Roger Sparrow (911 2.7)

### Fastest Lap

Piers Maserati: 1m15.009s (94.98mph)

### Next Race

Snetterton Circuit, Norfolk, June 5<sup>th</sup> 2021





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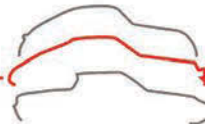
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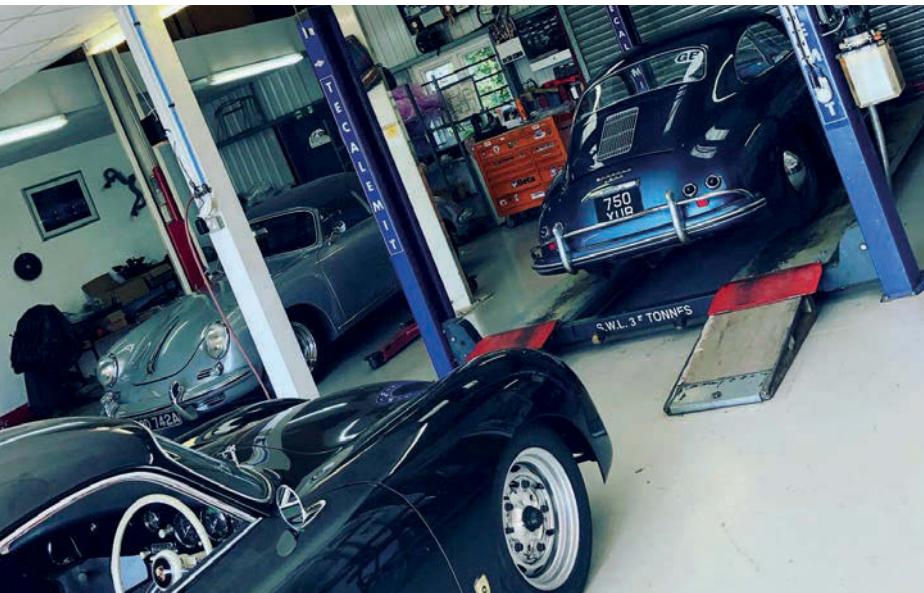
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## DVSA ADVISES MOT FRAUD ON THE RISE DURING PANDEMIC

Drivers are being urged by the British government to report instances of MoT fraud in a bid to protect the public. The Driver and Vehicle Standards Agency (DVSA) has published new guidance on dealing with dodgy testers and garages after hundreds were banned from performing MoT tests during the course of the last year.

Over the past twelve months, the DVSA has investigated no fewer than 2,057 MoT fraud reports in England, Scotland and Wales, which resulted in 156 garages and 335 testers being shut down. Examples of breaking the law include giving an MoT certificate to a vehicle a tester knows should have failed, passing a vehicle that should not have been tested, and taking a bribe to issue a certificate.

MoT testers or centres can be reported to the DVSA without giving the reporter's name or details, but you will need to give as much information as possible about each case, including the registration numbers of the vehicles involved (if you know them). It's important to keep in mind a separate process exists to enable appeals against an MoT result if you think the tester failed your car unnecessarily.

When the DVSA receives a report, it will review the information provided, investigate and, if fraud is found to have been committed, the garage or tester could be fined, banned from carrying out MoTs or, in the case of serious offences, jailed. As well as acting on reports from the public, the DVSA also checks garages are operating legally by carrying out impromptu site visits, vehicle inspections and covert surveillance.

Although historic vehicles built or first registered more than forty years ago do not legally require a valid MoT certificate unless the vehicle is substantially altered, the MoT test plays a vital role in keeping our roads safe. Whether our classics need an MoT or not, they still have to share the roads with cars which may only receive one proper inspection a year. If testing is carried out fraudulently, it potentially puts all motorists at greater risk. Besides, not needing an MoT certificate doesn't mean your classic is exempt from the rules — you are required to keep the car in an MoT-worthy state for road use. Controversially, the government considers all owners of older cars to behave responsibly and to observe highway safety laws, hence the lack of required test.

Another important role of the MoT test is recording vehicle data at the point of evaluation — many enthusiasts rely on verified MoT history information when evaluating a potential new purchase. Being able to see the mileage of a vehicle logged at the time of each test, as well as documentation outlining all passes, fails and advisories (as far back as records are kept), can uncover details that could determine whether you're buying into someone else's problems.

The free-to-use online service, which can be found at [bit.ly/dvlamot](http://bit.ly/dvlamot), allows you to see a vehicle's mileage, test expiry date, failure points and



advisories for each test carried since at least 2005, where applicable. Early adopters may recall how, prior to 2015, the user needed the vehicle's latest MoT certificate number or the vehicle's logbook (V5C) document number, details not every vendor was willing to provide. Thankfully, the system was simplified, requiring only the car's registration number (current number plate), though there are problems which we think the service's operators need to address fairly swiftly. For example, it can be difficult to look at a car's MoT history if the vehicle has been subject to a series of personalised registrations and past number plates have since been applied to a different vehicle.

Unsurprisingly, following relaxing of the system's requirements, it became one of the top ten UK government online services, demonstrating how often it's used by car buyers and enthusiasts. If a car is given a dodgy MoT, however, the accuracy of the data displayed is thrown out of kilter, potentially costing prospective buyers much in the way of cash and heartache if they buy on false pretences. In the worst case, they may end up buying a car far from roadworthy condition.

"Although most garage owners and MoT testers follow the rules and work within legitimately operating businesses, there are those who try to cheat the system," DVSA Director of Enforcement, Marian Kitson, told *Classic Porsche*, not long before we went to press. "MoT fraud effectively allows unsafe vehicles on the road. Make no mistake, we will come down hard on the perpetrators as we strive to protect the public from the dangers of unsafe cars and to uphold the integrity of the MoT test." For further information, visit [gov.uk/guidance/report-an-mot-tester](http://gov.uk/guidance/report-an-mot-tester).



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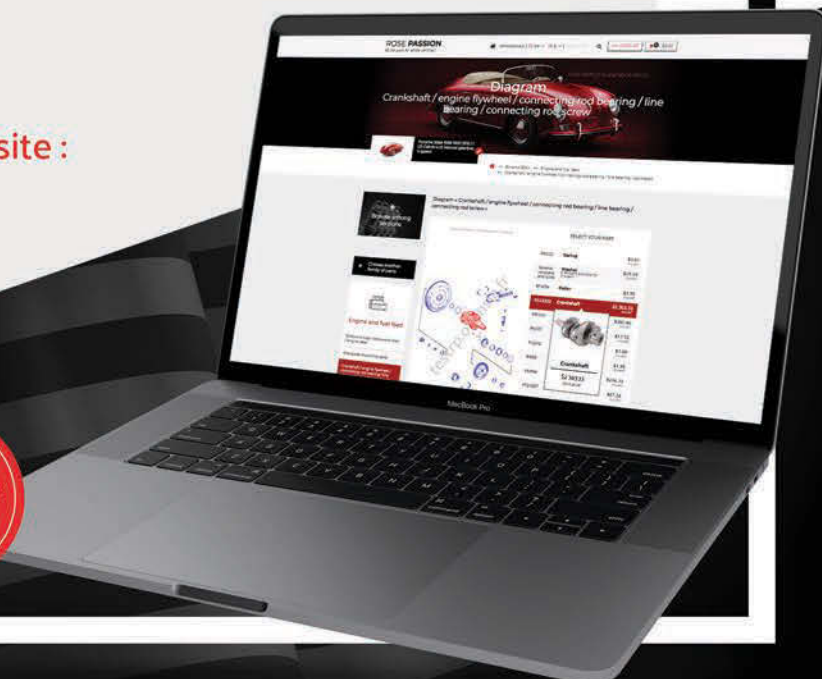


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## OUR LE MANS: THE FILM, THE FRIENDSHIP, THE FACTS

The off-screen friendships and the drama of filming Steve McQueen's epic motoring movie, *Le Mans*, are perfectly captured in this fascinating 216-page tome authored by the film's supporting lead, Siegfried Rauch (with the support of Hans Hamer) and subsequently released by German publisher, Delius Klasing, in partnership with the Porsche Museum in Stuttgart. Compiled shortly before Rauch's death in 2018, the heavyweight hardback is jam-packed full of never-before-seen photographs of McQueen and Rauch's time together, both on the set of the movie and away from Circuit de la Sarthe, notably at Rauch's home, where the McQueen family were regular visitors. The pair's friendship continued long after the cameras stopped rolling, as demonstrated by personal correspondence Rauch shares from McQueen, dating from the period the two were making *Le Mans*, all the way to the King of Cool's untimely death in 1980. Additionally, Rauch talks about the impact of Porsche's first overall win at Le Mans, half-captured on film when McQueen's 908/02 camera car was shooting live action during the race itself. Letters from Solar Productions (McQueen's film company), plus movie call sheets, input from stunt co-ordinators and professional racing drivers, as well as reproduction movie brochures and images of Rauch's personal collection of *Le Mans* memorabilia, make this a must-have addition to the bookshelf of any classic Porsche and cinema fanatic.

**Price: €39,90**

**[delius-klasing.de](http://delius-klasing.de) or visit Amazon**



## VINTAGE SPEED MERGED EXHAUST SYSTEM FOR CLASSIC 911 (pre-1973)

If your early air-cooled 911 is struggling to pass waste gases freely, then look no further than this potent pipework from Vintage Speed. Manufactured from 304-grade stainless steel, the system features 38mm merged headers optimised for the flat-six's firing order, thereby maximising power and torque up to 200bhp. Utilising a silencer with a diameter of 150mm and including two treaded oxygen sensor mounts, the exhaust's fumes are sent packing via twin centre-exit polished tailpipes, producing a pleasingly throaty exhaust note, but not one that's going to deafen you or your passengers. This Vintage Speed product is exclusively distributed in the UK by the folk at Heritage Parts Centre, who also stock Vintage Speed exhausts for the 912 and 914. Order direct at the Heritage Parts Centre website for immediate despatch.

**Price: £1,994.95**

**[heritagepartscentre.com](http://heritagepartscentre.com) or call 01273 444000**



## WEBCON WEBER 32/36 DGEV CONVERSION KIT FOR 914

Fuel system specialist, Webcon, has announced the introduction of a Weber 32/36 DGEV conversion kit to suit 914s fitted with 1.7, 1.8 or two-litre flat-four engines. Listed as kit part number PPO101, the package comes complete with all the required parts, including a genuine Spanish Weber progressive 32/36 DGEV electric choke carburettor, manifold set, linkage and air filter assembly. Fitting instructions are also supplied. Webcon's range of replacement carburettor kits is the largest and best engineered in the world, designed and developed from the same facility since 1978. Every one of the company's products is designed to return the host vehicle to factory levels of performance and, in many cases, better than original fuel economy. Hot and cold starting will be improved, as will general drivability. Visit the Webcon website to view the latest catalogue of parts for your Porsche.

**Price: £450**

**[webcon.co.uk](http://webcon.co.uk) or call 01932 787100**





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The screenshot shows the Elephant Racing Package Builder interface. At the top, there are navigation links for Car Builds, Tech, Instructions, Newsletter, and Shopping Cart. A banner for 'ORDERS OVER \$250 SHIP FREE WORLDWIDE' is visible, along with contact information for Sales & Support (+1.408.297.2789). The main navigation bar includes year and model dropdowns (911, 964, 993, 996/997, 991, Boxster/Cayman, 914, 944, 356) and a Search button. The 'Package Builder' section is divided into three steps: 1. Select Year & Model (Year: 2004, Model: 996/997/986/987), 2. Select Your Package (Street Performance 2), and 3. Customize Package (Add, update, or remove parts using the tables below). The 'Suspension' table displays various components like springs, shocks, control arms, and steering knuckles. The 'Brakes' table displays brake pads, rotors, calipers, and brake fluid. A 'PACKAGE CHARACTERISTICS' sidebar shows 'RIDE COMFORT' at 41 and 'PERFORMANCE' at 63. A yellow 'Add To Cart' button is located at the bottom of the customization section.



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## CHRISTOPHER WARD C63 SEALANDER WRISTWATCH RANGE

Decisions, decisions. Decades ago, before wristwatch culture took hold, the savviest watch connoisseurs on the planet posited a well-dressed individual would need three timepieces: one for dress, one for work and another for play. This is fine for well-heeled collectors, but for everyone else, a question arose: could there be a go anywhere, do everything wristwatch? Having produced watches for divers, aviators and dress models in formal styles, British designer and online retailer, Christopher Ward, wanted to combine all three watch roles into a single Swiss-manufactured timepiece. The company's 'luxury sport' watches, which could, arguably, go from beach to office to soiree, however, failed to address one key factor in serving as an 'everywatch': cost. Now, with the newly released C63 Sealander collection, Christopher Ward products have become more accessible than ever through increased affordability.

It starts with a shape accounting for the vast majority of timepieces sold during the wristwatch's first century-plus: every C63 Sealander employs Christopher Ward's light-catcher round stainless steel case, water-resistant to 150m thanks to its screw-in exhibition caseback and screw-down crown. For the C63 Sealander Elite, the crown is the brand's new retractable design. Visually, too, round is the perfect form — watch hands trace a circle.

Next, to power all three versions of the C63 Sealander (the Automatic, the GMT and the Elite), Christopher Ward selected a movement known for its reliability. The Sellita SW base calibre has been adapted to suit each model and shows hours, minutes, seconds and date. The C63 Sealander GMT adds the display of a second time zone, while the C63 Sealander Elite has undergone rigorous testing to earn COSC chronometer certification. All C63 Sealanders are fitted with the unique Christopher Ward quick-release strap and bracelet system for easy interchanging of straps, including a bespoke metal bracelet with micro-adjustment.

The least-expensive mechanical model, the C63 Sealander Automatic, measures 39mm in diameter. It comes with a choice of black or white hand-finished, polished lacquer dials, with applied, faceted brushed and polished indexes. The same is true of the 39mm C63 Sealander GMT, though this middle-range wristwatch

also includes a second time zone indicated by a large orange hand with white luminous infill.

Meanwhile, for the flagship C63 Sealander Elite, the case size increases to 40mm and the material is Grade 2 titanium. Arguably the most-affordable COSC-certified chronometer available right now, as well as being Christopher Ward's lightest ever mechanical watch, the excellent-value C63 Sealander Elite features an attractively finished matte-black dial with see-through segments.

Christopher Ward has made decision-making easy for buyers: each uniquely numbered C63 Sealander represents the ultimate value-for-money wristwatch in its category — all you have to do is decide which of the three on offer fits your budget, select the dial colour and choose a strap! For full product information, visit the Christopher Ward website, where you can order your C63 Sealander for immediate despatch.

**Price: C63 Sealander Automatic £595, C63 Sealander GMT £795, C63 Sealander Elite £1,150**  
**[christopherward.com](http://christopherward.com) or call 01628 763040**







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## STEVE MCQUEEN IN LE MANS

If you're about to embark on an ambitious Porsche restoration project, Comic book artist, Sandro Garbo, had a dream. Not a Martin Luther King kind of dream, but one of those middle-of-the-night eureka moments that has you bolt upright, wide eyes open and consumed by a sudden sense of purpose. "I saw Steve McQueen and he told me to create a graphic novel based on his motorsport movie, *Le Mans*. From that moment, it became my life's work." The project had all the hallmarks of best intentions, but translating one of the greatest motorsport movies into a sequence of illustrations — not forgetting the film barely has a script, let alone much in the way of dialogue to work with — could have ended in disaster. A peek inside the 64-page hardback, however, reveals quite the opposite. Garbo's amazing talent and extraordinary attention to detail bring the movie to life in a whole new way. Each *Le Mans* character is penned with obvious affection and respect, as are the various Porsche sports cars depicted throughout. Additional dialogue and a couple of new supporting characters are introduced to deal with the movie's long periods of silent acting, and Garbo has gone to great lengths to depict the real racing conditions of the 1970 24 Hours of Le Mans, with special focus on the weather and competing cars, including the Salzburg 917 K driven to glory by Richard Attwood and Hans Herrmann. An accompanying Sarbo-created graphic novel, *Steve McQueen created Le Mans* (outlining the making of the movie), is also available.

**Price: £28**

**[garbocomics.com](http://garbocomics.com) or search Amazon**



## GAS COFFEE CO APPAREL

As an official refreshments supplier to Porsche Club GB, Gas Coffee Co. will be well-known to those who have ventured onto a circuit hosting any of the club's motorsport events (including the recently launched 911 Challenge) or have visited a club stand at shows. Porsche to its core, the supplier of tasty hot brown stuff has just launched a range of fantastic t-shirts, sweaters and hoodies with a variety of designs sure to please fans of classic Stuttgart speed metal. Top of the pile is a depiction of the no.46 356 SL Coupe, Porsche's first entry at Le Mans exactly seventy years ago, while other illustrations include the Kremer 935 K3, which won the 1979 24 Hours of Le Mans. T-shirts are 165g 100% combed cotton, with sizes ranging from XS to 3XL, while hoodies are a 320gsm 80% combed cotton/20% polyester mix. Black, charcoal, navy, grey and khaki colours are available to choose from when ordering direct from the website of automotive lifestyle brand, Cool Flo.

**Price: T-shirts £22, long-sleeve tees £34.95, sweaters £45, hoodies £49.50**

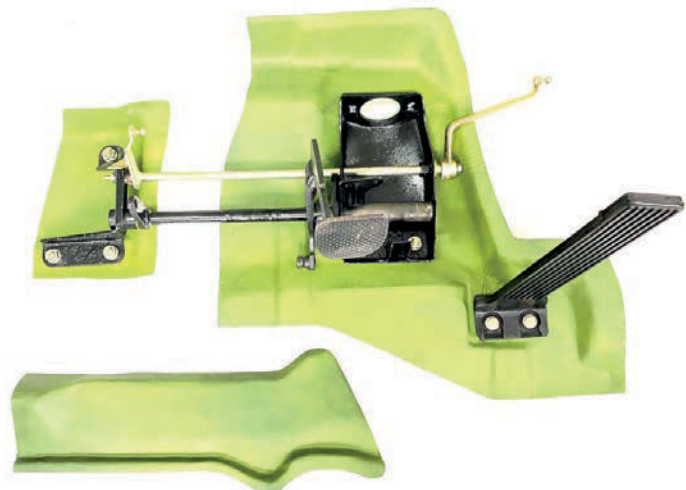
**[coolflo.co.uk/collections/gas-coffee](http://coolflo.co.uk/collections/gas-coffee)**



## STUTTGART CLASSICA RIGHT-HAND DRIVE CONVERSION PLATES

There are many plus points to buying a left-hand drive classic Porsche in the UK. For a start, the purchase price of the car is likely to be much lower than the right-hand drive equivalent, your choice of vehicles is going to be much larger (right-hand drive territories are low in number, meaning more left-hookers are produced) and your car will have greater appeal to an international marketplace when you're ready to sell up. For some, however, the few negatives (such as the ability to overtake in British roads as freely as you might in a right-hand drive car) outweigh the benefits, which is why Porsche parts and restoration specialist, Stuttgart Classica, is offering bespoke steel panels to convert the floor pan of any left-hand drive 911 (from the earliest cars right up until the introduction of the 964) to right-hand drive. The same thickness as the classic 911's original floor pans, these products are exclusive to Stuttgart Classica and can be ordered with free UK shipping direct from the company's website.

**Price: £595 (pedal box sold separately)  
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## DANSK NON-SUNROOF SKIN FOR CLASSIC 911/912

Following on from last issue's product news regarding the new rear seat well repair panels launched by classic Porsche restoration body parts specialist, Dansk, we're delighted to report the brand has released details of its new replacement non-sunroof roof skins for the 912 and 911s built from model launch up until the discontinuation of G-series production in 1989. Manufactured to OEM standards, each roof panel is available to buy as 'top only' or with the rear screen frame included. A smaller repair section is also on offer, allowing owners to replace the roofline along the rear window of their car without having to shell out for an entirely new panel. It's just one of many new parts Dansk has recently introduced to its range (visit the website of parent company, JP Group Classic, at [jpgroupclassic.com](http://jpgroupclassic.com) to view the full catalogue) and is available to order direct from the Design 911 online store with immediate effect.

**Price: Without rear screen frame £1,744.20, with frame £2,085.06**  
**[design911.co.uk](http://design911.co.uk) or call 0208 500 8811**



## SPARK 1:43 WICKY RACING TEAM 1971 LE MANS 907

When we think back to Porsche's earliest overall wins at Le Mans, it's easy to forget some of the entries beyond 1970's Salzburg 917 K and the following year's winner, the Martini Racing 917 K driven by Gijs van Lennep and Helmut Marko. Thankfully, die-cast model manufacturer, Spark, is keeping memories alive by producing small-scale versions of the runner-up Porsches giving triumphant cars a run for their money. This 1:43 resin depiction of the no.49 Wicky Racing Team 907 driven to seventh place by Walter Brun and Peter Mattli at Sarthe in 1971, for example, is a fantastic example of Spark's enthusiasm for the under-appreciated race cars of yesteryear. Beautifully detailed, the diminutive speed machine even features replica duct tape pasted around the offside headlight, just as the Wicky car wore during the race. Presented on a commemorative plinth in a presentation display case, this mini motorsport model can be ordered direct from the Selection RS online store.

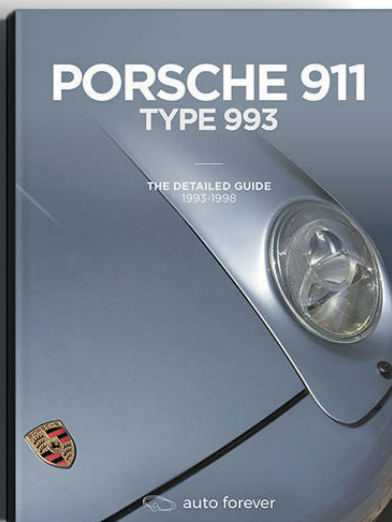
**Price: €64,95**  
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## PORSCHE 911 TYPE 993: THE DETAILED GUIDE

"I remember falling in love with the 993 at the Paris Motor Show in 1994," writes Hervé Daudé, founder of the 93-64 Club, in opening pages of this beautifully presented 180-page hardback authored by self-confessed Porscheophile, Laurent Pennequin. Accompanied by 370 photographs and illustrations, this eleven-chapter coffee table tome covers the background and design of the 993, as well as all variations during the model's time on the assembly line. Sales and production volume data, all trim options, the 993's career in motorsport, strengths and weaknesses, spin-offs, road test figures and real-world owner experiences are poured into the book, which also pitches the 993 against the same-age output of rival sports car manufacturers and offers detailed presentation of the air-cooled Porsche's technical specifications, covering all engines, road wheels, paint options, materials, technical innovations, options and accessories. A version of the book housed in a numbered slipcase (limited to one hundred units) is also on offer, but at £32 (USD \$39.99), even the standard edition of this comprehensive collector's guide to the 993 is exceptionally good value for money.

**Price: £32 for the standard book, £69.99 with numbered slipcase**  
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# ALEX MANOS

During these challenging times we're living in, roads free of their usual traffic, plus a desire to venture outside in a safe and secure environment, has made classic car ownership more important and more rewarding than ever before. As the old saying goes, it's time to switch off your TV set and do something less boring instead...

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



Since the start of the pandemic, people have been looking for any excuse to safely escape from their homes for a few hours. Walks in the park or around their local neighbourhood are an easy fix, but when everyone else has the same idea, it becomes difficult to maintain the two-metres of recommended social distancing. As a result, many Angelenos are taking to their cars, going on long rides around the city and along the coast, revelling in the lack of usual frustrating LA traffic. Even a simple drive by the ocean is a better way to spend your lockdown days than watching the same Netflix show for the hundredth time. Plus, a drive out is fully within COVID guidelines, which means for once, driving around might be safer than going to the grocery store.

Classic Porsches in particular are getting their time in the spotlight, not

craftsmanship. Next time you're out on a pleasure cruise, take a moment to really appreciate the beauty of your vehicle.

Now to ask the tough question: what takes a car from *just a vehicle to get from point A to point B to this is the car I will tell my kids about?* The answer is simple: love. A car you really love will be in your stories for years to come, and will be there for late night taco runs, as well as those long drives along the beach. If you drive often, investment is really worthwhile in a Porsche you love spending time in. Put it this way, on average, North Americans spend just over four years of their lives behind the wheel.

As they become our one remnant of normalcy in an increasingly abnormal world, we are becoming more connected to our cars than ever before. Classic cars, especially, remind us of a time gone by — a time when life seemed much simpler. But what if you don't own a car, or have a



least thanks to classic car owners returning to the time-honoured tradition of cruising up and down the Pacific Coast Highway, showing off their highly prized and polished air-cooled possessions. On a Saturday afternoon, this state route is packed with classic cars, all the way from Santa Monica to Malibu. This mobile car show provides an outlet for socialising, albeit heavily distanced, and gives those who don't drive classic cars inspiration to dream about one day owning their own.

When your car becomes your only refuge, you begin to notice all the details you may have missed during your pre-pandemic commutes to the office. The stitching in the seats, the sleekness of the dashboard, the aerodynamic body and, in the case of a classic Porsche, the air-cooled engine. Every classic Porsche is a testament to hard work and

car, but it isn't one you love? Now might be the perfect time to invest in a piece of automotive history. Less people are out on the roads, and we all have more time on our hands, meaning you'll have plenty of opportunities

## AS THEY BECOME OUR ONE REMNANT OF NORMALCY, WE ARE BECOMING MORE CONNECTED TO OUR CARS THAN EVER

to really get comfortable behind the wheel of a classic car and get familiar with its road-holding characteristics. Driving a classic Porsche is an experience like no other, and if you get the opportunity to do

so, you may never want to drive a modern car again.

With lockdown restrictions easing, I encourage you to head out for a drive. Whether that be around your neighbourhood, a meandering cruise down a coast road or a backroad blast, take the time to get off your couch and into your car. Roll the windows down, listen to the engine roar and create your own bubble of nostalgia. You won't regret it.



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## 1990 Porsche 964 Carrera 2 Cabriolet stock #13593

This elegant 1990 Porsche 964 Carrera 2 Cabriolet is available in its factory color code #550 Linen Grey Metallic with a linen interior. The vehicle comes equipped with a 5-speed manual transmission, Flat 6 Cylinder 3.6-liter engine, automatic speed control, air conditioning, power windows, power steering, seat heating (left & right), intensified windscreen washer, headlamp washer, sports seat (left) electrical height adjustment, soft top, boot, and 4-wheel disc brakes. A well-equipped Porsche 964 that is mechanically sound. **For \$54,500**



### 1975 Porsche 930 Turbo #05638

A true piece of automotive history, this iconic 1975 Porsche 930 Turbo with matching numbers and the Certificate of Authenticity included, is for sale in its original color code #027 Guards Red with a black interior. Only 284 Porsche 930 Turbos were ever made in 1975, and this car is #25, and one of only 20 in the U.S., according to the 930 Turbo 3.0 Liter Registry. This rare find comes equipped with a manual transmission, factory electric sunroof, chrome drivers side mirror, power windows, Fuchs wheels, as well as a spare tire. Not many of these early 930's become available, but when they do, they certainly do not stay on the market for very long. This is a unique opportunity to join a select group to own a piece of what many regard as the purest and most original expression of the 911 Turbo. It had the same owner since 1986 and is mechanically sound.

**For \$208,500**



### 1985 Porsche Carrera Coupe #13278

This is an extremely desirable 1985 Porsche Carrera Coupe featured here with matching numbers and 17,178 miles on the odometer is available in its factory color code #536 Pastel Beige with sand tan interior. It comes with a clean Carfax and is equipped with a 5-speed manual transmission, Flat 6 Cylinder 3.2-liter engine, air conditioning, power windows, sunroof, 4-wheel disc brakes, and Fuchs wheels. Also included with this vehicle is the original owner's manual, warranty/maintenance booklet (service stamps included), as well as receipts totaling over \$10,000 which included a major service done on February 19, 2021, at a cost of \$6,791. We have also taken paint meter reading photos for you to review as well. Here is a rare opportunity to purchase such a low mileage gorgeous color combination air-cooled 911 that was previously owned by a doctor that purchased this car in 1989 and took meticulous care of his vehicle. A formidable Carrera Coupe which is mechanically sound.

**For \$108,500**



### 1986 Porsche Carrera Coupe Turbo Look M491 #13574

Here is a rare limited production 1986 Porsche Carrera Coupe Turbo Look M491 featured here matching numbers (Certificate of Authenticity included). Available in its factory color code # 961 Meteor Grey Metallic with a sand beige interior. It comes with a clean Carfax and is equipped with a 5-speed manual transmission, automatic speed control, central locking system, sport seats, air conditioning, power windows, sunroof, 4-wheel disc brakes, Fuchs wheels, tool kit, and jack. Also included with this vehicle is the original owner's manual, warranty/maintenance booklet (service stamps included) as well as receipts totaling over \$8,000. An extremely collectible well-equipped Turbo Look Porsche that is mechanically sound.

**For \$84,500**



### 1997 Porsche 993 Carrera Cabriolet #13130

The 1997 Porsche 993 Carrera Cabriolet featured here with 26,577 miles on the odometer is available in its factory color of Guards Red with a sand beige interior. It comes equipped with a 6-speed manual transmission, Flat 6 Cylinder 3.6-liter engine, air conditioning, cruise control, dual airbags, power windows, power steering, power seats, power mirrors, OEM Porsche stereo, soft top (will need to be serviced), 4-wheel disc brakes, and Porsche Twist wheels. Also included are the original owner's manual, warranty/maintenance booklets as well as some service receipts. This Porsche 993 is also mechanically sound.

**For \$69,950**



### 1977 Porsche Carrera Cabriolet Conversion #12736

This 1977 Porsche Carrera 3.0 Cabriolet Conversion is available in black with a tan interior. It comes equipped with a 5-speed manual transmission, 3.0-liter engine, power windows, soft top, 4-wheel disc brakes, and Fuchs wheels. The Porsche has just come out of long-term ownership and is mechanically sound.

**For \$34,750**



### 1983 Porsche 911SC Coupe #13706

Here is a 1983 Porsche 911SC Coupe featured with matching numbers and 78,588 miles on the odometer is available in its factory color code #908 Grand Prix White with a sand beige interior. The vehicle comes with a clean CarFax and is equipped with a 5-speed manual transmission, air conditioning, power windows, sunroof, and 4-wheel disc brakes. An original California car that is mechanically sound.

**For \$39,950**



### 1985 Porsche Carrera Coupe #13079

The 1985 Porsche Carrera Coupe featured here with matching numbers and 78,588 miles on the odometer is available in its factory color code #492 Nutmeg Brown Metallic with a sand beige interior. It comes equipped with a 5-speed manual transmission, power windows, sunroof, 4-wheel disc brakes, Fuchs wheels, jack, and tool kit. An original West Coast car that is mechanically sound.

**For \$39,950**



### 1984 Porsche Carrera Cabriolet #13434

Here is a 1984 Porsche Carrera Cabriolet featured here with matching numbers and available in its factory color code #027 India Red with a sand beige interior. It comes equipped with a 5-speed manual transmission, air conditioning, power windows, soft top, 4-wheel disc brakes, and Fuchs wheels. Also included with this vehicle are receipts totaling over \$49,000. A well-priced Porsche that is mechanically sound.

**For \$39,950**



### 1985 Porsche Carrera Cabriolet #13302

Here is a 1985 Porsche Carrera Cabriolet featured with matching numbers is available in its (special order) factory color code #961 Meteor Grey Metallic with a red interior. The vehicle comes with a clean Carfax and is equipped with a 5-speed manual transmission, air conditioning, power windows, soft top, boot, 4-wheel disc brakes, and Porsche Pirelli Dial wheels. Also included with this vehicle is the original window sticker as well as receipts totaling over \$18,000. A well-priced Porsche that is mechanically sound.

**For \$39,950**



### 1982 Porsche 911SC Targa #13665

Here is a 1982 Porsche 911SC Targa featured with matching numbers is available in Guards Red with a black interior. The vehicle comes with a clean CarFax and is equipped with a 5-speed manual transmission, air conditioning, power windows, 4-wheel disc brakes, and Fuchs wheels. A well-priced original West Coast car that is mechanically sound.

**For \$34,750**



### 1985 Porsche Carrera Cabriolet #13545

The 1985 Porsche Carrera Cabriolet Euro Spec featured here with matching numbers and 58,222 miles on the odometer is available in its factory color code #700 black with a black interior. This vehicle comes with a clean Carfax and is equipped with a 5-speed manual transmission, air conditioning, power windows, soft top, boot, 4-wheel disc brakes, and jack. A very desirable low-mileage Porsche that is mechanically sound.

**For \$49,950**



### 1995 Porsche 993 Carrera Cabriolet #13687

Here is a beautiful 1995 Porsche 993 Carrera Cabriolet featured with 50,593 miles on the odometer is available in its (special order) factory color code #92M Polar Silver Metallic with a blue interior. The vehicle comes equipped with a 6-speed manual transmission, Flat 6 Cylinder 3.6-liter engine, automatic speed control, 8-way electrical seat (left & right), air conditioning, power windows, power steering, soft top, 4-wheel disc brakes, and 5-spoke wheels. A very presentable low mileage Porsche that is mechanically sound.

**For \$59,950**

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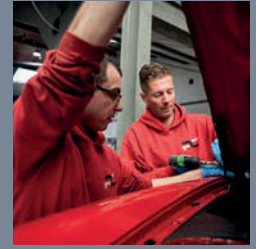
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# CRAIG CULLINGWORTH

**Without customer satisfaction, it won't be long before you have no business. Ultimately, a successful company in the automotive trade, regardless of the type of work being carried out, requires honesty and openness with its customer base. Be straight-talking from the outset and you won't go far wrong...**

Craig Cullingworth is Managing Director of Project Customs. In addition to working on a strong portfolio of Porsche projects, he and his team are the only approved McLaren bodywork specialists in Yorkshire. [projectcustoms.com](http://projectcustoms.com)



**A**fter cutting my teeth in various bodyshops in and around Leeds, I could see a gap in the market for a trusted paint specialist that could not only deliver faultless work when dealing with prestigious vehicles, but also one that could offer a personal touch. In short, making the customer experience as straightforward and comfortable as possible was key to ensuring repeat business. Though the high number of premium vehicles Project Customs welcomes into its workshop is constantly increasing, it's important to note the same attention to detail and excellent workmanship is applied to all cars the company's small, dedicated team works with, regardless of make or model. It's this superb service, coupled with value for money and, of course, turning out excellent work time and again, that our keeps customers coming back.

The approach I've always taken in business is to ensure complete customer satisfaction at all times. At the end of the day, unsatisfied customers can lead to no business whatsoever, which is why completing every Project Customs job to the highest standard is of paramount importance to myself and my team, whether we're working on a Ferrari, McLaren or a Porsche. My advice to anyone thinking about becoming a service provider in the automotive industry, whether it's the kind of work we do, car sales or a pursuit focused on engineering solutions, is to make sure you finish each job as close to the set timeframe as possible. Your work can be brilliant, but if you consistently struggle to complete work on time, you'll find your customers are just as frustrated as if you'd under-delivered with the quality of the finished job you're charging for.

Key to success on this front is knowing how to quote accurately. Admittedly, much of this comes down to experience, but I'm always straight with Project Customs clients — if a customer walks into my workshop and tells me we have a week to restore a show car in order for it to head out the door and win some awards, I have no problem explaining unrealistic

expectations are at play. Not pandering to these demands ensures customers understand timescales are to be appreciated from both our side and theirs. In my experience, this honesty, which provokes discussion leading to the establishing of a realistic project timeline, results in a far better and longer lasting relationship between all parties. Everyone knows where they stand. This is the ideal scenario. I don't want my team or the car's owner to feel let down if things were to go avoidably wrong.

This honest approach also leads to forging a customer base of people you end up considering friends, rather than them simply being clients. It's not unusual for owners of cars we've worked on to pop by for a cuppa and a chat while we're toiling away. I like to think this highlights how approachable and friendly we are as a team. It's what every business owner should aspire to, but it's not something the body shop trade always gets right, especially

in the premium marque sector — the more we talk to industry folk about how we operate, the more I hear opinion amounting to us over-delivering on the customer experience. My response is usually to point out that at Project Customs, the relationship between my team and clients feels personal because, to us, that's exactly what it is. It feels friendly because that's what we are.

It's an enjoyable experience because everybody gets what they want out of the work. I couldn't be happier! Of course, I don't want to make it sound as though everything is rosy in the world of automotive bodywork. There's

a lot of hard graft behind the scenes to ensure happy customers and, as anyone running a business will know, there are always challenges to be met head-on. That said, I truly believe being open and

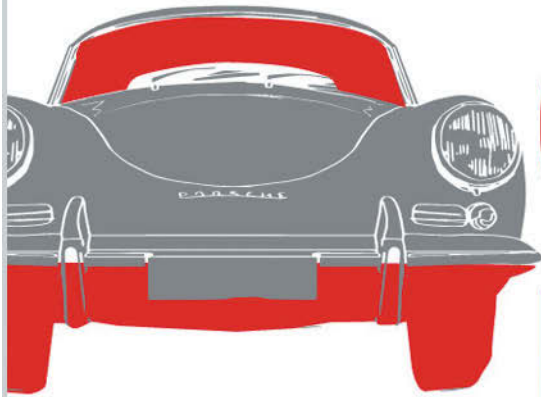
honest with customers (and staff) about timescales and any problems encountered during the work plays a massive part in achieving high client retention. It also means goals can be adjusted by having an executable strategy available at all times. And, at the end of the day, our reputation as a first-class provider of high-end automotive bodywork repairs and paintwork has been achieved by delivering top quality work on time, every time.



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# THE NEED FOR SPEED

Long before filming began on the set of Steve McQueen's motorsport magnum opus, *Le Mans*, the King of Cool was the proud purchaser of a 1958 356 Speedster 1600 Super...

Words Dan Furr Photography Petersen Automotive Museum, Porsche







**W**hen Steve McQueen's son, Chad, was growing up, he was surrounded by exotic European four wheelers. Machinery bearing the names Lotus, Cooper, Mercedes-Benz, Ferrari and Austin-Healey came and went, populating an awe-inspiring list of dream drives previously featuring his father's treasured (and personalised) Jaguar XKSS, essentially a limited-volume production version of the D-Type race car. Restricted to twenty-five units, sixteen were built and sold in 1957, while the remaining nine examples were destroyed in a factory fire. In summer 2016, Jaguar announced its intention to complete the original quota of cars as part of a continuation series, with each new XKSS offered to interested parties at more than a million pounds, but even this pales into

insignificance when the value of a surviving original XKSS is taken into consideration — in the current climate, you'd be lucky to get change from fifteen million, making the XKSS one of the most expensive British sports cars ever manufactured.

In part, the value of an original XKSS has been 'massaged' by Steve McQueen's famous ownership of the car he lovingly referred to as *The Green Rat* (named in recognition of his enthusiasm for throwing the Coventry-built classic into corners around the Hollywood Hills, as well as his decision to repaint the car British Racing Green), such was his star power then and, remarkably, now, more than four decades after his passing. It was a year after his Big Cat was produced, however, that he bought his first new car: a 356 Speedster 1600 Super. Popular among North America's young club racing set following a suggestion to Ferry Porsche by New York-





based European sports car importer, Max Hoffman, for Porsche to create at a fuss-free, stripped-down roadster (with a short, low-rake windscreen and bucket seats) for what Hoffman saw as a lucrative emerging market, the 356 Speedster landed in 1954.

At the time, McQueen was proving his credentials as a capable wheelman in motorcycle racing — he once famously quipped, “I’m not sure whether I’m an actor who races, or a racer who acts” — but, with a steady stream of income from television, theatre and the movies, he soon found himself in the fortunate position of being able to buy a box-fresh Speedster before Porsche discontinued production. His aim was clear: from two wheels to four, he’d transfer everything he’d learned about competition life in the hope of adding to a trophy cabinet already chock-full of silverware.

### WELCOME TO THE CLUB

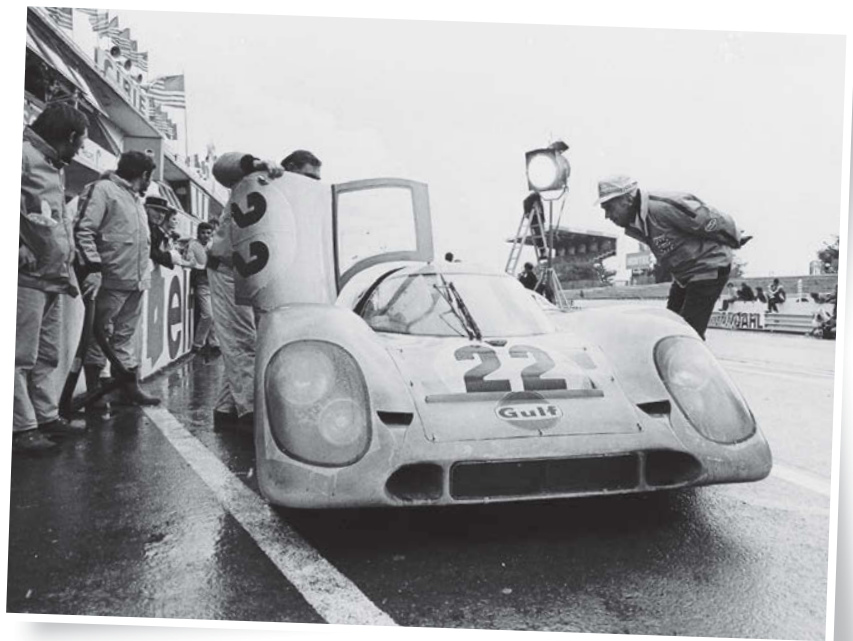
Prepared for racing, the car was entered into various club events in 1959, notable outings being a class win at Santa Barbara, as well as impressive performances at Willow Springs and Laguna Seca. When stationed overseas for filming (prior to his star reaching meteoric heights), McQueen would also hop into the cars of teams local to his film sets, as demonstrated in 1961, when, at the invite of John Whitmore, he was one of several BMC Mini Minor pilots competing against far more powerful Jaguars in the British Touring Car Championship. Whitmore had already coined the driver’s title in what was his first year in the competition — he would finish second in a Mini Cooper for the 1963 season, before winning the European Touring Car Championship in a Lotus Cortina in 1965 — and had nothing to lose by handing his diminutive race car to McQueen for the series round at Brands Hatch. Competing against big-

name saloon and sports car racing stalwarts, including later Porsche works driver, Vic Elford, McQueen battled hard to win an unexpected third in class.

He continued to participate in motorcycle and sports car competitions, but with his acting career rapidly progressing, the opportunity to put his little Porsche through its paces became less frequent, leading to his decision to sell the Speedster to Beverly Hills real estate magnate and prominent collector of European sports cars, Bruce Meyer. Unable to shake the sentimental attachment he felt for his first new car, however, McQueen concluded he’d made a mistake and, though it took a few years of cajoling, managed to convince Meyer to reverse the deal.

**Above** McQueen’s son, Chad, bears more than a passing resemblance to his famous father and is just as mad about Porsche sports cars

**Below** On the set of *Le Mans* with a Gulf-liveried 917 short-tail coupe, one of many Porsches used during production of the movie





Throughout the 1960s, McQueen's love of fast cars and his undeniable skill behind the wheel saw him edge ever closer to creating *Le Mans*, though few films giving cars a starring role are as widely loved as his 1968 masterpiece, *Bullitt*, praised for its use of real-world locations (downtown San Francisco), epic car chases and for McQueen's own talents in charge of the two Ford Mustang GT Fastbacks purchased by Warner Bros for filming. Indeed, so iconic and influential was the main car chase in *Bullitt*, one of the Mustangs employed on set was sold at auction for a cool \$3.7 million shortly before the pandemic came along and ruined everyone's fun in 2020.

"The thing we tried to achieve was not to do a theatrical film, but a film about reality," explained McQueen, shortly after *Bullitt's* release. It was this dedication to trying to make movies as believable as possible that encouraged him to explore the idea of combining his love of motorsport and his passion for acting by developing what he intended to be the most authentic racing flick ever produced, but don't be fooled into thinking *Le Mans* was his first attempt. McQueen's plans initially revolved around a project named *Day of the Champion*, intended to pump the thrill of Formula One into the brains of an unsuspecting public via the silver screen, but the James Garner movie, *Grand Prix*, was already in production and studio bosses didn't want to invest in a project with such a similar premise. From a commercial perspective, they made the right

decision — *Grand Prix* was one of the highest-grossing films in its year of release and won three Academy Awards for its technical achievements in filming. On paper, *Day of the Champion* would have a hard job doing anything other than living in the Garner movie's shadow. As we now know, however, McQueen wasn't one to give up his ambitions easily.

*Grand Prix's* success in using real racing drivers (experienced Porsche warriors, Dan Gurney, Jo Siffert and Joakim Bonnier) as stuntmen in order to achieve a realistic portrait of high-octane action at the Nürburgring, Monaco, Spa, Watkins Glen and, among others, Brands Hatch, plus the adoption of real-world race cars adapted to carry professional camera equipment, followed McQueen's own vision for the production of a motorsport movie, but it would be another five years until *Le Mans* was released in cinemas. During this time, many cars passed through McQueen's hands, but after his name reappeared on the 356's logbook, the air-cooled classic remained a firm fixture of his personal collection, regardless of the more powerful, more valuable cars he was buying and selling. The Speedster continues to be in the possession of the McQueen family to the present day.

#### FAMILY BUSINESS

In recent years, Chad, himself an actor (*The Karate Kid*, *The Karate Kid Part II*, *Fever Pitch*), a racing driver and, later, a team boss, restored the Speedster to showroom

**Below** Chad oversaw full restoration of the black Speedster, returning it to original showroom condition

## MCQUEEN WAS PRODUCING A MOVIE WHICH COULD WELL HAVE BEEN MISTAKEN FOR A DOCUMENTARY









condition, complete with a refresh of its black paintwork, black folding roof, refurbishment of its wider than standard wheels and the reinstating of its chrome bumpers and overriders. The flat-four, fettled to release trapped ponies, was refreshed, and the car has since been a regular fixture at North American car shows and exhibitions, including *The Porsche Effect*, hosted by the Petersen Automotive Museum in 2018. The black beauty has also been a popular presence at *The Friends of Steve McQueen*, an annual gathering celebrating the life, work and, importantly, the racing career of Chad's father. Featured in an earlier issue of *Classic Porsche*, the event has, to date, raised more than a million dollars for charitable causes.

Steve McQueen's association with Porsche would reach its zenith in 1970 when cameras started rolling at Sarthe for *Le Mans*. By this time, *Grand Prix* was old news, though Garner had gone on to establish his own motorsport team, American International Racers, and fielded cars at Le Mans Daytona and Sebring. The star of *The Great Escape*, *The Thomas Crown Affair* and *The Magnificent Seven*, meanwhile, was at the height of his acting powers. He used his profile, as well as his experience behind the wheel, to convince studio bosses to green-light *Le Mans*, produced through McQueen's own Solar Productions film company and filmed during the actual 1970 24 Hours of Le Mans. The timing couldn't be better — in the year's following *Day of the Champion's* demise, Ford had set Le Mans ablaze with its money-no-object GT40 project, slapping Enzo Ferrari

across the chops by winning the daylong endurance race four years on the bounce, from 1966 to 1969. The Blue Oval's dominance in France had encouraged heightened Stateside interest in the 24 Hours of Le Mans and, so it was thought, promised to attract a wide audience to cinemas for the release of McQueen's movie, which was scheduled to land ten days after the thirty-ninth Grand Prix of Endurance, held at Sarthe in mid-June 1971. The planets had finally aligned. Realising his dream, so it seemed, was worth the wait.

#### PLAN OF ACTION

Call it method acting, call it unbridled enthusiasm, but McQueen was determined to not only star in the film, but also to compete in the 1970 24 Hours of Le Mans, where his 908/02 (read all about it on page 56), already a force to be reckoned with — demonstrated by a second place overall finish at the 12 Hours of Sebring with McQueen and fellow American, Peter Revson, at the controls — would serve as a camera car, capturing the action following heavy modification and a lick of blue paint. Early conversations outlined a pairing of McQueen and Jackie Stewart, but complications regarding insurance liabilities prevented the plan from bearing fruit. McQueen did, however, get to drive a Gulf-liveried 917 (the triumphant movie car, though as we all know, Richard Attwood and Hans Herrmann took the win in the Salzburg 917 short-tail) at breakneck speed for additional filming taken care of after the mammoth twenty-two hours of footage captured during the *real*

**Below** He may be more famously associated with Mustangs, the XKSS and 911s, but this 1958 Speedster was the first new car Steve McQueen bought







race was in the can. Chad McQueen has spoken about this time on set, citing a memorable experience riding on his father's lap in a 917 at blistering pace.

The post-race filming presented many challenges. As was the case with *Grand Prix*, Solar Productions employed the services of many top-tier drivers for *Le Mans*: Jonathan Williams and Herbert Linge drove the 908/02 camera car during the race, while other professional drivers remained in Sarthe thereafter to assist with the film's stunt driving. In fact, close to forty drivers contributed, including Richard Attwood (fresh from his time in the Salzburg 917, scoring Porsche's first overall win at Le Mans), Derek Bell (who suffered facial burns and scarring after the Ferrari he was driving for filming caught fire), Jo Siffert, Brian Redman, Jürgen Barth and David Piper, who supplied Solar Productions with vehicles and also took part in driving duties, though with life changing consequences — following a crash, Piper was trapped in his burning car, subsequently losing part of his leg following infection caused by injury during the incident. Clearly, filming fictional race scenes carried as much danger as the 24 Hours of Le Mans itself, but there was yet additional pressure: in order to maintain consistency with footage captured by the 908/02 camera car, stunt drivers had to maintain the exact track position, including speed and distance between one another, as the competing cars caught on film jostling for position in the race. This ensured the post-race action (captured by ground-breaking rig shots from a heavily modified GT40 and one of the 917s loaned to the production team by Porsche and travelling at competition speed) could be seamlessly spliced with the

earlier-filmed in-race footage. The same principles were applied to sound production: where possible, cars had to rev-match those in filmed in the race. Duplicating tone (volume could be reduced or increased as necessary in post-production) between engine operating speeds and, of course, a desire to match the right note with the right engine — observe the sound of the Ferrari and Porsche lumps and you'll spot the difference — was deemed absolutely critical. These days, of course, computer generated footage and desktop audio workstations

**Below** McQueen takes a break on the set of *Le Mans* to check out classifieds in the back of *Classic Porsche*...







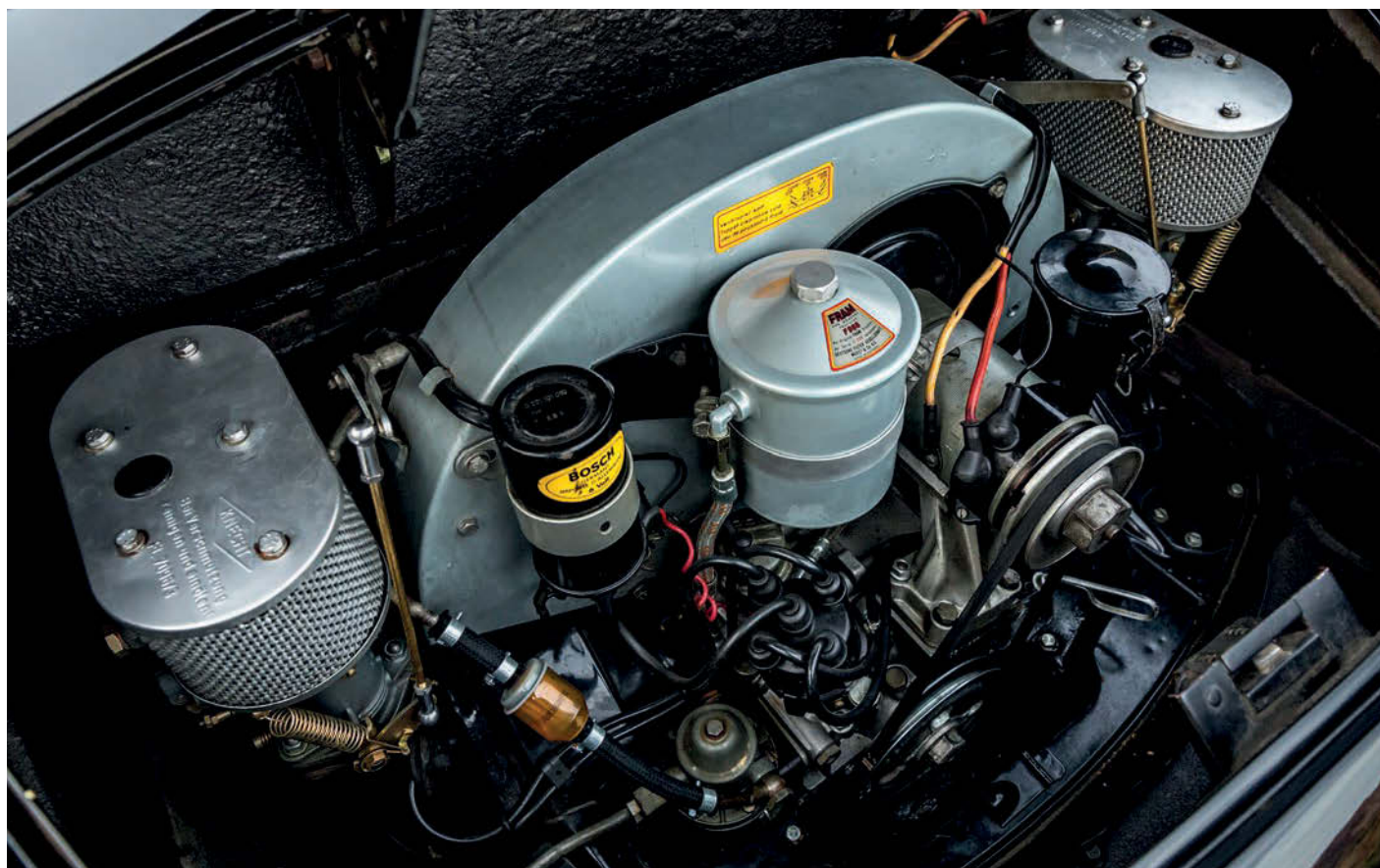
**Above and below** From cabin to coachwork, every part of this sensational Speedster is in immaculate condition

would make the entire process simpler, cheaper and far safer, but back then, this was the only way to achieve McQueen's ambitious vision. Nothing quite like it had been done before.

### GAME, SET AND MATCH

Just like *Bullitt*, realism was the order of the day, but for *Le Mans*, McQueen was producing a movie which could well have been mistaken for a documentary, so focused was his attention to detail and the inclusion of real-world action. Therein lay the problem — McQueen was so determined to bring the genuine thrills and spills of endurance racing to a wider audience through the medium of cinema, that script, dialogue, character development and the relationship between the film's characters was sorely lacking. This caused huge tension on set, with original director, the late John Sturges,

quitting and being replaced by television director, Lee H. Katzin, a fish out of water. Meanwhile, dialogue was being written on the fly, with the actors — McQueen played Porsche-piloting protagonist, Michael Delaney, while the then unknown Siegfried Rauch took on the role of Ferrari driver, Erich Stahler — being told what to say shortly before lining up in front of the camera. Unsurprisingly, on-set bickering, personnel changes, avoidable accidents, experimenting with camera technology, related delays and McQueen's forensic approach to capturing action sequences saw the film's budget explode out of control. The personal lives of those involved were also being tested, not least McQueen's, whose then wife, Neile Adams, had been flown into the Solar Productions 'Solar Village' complex with the pair's two children (Chad and his sister, Terry), only to find her marriage falling apart, partly as a result







of the immense pressure everyone involved in the film's production was under.

Despite his personal problems, McQueen's association with Porsche was further galvanised when he took delivery of a new 911 S on set. This car, featured on page 50 in the magazine you're holding in your hands (or reading on your iThingie), fights with McQueen himself for top billing during the movie's opening scenes. If depicting Porsche winning Le Mans on the silver screen was good PR for the Stuttgart brand (let's not forget it hadn't actually won the 24 Hours of Le Mans at the point *Le Mans* cameras started doing their thing), having one of the world's most respected movie stars — the owner of a 356 Speedster, no less — spending a protracted introduction tracing his steps around the Le Mans circuit in the manufacturer's flagship road car was a dream come true, especially when there was no dialogue to distract viewers from the Slate Grey stunner before them. That's right, for the first half-hour of *Le Mans*, there is nothing spoken by any of the main characters. The narrative is instead provided by the distant voice of a race commentator communicating through loudspeakers at the track.

When purse string holders back in Hollywood learned of the chaos surrounding the movie's production, it was very nearly canned, saved only by McQueen pouring his own money into the film to ensure completion. And, though a commercial failure (contemporary reports suggest it didn't come anywhere near close to clawing back the \$7m+ production costs) squarely criticised for its lack of storyline, *Le Mans* achieved exactly what its master intended: to go down in history as the most accurate representation of what it was like to participate in the cut and thrust of sports car racing's golden era.

Simply put, it was the film he *had* to make.

The Slate Grey 911 S ended up making its way into McQueen's garage alongside his Speedster, but unlike its four-cylinder stablemate, the bigger-engined Porsche didn't hang around for the long term (though in addition to the 356, Chad has inherited his father's 1969 two-litre 911 and a 1971 2.2-litre twin-plug). "Racing is life. Everything that happens before or after is just waiting," says Michael Delaney when asked why driving fast is so, well, important. We only wish the actor playing him was here to realise just how loved his epic motorsport movie has become in the years leading up to its fiftieth anniversary. Steve McQueen, we salute you. **CP**

**Below** McQueen at Sarthe with (among others) Gérard Larrousse, David Piper, Derek Bell and Herbert Linge





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# THE CAR'S THE STAR

Any air-cooled 911 S is a sought after Porsche, but this superbly optioned 1970 Slate Grey example, owned and used by Steve McQueen during the filming of *Le Mans*, tops them all...

Words Robert Smith Photography Darin Schnabel for RM Sotheby's



**F**or the first four minutes of Steve McQueen's epic motorsport movie, *Le Mans*, a film currently enjoying its fiftieth anniversary, *Mr Bandito* shares the memorable, dialogue-free opening scenes with a gorgeous 1970 911 S beautifully finished in Slate Grey. Delivered new to McQueen direct from Porsche in readiness for lights, camera and action, the stunning air-cooled classic has since gone on to inspire countless replicas.

Depicted snarling through the French countryside, the magnetic pairing of one of Hollywood's biggest film stars and the 2.2-litre Stuttgart-crested coupe offers the

proverbial calm before the movie's thunderous storm, when McQueen's character, Michael Delaney, takes to the track in a bid to win the 24 Hours of Le Mans in his Gulf-liveried 917 short-tail. The high-octane sequences follow scenes of introspection for Delaney, pictured climbing out of his 911 to contemplate life and death at the site of an accident carrying devastating consequences (the death of Delaney's former rival, fictional Ferrari driver, Piero Belgetti) at what we're led to believe was the previous year's Grand Prix of Endurance.

With much of the action captured during the actual 1970 24 Hours of Le Mans, it would be easy for the flat-twelve-powered sports prototype to steal the show,

**Above** Did the *Le Mans* 911 S provide the world with the most iconic interpretation of the classic 911?





but a Slate Grey 911 is a tough act to follow, especially with Steve McQueen at the wheel, which is why this Porsche has gone down in history as one of the most instantly recognisable movie cars of all time, despite *Le Mans* faring poorly at the box office. In fact, almost everything associated with McQueen and *Le Mans* has gained a large fanbase and, it must be said, significant value in recent years. The 917 (chassis no.22) he drove in the film, for example, sold for \$1,320,000 to comedian and Porsche collector, Jerry Seinfeld, in 2000. Another used in the movie (chassis no.24) sold at Gooding & Company's Pebble Beach auction in 2017 for a staggering \$14,080,000 (setting a new Pebble Beach and

Porsche record in the process), while a Heuer Monaco chronograph worn by McQueen in the film and handed to his personal mechanic, Haig Alltounian, by way of thanks for keeping all of the star's cars in tip-top shape for the duration of *Le Mans* production fetched a record-breaking \$2,208,000 at the Phillips Flagship New York Watch Auction in December 2020. Needless to say, the availability of the *Le Mans* Slate Grey 911 on the open market was always going to attract frantic prospective purchasers, all of them fully aware the car was retained as part of McQueen's personal collection of Porsches following completion of the film.

As outlined earlier in this issue of *Classic Porsche*,

**Above** Sympathetic restoration has kept this star car in exceptional condition





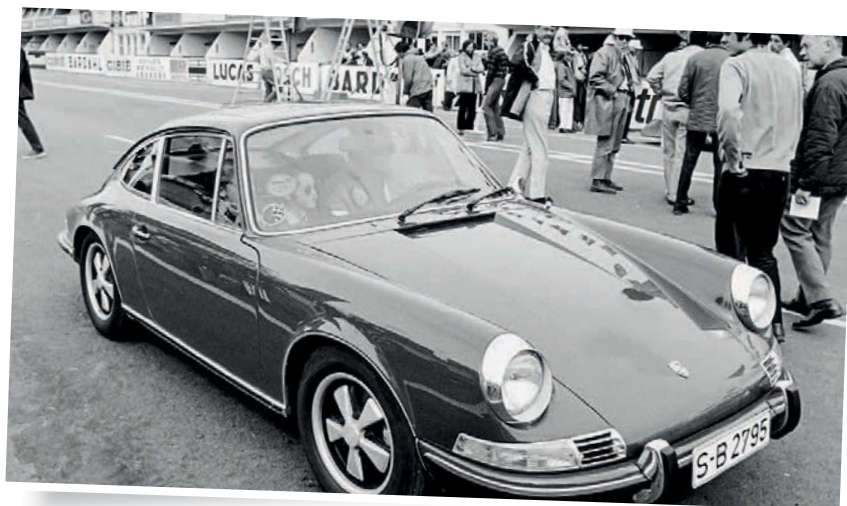
the McQueen garage already featured a 356 Speedster, bought new by the King of Cool in 1958. Before buying the *Le Mans* 911, however, he already owned a Slate Grey 911 S, registered in 1969 and patiently awaiting its master's return from Sarthe. It was deemed easier to source a new 911 S from Porsche in Germany and have it sent direct to the film's set in France than it was to ship the older car from McQueen's home in Los Angeles. Being a brand-new Porsche about to make its star turn on the silver screen, the 1970 911 S was better optioned than McQueen's older ride, the later 911 featuring rare-for-the-period factory installed air-conditioning, tinted glass, muffler apron, a Blaupunkt

## THROW IN THE 'MCQUEEN FACTOR' AND IT'S EASY TO SEE HOW THIS PORSCHE COMMANDED \$1,375,000

Frankfurt radio, Comfort pack (extended leather) and front fog lamps with France-friendly yellow lenses. The bill for this top-of-the-range production Porsche? A cool DM30,000 (close to \$8,350), a massive sum in 1970.

At a later date, after the Solar Village complex at Sarthe was disbanded, the car was returned to Zuffenhausen for the installation of a limited-slip differential and revised ratios. It eventually landed at the McQueen residence in 1971, but didn't hang around for long — the 1969 car had already been personalised to its owner's tastes and, with two virtually identical 911s on the drive, one of them had to go. The earlier 911 S remains in the custody of McQueen's son, Chad, along

**Below** McQueen's then ten-year-old son, Chad, takes a ride with his father along Circuit de la Sarthe in the *Le Mans* movie's now famous 1970 Slate Grey 911 S







#### Facing page and below

With a personalised 1969 911 S already in the McQueen garage, the movie car, though newer and wonderfully optioned, was put up for sale

with his father's 356 Speedster, while the 1970 car was advertised in the classifieds of the *Los Angeles Times* and passed to an attorney, who kept the car (largely in secret) for more than thirty years, during which time he exhaustively documented everything about his precious Porsche, the resulting document folder comprising a stack of factory correspondence, as well as letters from McQueen's Solar Productions film company.

#### MONTEREY POP

Judge Jesse Rodriguez, another SoCal resident, acquired ownership in 2005, before selling the car to a noted collector shortly afterwards. Other than a repaint in OEM Slate Grey, the famous 911's seats were reupholstered, new dampers were installed and a replacement windscreen was added. The original Fuchs wheels and the 'matching numbers' engine and transmission remained with the car, which had led an easy life, as suggested by the condition of the bodywork, completely original and free of any corrosion thanks to a succession

of owners making use of dry storage. Irrespective of the car's unique provenance, of course, a 1970 911 S of this standard is on the wish list of many collectors, but throw in the 'Steve McQueen factor' and it's easy to see how this particular Porsche commanded a massive \$1,375,000 when the hammer fell at RM Sotheby's Monterey sale in 2011. A decade on, with prices of air-cooled Porsches having rocketed even further skyward than they were back then, we can only begin to imagine what the price might be when the car next goes under the hammer.

This superb 911 S played a leading role in a movie most motorsport fans consider the most authentic representation of racing during the very best period of sports car development and competition. The fact this air-cooled classic was driven by its real-life owner, one of the movie world's biggest stars and a bona fide Porscheophile, plus its extensive and unique documented history, makes it difficult to see what other production Porsche carries quite so much desirability. **CP**





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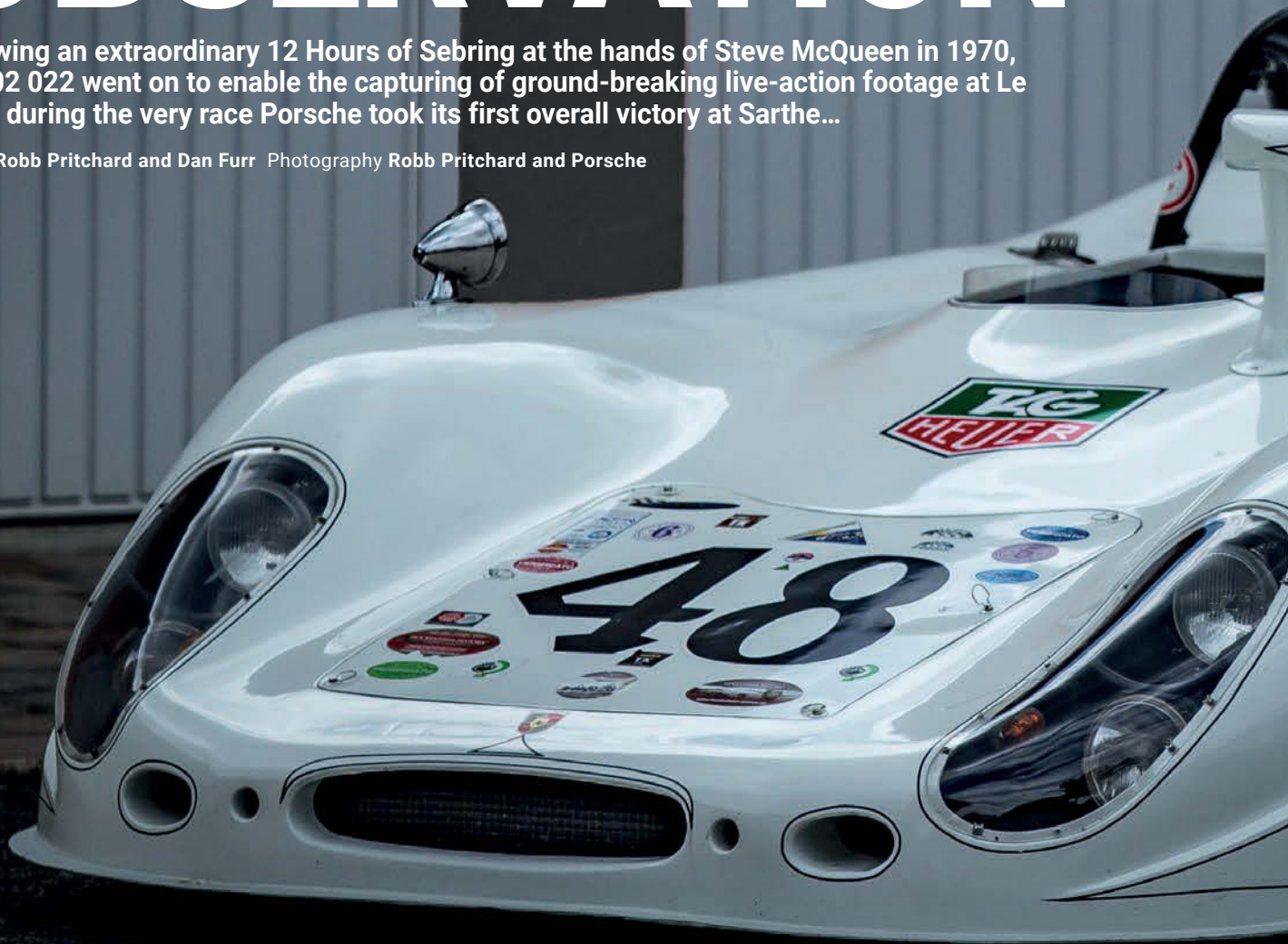
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# PARTICIPANT OBSERVATION

Following an extraordinary 12 Hours of Sebring at the hands of Steve McQueen in 1970, 908/02 022 went on to enable the capturing of ground-breaking live-action footage at Le Mans during the very race Porsche took its first overall victory at Sarthe...

Words Robb Pritchard and Dan Furr Photography Robb Pritchard and Porsche



**T**here are famous Porsches, unique Porsches and Porsches successful in motorsport. 908/02 022 is all three. Owned and campaigned by screen icon and capable racing driver, Steve McQueen, who used the car to finish second at the 1970 12 Hours of Sebring — as well as to take first place at the year's Sports Car Club of America (SCCA) Nationals race at Holtville and regional non-championship event at Phoenix International Raceway — this three-litre, flat-eight-powered Porsche was used as the primary on-track camera car for McQueen's classic motorsport movie, *Le Mans*, which is currently enjoying its fiftieth anniversary. Strange, then, to think the powerful prototype was subsequently mothballed as a parts donor, its current owner knowing nothing about

the significance of the car when he bought it more than four decades ago.

The 908 was introduced in 1968 as an evolution of the 906, 910 and 907 sports prototypes, developed under the watchful eye of factory motorsport programme manager and engineering whizz, Ferdinand Piëch. Moreover, the 908 was the first Porsche race car designed to accommodate maximum permissible engine size following the FIA's introduction of new regulations for Group 6 racing, which limited displacement to three litres. This was a significant step up from the 907's 2.2-litre flat-eight and afforded early 908s output of close to 350bhp. Initially designed as a closed cockpit coupe, the 908 evolved into the lightweight 908/02 Spyder in 1969. Almost 100kg was lost through the removal of the tin-top's roof and long-tail bodywork. Sadly, all three 908/02s





entered into the 1969 24 Hours of Daytona failed to finish the race and, worse still, Ford's GT40 snatched victory from all three works 908/02s at the 1969 12 Hours of Sebring, but wins at Brands Hatch (taking all three podium places ahead of Ferrari), Palermo, Watkins Glen, all five top spots at the 1,000km of Nürburgring and first-through-fourth at the year's Targa Florio went on to prove the 908's strengths at circuits the then new (and much larger) 917 struggled to conquer. As we now know, a programme of constant development would see the 917 go on to secure Porsche's first overall win at Le Mans (though Hans Herrmann came close by driving a 908 long-tail coupe to a second-place finish at Sarthe a year before the momentous 1970 result), but the 908 was far better suited to tight, twisty circuits, such as the Nordschleife, which is why Porsche decided to develop

the 908/03 (a shorter version of the 908/02, based on the hill-climb oriented 909 and weighing just 500kg) alongside updates to the 917. The latter would be used by the works team at high-speed circuits, including Le Mans, while the 908/03 tackled more challenging (albeit lower speed) tracks and surfaces, including the Green Hell and the Targa Florio. The strategy worked: shortly before the 917 scored victory at Le Mans, the 908/03 finished in first and second place at the 1970 Targa Florio and, three weeks later, achieved the same result at the 1,000km of Nürburgring.

The 908/02's efforts during the previous season saw the model win the Porsche-heavy 1969 World Sportsscar Championship. Little wonder Steve McQueen and, later, August Deutsch wanted to get behind the wheel. Welcoming, constantly smiling and a restorer





of racing Porsches, the latter occupies a workshop on the outskirts of Munich. His 'natural habitat' is an Aladdin's Cave of air-cooled engine parts and old-fashioned milling machines, signs of a life spent preparing powerful Porsches for top-tier racing events. The running of his business, Deutsch Mechanik, is now in the capable hands of his son, Markus, and, making it a true family enterprise, August's wife, Renata, takes care of accounting and administrative duties. With an air of reverence, he opens one of the many bulging folders of archive documents on his workshop shelves and proceeds to pluck his 908/02's original bill of sale from within. Issued by Porsche in Stuttgart, the receipt is addressed to Steve McQueen. There's an accompanying letter confirming its authenticity. Sent by former Porsche works racing driver and now factory historian, Jürgen Barth, one could argue this correspondence, penned by a four-time Le Mans winner, is just as impressive as the car's original sales receipt.

908/02 022 began life as a white long-tail coupe with

a yellow nose and was a factory entry at the 1969 24 Hours of Daytona, where it was driven by the German pairing of Rolf Stommelen and Kurt Ahrens Jr. The race wasn't exactly one of Porsche's finest moments – all three works cars retired, chassis 022 bowing out after half of the event's 626 laps thanks to a broken aluminium camshaft drive idler wheel. Subsequently, after extensive work at the Porsche factory in Germany, and with a new open-top in recognition of the FIA's revised rules for Group 6 (which permitted both coupe and Spyder body styles), 908/02 022 was (re)born before year end. In its new form, the car was bought by Steve McQueen, who was keen to get behind the wheel of a then modern Porsche prototype following his racing success with 356 Speedsters a decade earlier. The 908/02, a competitive Porsche, but not as difficult to drive as the 917 and, it must be said, nowhere near as expensive, was the perfect choice.

Delivered to McQueen's film company, Solar Productions, in time for the start of the 1970 motorsport

**Bottom left** Serving as a Le Mans camera car, 908/02 022 finished the entire 1970 24 Hours of Le Mans and put in a respectable finishing time, though failed to classify in the official results table





**Below** All Porsche sports prototype cabins have storied histories, though few come with as many deep-rooted tales from the track as this

season, chassis 022 was entered into four races and won two. McQueen's debut at Holtville (where the car wore the number 66) was incredibly encouraging — not only did he win the race, but he set a new lap record, knocking two seconds off the California circuit's previous best lap time. By March, now familiar with his new Porsche, McQueen wanted a stronger challenge, hence 908/02 022's entry into the 12 Hours of Sebring, with fellow American, Peter Revson, serving as co-driver.

#### DIFFERENT CLASS

With the full might of Porsche-Audi (two 917 short-tails and a 906), John Wyer Automotive (another two 917 short-tails), Brumos Racing (911), Martini International (two 908/02s), Ferrari (a trio of 512s) and various privateers with Stuttgart-crested sports cars in the running, not to mention McQueen driving with a broken foot in a cast (the result of a motorcycle accident), the Solar Productions team was aiming for a solid finish in the three-litre class, rather than a strong overall race result. After surviving a spin in the early hours, McQueen and Revson were achieving their goal, leading the class convincingly. The challenging circuit took its toll on the competing 917s, however, with front hub and engine failures clearing the way for the plucky 908/02. Two of the works 512s also retired and, after nightfall, Solar Productions found itself in the wholly unexpected position of running third overall. Then, much to the

surprise of everyone present, the 512 in second place dropped out. As if 908/02 022's fortunes couldn't get any better, for a short while, McQueen and Revson were leading the race — Jo Siffert, who was driving the leading John Wyer 917, suffered a lengthy stint in the pits due to yet another hub failure, allowing the Solar Productions crew to jump in front.

Unsurprisingly, Ferrari was determined to rain on the Porsche parade, inserting the event's fastest driver, Mario Andretti, into the Italian outfit's sole surviving 512. Considering the Prancing Horse was packing a five-litre V12, 908/02 022 stood little chance against immense Italian firepower and, predictably, Andretti relentlessly cut down Revson's lead with just a few minutes left of the race. This determination to throw Porsche from the top

spot, however, resulted in the Ferrari having to make an unscheduled fuel stop, thereby allowing Revson to regain the lead, but with the 512's superior grunt, the three-litre 908/02 was once again reeled in. Andretti ended up taking

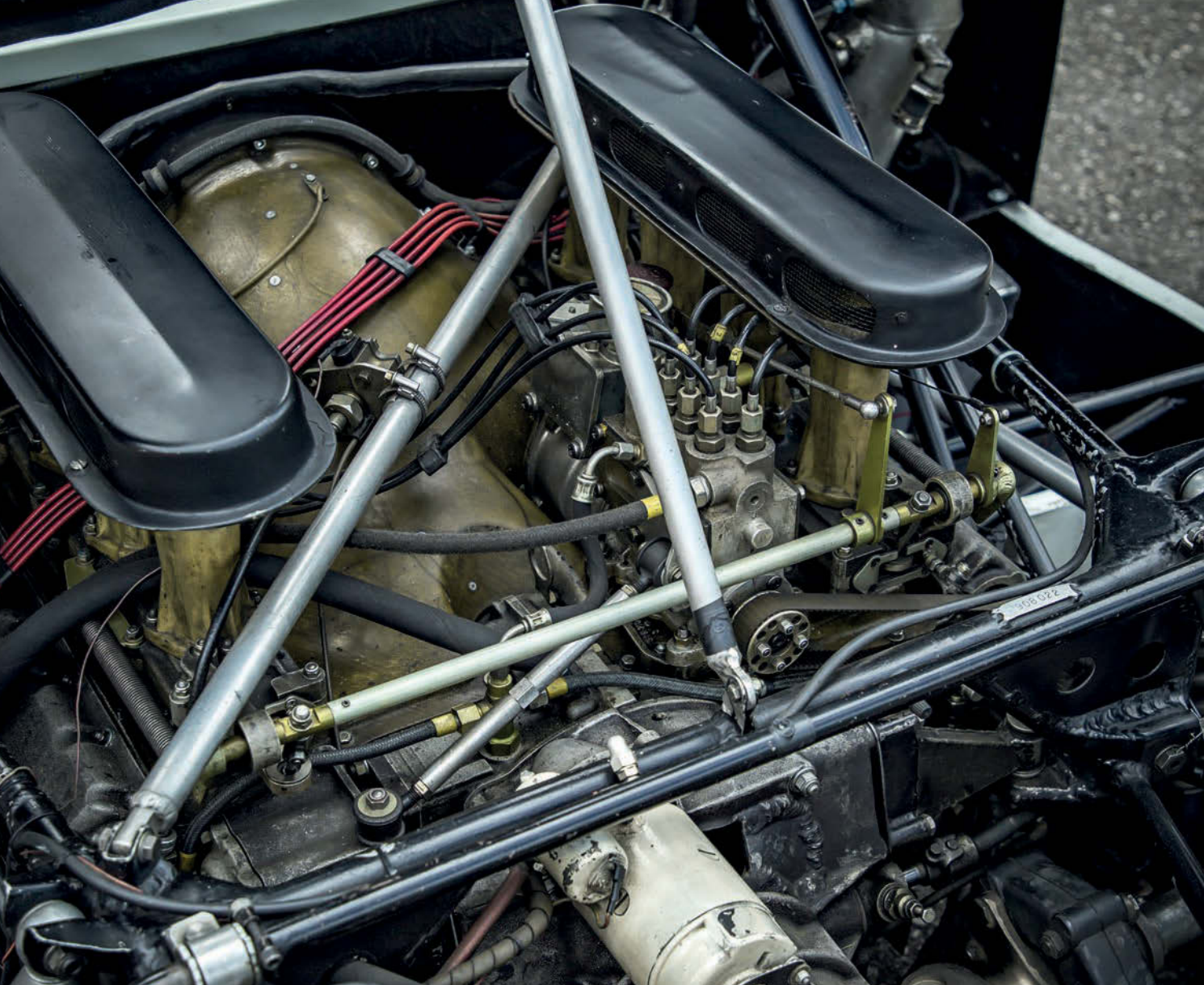
the win with just a few seconds to spare. Both cars had completed 248 laps by race end.

Its performance at this nail-biting race at Sebring — now regarded as one of the greatest races of all time — was enough to secure 908/02 022's status as a Porsche of significant interest, but its exalted place in history beyond the automotive world was yet to be realised. Granted, the twelve-hour endurance marathon was the highlight of both McQueen's and this

## AFTER FILMING OF LE MANS WAS COMPLETE, 908/02 022 WAS SOLD TO MOTORSPORT TEAM, AUTO USDAU







particular 908's racing careers, but for the screen star's movie magnum opus, *Le Mans*, he chose 908/02 022 as the live-action camera car (a 917 was considered for the job, but insurance and purchase costs proved prohibitively expensive). In the years before digital transmission of data and the arrival of GoPros, fitting massive reel-equipped cameras to a car was a big engineering challenge, as well as one requiring obvious considerations regarding operator and driver safety. 908/02 022's front-mounted camera alone weighed thirty kilos and was so large it was impossible to make it sit flush in or around the car's streamlined bodywork. Instead, a specially manufactured cowl was created in the hope of 'disguising' the equipment. Two more cameras were mounted at the back of the car, which was a slightly easier space to work with. That said, the rear crossmember needed to be modified to accommodate the additions, while another custom cowl was required to hide protruding film reel cases. That this setup could withstand the rigours of Sarthe – from vibrations caused by bumps in the road, to smashing the Mulsanne Straight at 200mph – across twenty-four hours is testament to the hard work of the Solar Productions team.

A switch near the gear stick activated 'record mode', allowing the capture of footage depicting cars approaching fast at the rear, as well as those pulling

away at the front. All in, the extra attachments added significantly more weight to the car, but, as confirmed by main driver, Herbert Linge (who, after sharing driving duties with the late Jonathan Williams and racing with a thirty-kilo camera above his shins and obscuring his view, went on to become a pioneer of motorsport safety systems, starting with introduction of the 914/6 GT R, the forerunner of all modern safety cars), they did little to affect balance and speed, despite contemporary claims to the contrary. As if to prove his point, 908/02 022 completed the entire 1970 24 Hours of Le Mans. More specifically, weighed down by its mountain of camera equipment and stifled by regular stops for swapping film reels, the Solar Productions entry finished in an astonishing ninth place overall. Though it didn't classify due to what Linge describes as an "alleged rule violation", only Porsche's momentous first overall win at Sarthe (achieved with Hans Herrmann and Richard Attwood at the controls of the Salzburg-liveried 917) overshadows the Solar Productions team's achievements that day.

After filming was complete, McQueen considered 908/02 022 supplementary to requirements and, consequently, the car was sold to German motorsport concern, Team Auto Usdau, whose proprietor and main driver, Hans-Dieter Weigel, also bought the Wye-liveried 917 short-tail Solar Productions used during filming of *Le Mans*. The flat-twelve-powered Porsche

**Facing page** McQueen's success with 908/02 022 prior to filming *Le Mans* resulted in one of Porsche's most popular posters



# McQUEEN

## DRIVES

# PORSCHE

12 HOURS OF  
SEBRING 1970

Prototype winner  
and 2nd overall  
on Porsche 908

HOLTVILLE RACE 1970

Overall winner  
on Porsche 908

PHOENIX RACE 1970

Overall winner  
on Porsche 908







would later count Richard Attwood, Brian Redman, Reinhold Joest and comedian, Jerry Seinfeld, among its owners. Weigel used 908/02 022 to compete in four 1,000km races, as well as the 1971 24 Hours of Le Mans, though a transmission failure in the sixth hour resulted in regrettable retirement. The following year, the car returned to Sarthe, only to be knocked out of the competition after 244 laps – an accident in the twentieth hour put paid to Weigel's efforts to afford his Porsche a chance to add another meaningful race result to its impressive history. Frustrated, he sold 908/02 022 to his former mechanic, Lothar Ranft, who, in turn, passed custody to Ecuadorian racer, Guillermo Ortega, serving with his home nation's Marlboro Racing Team. With the car's nose painted in the bright colours of the Ecuadorian flag and its body a pale blue, Ortega and his co-driver, Fausto Merello, finished an unanticipated seventh place overall at the 1973 24 Hours of Le Mans, though a repeat performance at the following year's daylong endurance event in France proved out of the question – a big crash in the late hours of the 1974 event forced retirement. Complete with the resultant chassis and bodywork damage, the car was subsequently sold to an employee of Porsche Salzburg, though Ortega kept hold its engine and gearbox for further use.

#### GO DEUTSCH

On August 22nd 1974, what was left of 908/02 022 passed to August's company, Deutsch Brothers Racing. In German sports car competitions, he was running

a 908 powered by a Rover V8 mated to a Hewland gearbox. Considering he didn't have a requirement for an expensive Porsche engine or transmission, 908/02 022 – by this time, little more than a rolling shell – was seen as perfect fodder for a supply of spares. Fortunately, the drivers Deutsch Brothers Racing ran in its cars, as well as August himself, proved to be excellent at avoiding accidents, meaning 908/02 022 was left to collect dust at the back of the firm's workshop as a willing donor ready to be cannibalised should the need arise.

August's Rover-propelled 908 was sold in the late 1970s. He bought another surviving 908 as the 1980s drew near and, when this later car was also passed to a new owner, he pulled 908/02 022 out of retirement for the European Interserie, a championship similar to Can-Am insofar as rules were relaxed about the kind of cars which could participate. A race-tuned flat-six loaded with twin K27 turbochargers and a 935 gearbox (modified to work upside-down due to the 911 lump being turned and installed where the mid-mounted flat-eight used to live) was added, along with bodywork fashioned by Kurt Lotterschmid, one of August's drivers and the founder of Lotec, a German sports car manufacturer established in 1962 and, following the arrival of the 911 Turbo (930), famous for modifying Porsches from 1975.

August experimented with the position of the turbochargers, initially mounting them at the rear, but later settling on them being positioned at each side of the car, as Porsche did with the 962. Between 1982

**Above** David Piper, himself a key contributor to *Le Mans* with his own story to tell, drove the car during a parade lap at the Le Mans Classic





and October 1988, 908/02 022 made an appearance at several races in Germany and Austria with this configuration, and when Porsche decided to sell off all of the factory's surplus 908 spares during this period, August snapped up the original body panel moulds.

Against the era's ubiquitous Lolas and McLaren M8s, chassis 022 proved very fast and won its class many times, but August had no reason to think he was in possession of anything other than an 'ordinary' 908. It wasn't until the seed was sown at the back end of the decade that the car's true history would begin to reveal itself. A Porsche prototype enthusiast looked at the chassis stamp and suggested August contact the manufacturer to confirm the car's history, which the interested party was convinced would reveal McQueen's ownership and, therefore, 908/02 022's rich and colourful history in helping not only to create one of cinema's most enduring motorsport movies, but also its role in simultaneously documenting Porsche's first overall win at the 24 Hours of Le Mans.

A year after sending a letter to Zuffenhausen, August received the aforementioned correspondence from Jürgen Barth. At the same time, the discontinuation of Interserie meant there was no other event for the car to compete in. Of course, Porsche history was nowhere near as valuable or as well-regarded back then as it is today — when many obsolete race cars (Porsche and otherwise) were being robbed of their vital organs and turned into bean cans, August had the good sense to pull a dust sheet over 908/02 22 until he could decide what

to do with it. The answer to his question would come in 1998, more than a decade later.

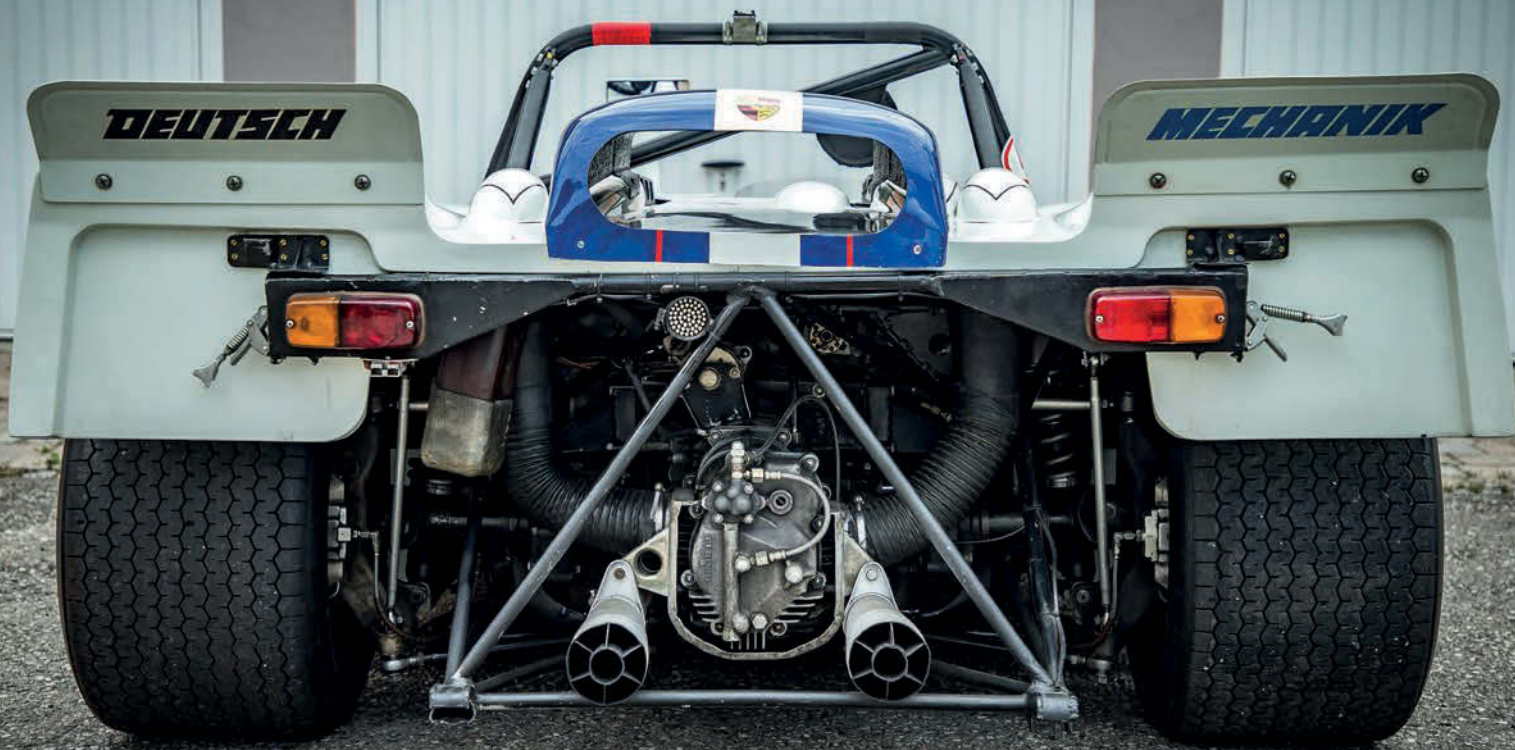
### MATTER OF TIME

Hubertus Graf von Dönhoff, founding father of the AvD Oldtimer Grand Prix, paid a surprise visit to August's workshop and asked if he would like to bring the former McQueen machine to the celebratory Oldtimer event occurring at the Nürburgring during the first year of the new century. There was only one catch: the car had to be restored to its original state. Two years might seem like plenty of time to complete a project like this, but as anyone involved in automotive restoration projects can attest, when balancing work and family life, evenings and weekends are anything but adequate. Thankfully, August was in possession of a Porsche flat-eight (sourced when he first ran 908s in the early 1970s) and he was able to manufacture the correct body panels from the previously purchased moulds. The availability of these parts saved a huge amount of time, though both tasks demanded many hours, the engine being in need of a complete rebuild. Modern safety standards also meant the 908/02 — considered a two-seater in the years following 022's retirement — needed an extended roll hoop and a cabin-mounted fire extinguisher. Incidentally, upon removal, the car's petrol tank revealed the label, *Manufactured for Steve McQueen*, printed on its underside. Now replaced with a modern equivalent part, the original fuel cell is kept in safe storage, retained under lock and key as part of the car's unique history.

**Top** 908/02 022 at the start of the 1970 24 Hours of Le Mans, complete with nose and tail camera cowlings

**Above** The car's original fuel cell revealed markings confirming its date of manufacture and, importantly, who the order was placed by





And so, it happened! On August 5th 2000, after two years of precise, detailed work, the purified 908/02 022 took to the start line once again. There was only one problem – in his haste getting the car ready for the event, August had failed to secure the services of a driver! At Hubertus Graf von Dönhoff's suggestion, August himself, the holder of a valid FIA driving licence, took to the cockpit and, as you can imagine, thoroughly enjoyed time in charge of his restored Porsche prototype. Equally as easy to bring to mind is the image of crowds surrounding the car, not least due to the fact it wore McQueen's no.48 Sebring livery, last seen some thirty years beforehand.

### TREADING CAREFULLY

Outings in the Classic Group 4 Series (a precursor to today's Masters Historic Sportscar Championship) followed, with August racking up a cabinet of trophies earned at tracks as prestigious as Spa and the Nürburgring. Despite some race organisers warning the field to be extra-respectful of 908/02 022 (primarily due to its financial value usually outweighing that of a race's entire grid put together), as soon as August gets behind the wheel, this is, once again, simply a racing Porsche and gets driven hard, just like any other.

In 2010, Patrick Peter, founder of Peter Auto, invited August to present the car at the year's Le Mans Classic. Patrick also asked August whether he'd like to fit a mock camera to the revitalised Porsche, as well as dress it in the blue livery worn when participating in the 1970 24 Hours of Le Mans as a filming mule for Solar Productions. The body decoration was easy enough to achieve, but making copies of the original large camera covers wasn't quite so simple – Markus, working with

nothing but period photographs, a set square and a fifteen-inch wheel for scale, spent a huge amount of time fabricating authentic replica cowlings in time for the event, where veteran Porsche racer and serial 917 owner, David Piper, was invited to hop into the hot seat.

Piper raced frequently between 1962 and 1970, usually in his personally owned Ferraris and Porsches, gaining a reputation for consistent results. He was one of the professional drivers recruited by Solar Productions for the shooting of *Le Mans*, though a crash during filming resulted in him losing part of one leg. Nonetheless, he was only too happy to oblige August's invitation, further adding to the car's history and bringing his own *Le Mans* story full circle. Indeed, as soon as Piper climbed into the open cockpit, he demonstrated exactly what Linge and Williams had to deal with in 1970 – at Piper's insistence, the replica camera cowlings had to be removed because he claimed sight of road and traffic at each end of the car was hugely compromised. Earlier, to cater for his disability, a specially adapted steering column (paired to a steering wheel with integrated throttle control) was introduced to proceedings.

Despite Piper's celebratory star turn at the Le Mans Classic, the film career of this illustrious second-place finisher takes centre stage. 908/02 022 is, without any shadow of doubt, one of the most symbolic Porsche sports prototypes built, not only because of its time racing in McQueen's ownership (and that amazing race at Sebring), but also because of its role in helping to produce some of the most exhilarating live-action motoring movie footage ever captured. The fact it was shot during our favourite manufacturer's most historically important race is the icing on the cake. And that's a wrap! **CP**

**Above** Blue cowling shows where the Solar Productions team mounted cameras to capture some of the most exciting motorsport footage seen in cinemas





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# THE HIDDEN LE MANS HERO

Few people remember the sterling effort of Guy Chasseuil and Claude Ballot-Léna in finishing the 1970 24 Hours of Le Mans in sixth place overall... in a 914!

Words **Robert Smith** Photography **Porsche**

For most Porsche fans, when asked to bring to mind the 1970 24 Hours of Le Mans, two distinct visions present themselves: the red-and-white Salzburg 917 K driven to the win by Hans Herrmann and Richard Attwood, achieving Porsche's first overall victory at Circuit de la Sarthe, and, as we've highlighted elsewhere in this issue of *Classic Porsche*, light blue Porsches battling with fiery red Ferraris in Steve McQueen's motorsport movie marathon, *Le Mans*, filmed during the race itself. What

many fail to recall (or worse, didn't know about in the first place) is the no.40 914/6 GT, entered into the same race by the motorsport arm of French sports car dealer, Établissements Sonauto. Finishing an astonishing sixth overall, it was preceded only by a pair of five-litre V12-powered Prancing Horses, a duo of flat-twelve-propelled 917s (including Attwood and Herrmann's car), a seven-litre V8-driven Chevrolet Corvette C3 and a 908/02 entered by the Martini Racing team and loaded with a three-litre flat-eight. And yet, with its punchy 911-derived 1,991cc flat-six, the boxy, Targa-topped, bright white

**Above** Not only did the no.40 914 get its own post-race Porsche poster, a dummy 914 was dressed to look like the car and cast as an 'extra' for post-race action filming on the set of the *Le Mans* movie





**Above** Claude Ballot-Léna and Guy Chasseuil powering the Sonauto 914/6 GT to a staggering sixth place overall

914 managed to finish ahead of every 911 in the field, and even placed ahead of the Solar Productions 908/02 you've just finished reading about.

Sonauto's entry is significant for more than simply affording the 914 a place in the starting line-up at Le Mans. As you will discover on page 78, the company was founded by none other than Auguste 'Toto' Veuille, the very driver who raced the no.46 356 SL Coupe to a class win at Porsche's first 24 Hours of Le Mans in 1951. Nineteen years later, Sonauto's 914, configured with the factory GT package of wide, square wheel arches, a potent flat-six and chassis upgrades, was being driven by Guy Chasseuil and Claude Ballot-Léna in all manner of challenging weather, from heavy rain to a full-on storm, which saw half the entry list retire by morning.

The plucky 914, however, kept going, battling the Corvette (a privateer entry from its owner, Henri Greder) and the no.47 Écurie Luxembourg 911 S for race position. It's worth noting one of the 911's drivers was none other than the late Erwin Kremer (yes, *that* Erwin Kremer), but Chasseuil and Ballot-Léna kept their cool to the very end of the race, an effort made even more amazing by the fact they didn't stop for a change

of tyres or brakes. We should point out, though, the Corvette finished ahead of Sonauto's entry, but due to the American muscle machine not completing its required number of laps, sixth place was handed to the 914, which racked up 285 laps of Sarthe, three more than the 2.5-litre Écurie Luxembourg 911 could complete in the same timeframe.

In part, the 914's lightweight construction (estimated to be some forty-plus kilos lighter than the competing 911s) helped it fly through the race without beating its

chassis components to a pulp and without the level of tyre degradation suffered by other competing cars. There was an obvious benefit regarding fuel efficiency, too. The

## THE BOXY, TARGA-TOPPED, BRIGHT WHITE 914 MANAGED TO FINISH AHEAD OF EVERY 911 IN THE FIELD

car even finished second in the race's Index of Thermal Efficiency standings (pipped to the post by the Martini Racing 917 long-tail driven to second-place overall by Gérard Larrousse and Willi Kauhsen) and fourth in the accompanying Index of Performance chart (again, only beaten by Stuttgart's sports prototypes).

While it's understandable the Salzburg 917 is the star of the 1970 24 Hours of Le Mans, let's not forget the no.40 914/6 GT's extraordinary performance in the same race. **CP**

**Right** Heavy rainfall made the race hugely challenging for all involved, with half the field retiring early on





# 24 Heures du Mans 13/14 Juin 1970

## CLASSEMENT GENERAL

- |                          |               |
|--------------------------|---------------|
| 1. HERRMANN/ATTWOOD      | PORSCHE 917   |
| 2. LARROUSSE/KAUHMEN     | PORSCHE 917   |
| 3. LINS/DR. MARKO        | PORSCHE 908   |
| 4. POSEY/BUCKNUM         | FERRARI 512S  |
| 5. DE FIERLAND/WALKER    | FERRARI 512S  |
| 6. CHASSEUIL/BALLOT-LENA | PORSCHE 914-6 |
| 7. KREMER/KOOB           | PORSCHE 911   |

## L'INDICE DE PERFORMANCE

- |                   |             |
|-------------------|-------------|
| 1. LINS/DR. MARKO | PORSCHE 908 |
|-------------------|-------------|

## L'INDICE AU RENDEMENT ENERGETIQUE

- |                      |             |
|----------------------|-------------|
| 1. LARROUSSE/KAUHMEN | PORSCHE 917 |
|----------------------|-------------|

## COUPE DE GRAND TOURISME

- |                          |               |
|--------------------------|---------------|
| 1. CHASSEUIL/BALLOT-LENA | PORSCHE 914-6 |
|--------------------------|---------------|



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# CALIFORNIA SOUL

When Jack Staggs chose to build a business around the 356, friends told him he'd be shutting up shop within months. Almost fifty years later, he's busier than ever...

Words Alex Grant Photography Andy Tipping









**Above** A high number of the USA's 356s come and go from Jack's SoCal workshop

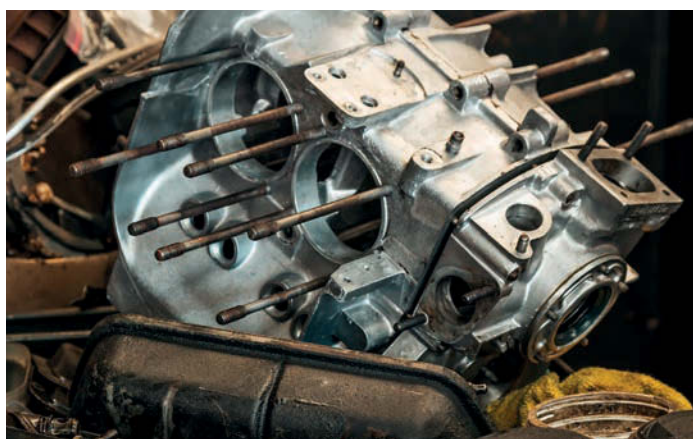
**L**ocated halfway between Los Angeles and San Diego on the southern California coastline, San Clemente's appeal really depends on your perspective. Its warm waves are a lure for surfers, the Spanish colonial-style architecture a magnet for tourists, while the old Pacific Coast Highway reaches its conclusion amid the town's beachside houses. But for Porsche enthusiasts, San Clemente is synonymous with two things: Jack Staggs and the 356.

"I currently work on close to two-hundred different 356s. Thousands have passed through my garage doors over the years," he tells us, leaning into the shade cast from his workshop roof. "There's just something about a 356, right? You get them sorted, and they don't break down. It's not like being the owner of a Triumph, an MG or a Chevy. 356s are remarkably durable." Reputation counts for a lot, of course. Tucked away in an otherwise unremarkable yard not far from the water's edge, his premises — at first glance, something which could easily be described as organised chaos — exhibits no signage, no fancy waiting area nor a glass-fronted showroom, and yet, 356 owners pulling up at the now-iconic umbrella (we'll get to this shortly) between the roller doors of his workshop need none of it. For life-long local Jack, almost

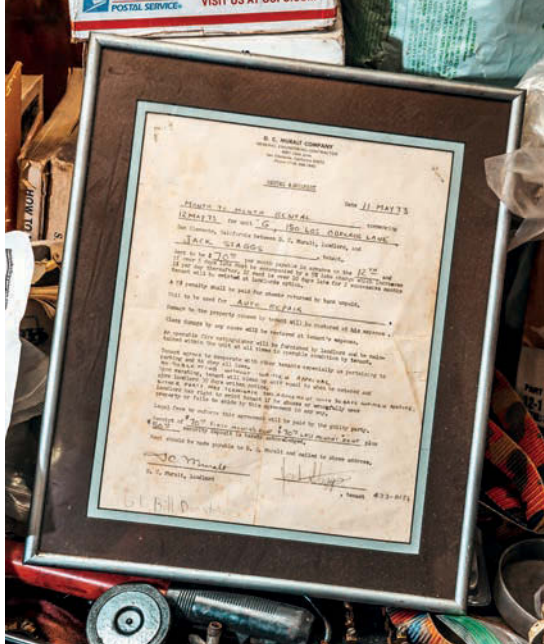
half a century as an independent Porsche specialist speaks louder than glitz, and the roots of his business go back even further than that.

"My dad drove Volkswagens when I was a kid," he tells us. "He owned a 1959 Bug, which he bought new, and a 1961 Camper, which was pretty much a homebrew doer-upper. We went everywhere in that thing, including camping trips and hitting the water at nearby San Onofre, where he was in the surf club, back when it was a private members organisation. Consequently, I learned how to surf when I was seven. He even made me a board," reminisces today's much older Jack, nodding at the surfboards tucked up between the thousands of spare Porsche parts taking up residence in his workshop. "I helped my dad service his cars and, by the time he bought a fairly new 356 C, he had me doing pretty much all his mechanical work."

Jack's first paid job was the overhaul of the flat-four powering his uncle's 1964 Beetle, which covered an additional 130k hassle-free miles before being sold. Friends gradually bought cars and asked the young petrolhead for his assistance when their rides were in need of attention, and though he knew working on air-cooled engines was his calling, the delay to setting up his own business was, of course, school. Not that traditional







**Above** Jack's original tenancy agreement, signed May 1973, shortly after he left the studios of George Barris

learning brought a complete halt to his ambitions — at just fifteen years of age, he built a beach buggy out of an accident-damaged Beetle, before buying a 1962 Type 2 Camper and spending available holidays skiing in Aspen, fixing cars for cash in between days on the slopes. Alongside the surfboards in his workshop are a series of skis, all souvenirs from this period of his life.

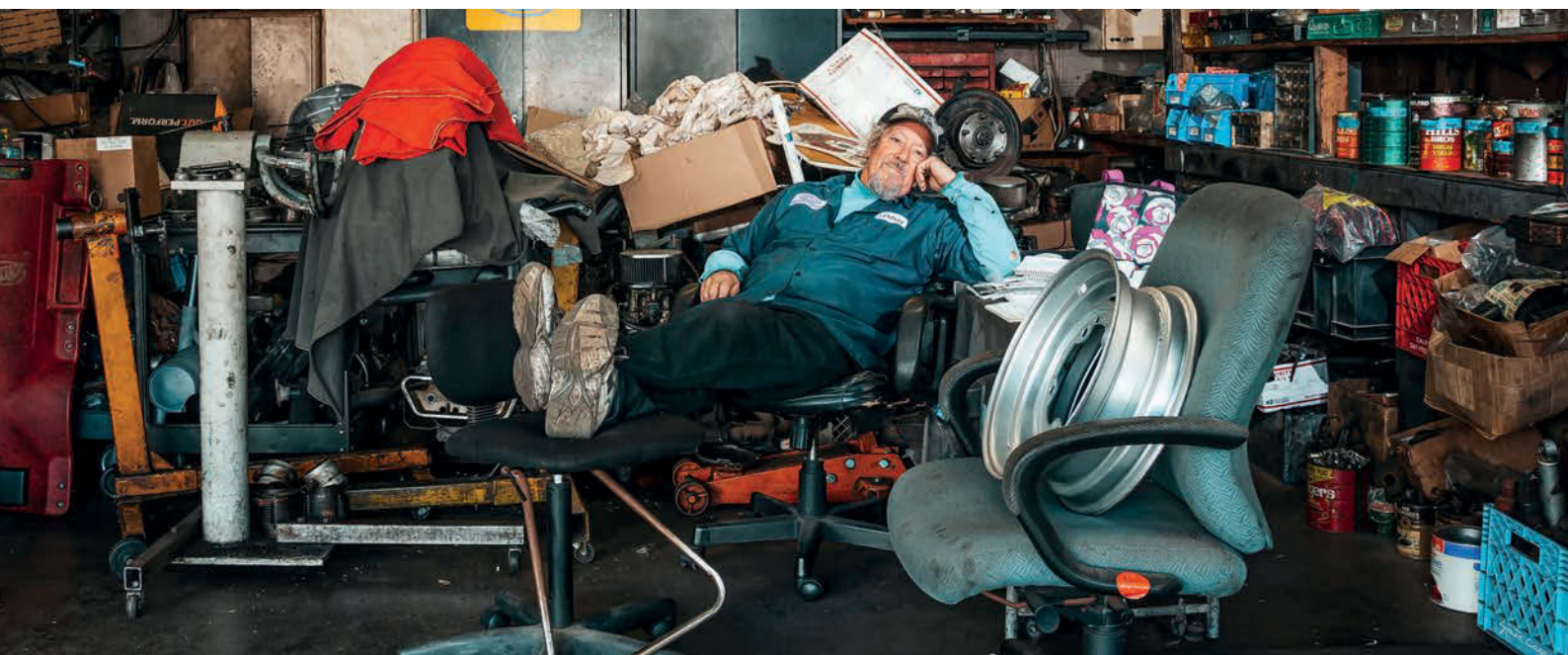
**CAPED CRUSADER**

SoCal remained home, however, and after briefly working at a garage near the Staggs residence, he took a job at the Los Angeles headquarters of George Barris, the car customiser famous for assembling the 1966 Batmobile and the Munster Koach. Building Hollywood's best-known cars would have been a dream gig for most young mechanics, but the move was short-lived. "I couldn't ignore the desire to start out on my own," sighs Jack. "A friend's mother owned a triplex in San Clemente with an empty garage and was looking for a tenant. It was the shot at becoming my own boss I'd been dreaming of and the rent was very low. As far as I was concerned, taking the place and saying goodbye to Barris was a no-brainer."

After kitting the unit out with a workbench and inviting prospective clients to pop in and discuss their requirements, things seemed to be going well, but after his landlady discovered he was using the premises as a place of work (as opposed to somewhere to tinker on

his own vehicles), the rent went up by a whopping fifty percent. A steady stream of 356 repairs took care of the increase in cost, but he couldn't escape the feeling he was throwing money at a unit that, though initially cheap, wasn't really fit for purpose. It was this frustration that encouraged Jack to take on his current workshop after seeing it advertised in the back of a local newspaper all the way back in early 1973. He even has the original tenancy agreement framed and hanging on the workshop wall. Of course, the place has expanded a little since that time — business continued to pick up and, as the need for spare parts and specialist tools increased, the workshop expanded into its neighbouring units. In a bid to cater for the more mundane vehicles on the road (newsflash: not every owner used their 356 as a daily back then), recruited employees grew their specialism beyond air-cooled Volkswagen and Porsche products, extending knowledge to the inner workings of cars produced by other European manufacturers, but Jack's heart remained firmly in the world of Porsche. It is, perhaps, for this reason he experienced a high turnover of staff. "These guys would learn all about a particular make or model, then leave to go and work for a company catering exclusively for those cars. At one point, my staff count included me alone! For this reason and many others, I realised it was cost and time inefficient to focus on anything other than the 356. No more dilapidated

**Below** Relax — you might not know where that missing socket is, but Jack knows where to look







cars from outside the Porsche stable. My friends told me I was crazy for narrowing my focus to a car out of production for more than a decade, but it wasn't long until I was busier than ever," he shrugs.

His hallmarks haven't changed much over the years; never keen to see useful things go to waste, he rescued a workshop tyre changer from a scrap pile in Dana Point forty-five years ago, while his well-known umbrella salvaging began with the donation of junked patio furniture from a neighbouring business soon after he moved in. A second-hand umbrella has been a recognised fixture of his shop frontage ever since. "It's cheaper than a sign and creates shady lunch spot between the shadows of my upturned garage doors," he laughs. "My desk is newer. I used to stand up and work right where it sits, but somebody gave me what started life as an old typewriter table and it seemed to fit in here perfectly. That said, I hate paperwork. I'd rather do an oily job twice than paperwork once!"

### HOT OFF THE PRESS

Of course, with one-car focus and a growing reputation, the shop quickly found its place within the local enthusiast community, helped by the connections Jack

has made through being a member of the 356 Club of SoCal since he attended his first meet in Yosemite in the mid-1970s. It's been a formative relationship — one that had him editing the club magazine for a time, as well as an association which helped to develop his brand. "I figured I should put an advertisement in the magazine, to support the club with some money, but also to raise awareness about the services I offered. It was at that point I realised my business needed a logo," he explains. "The guy whose wife was helping pull the magazine together sat down and drew it for me in ten minutes. Outlaw style was proving popular in SoCal at the time, which is why I wanted the Porsche crest, but without the Porsche name on it. I certainly didn't want to be getting phone calls from lawyers in Stuttgart! We added a skull and crossbones, and my logo has been that way since 1977." His workshop has remained largely unchanged since then, too — Jack knows the 356 arguably better than the engineers who developed it in the first place, and this expertise steers a carefully curated selection of parts tucked into every crevice and hung on every hook his place of work can muster. It means he can summon a replacement component for any of the usual failure points and keep momentum going on customer builds,

**Above and facing page** Spares, tools and pretty much everything else Jack has encountered in fifty years of trading can be found squeezed into every nook and cranny of his workshop

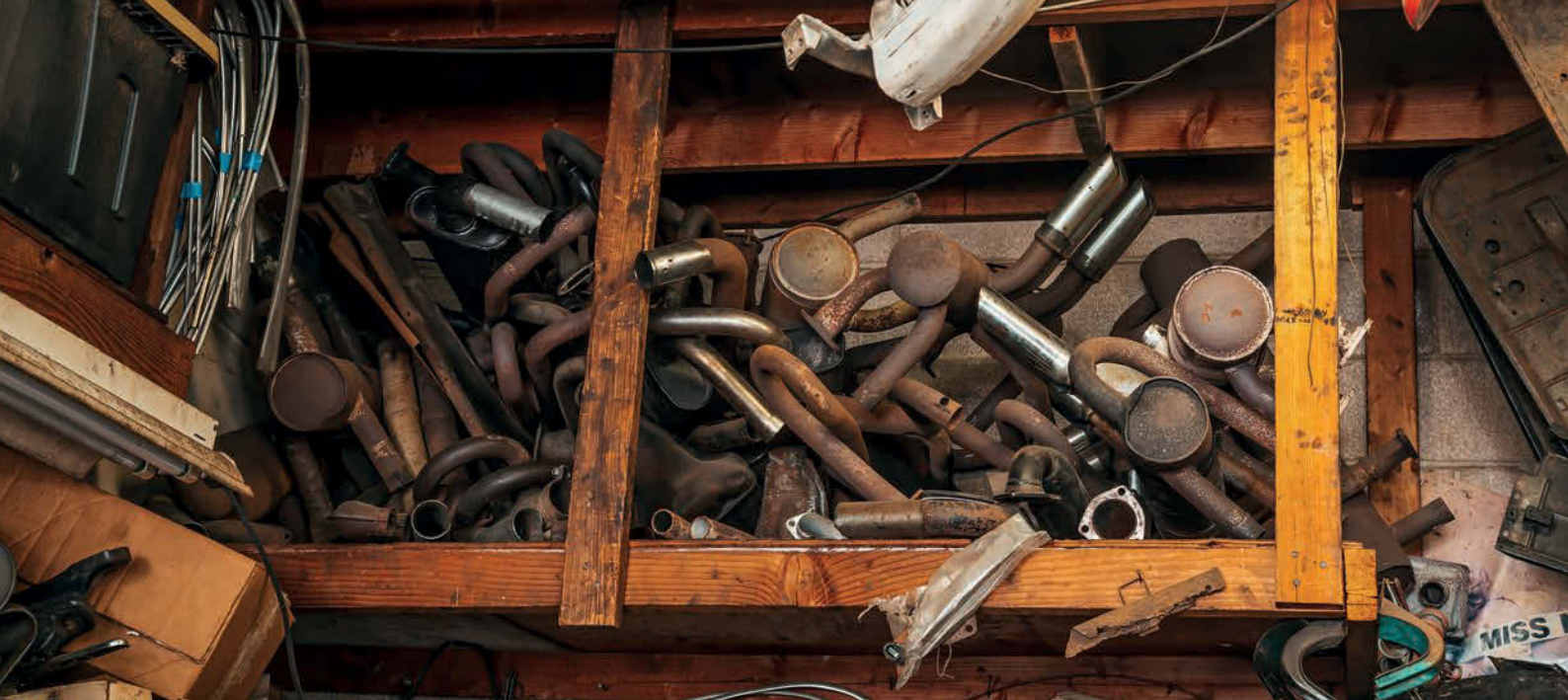
**Bottom left** Jack's logo was designed in the mid-1970s with help from associates of the 356 Club of SoCal











rather than be held up waiting for deliveries. Besides, with a little well-informed re-engineering, some of what's been boxed up here for decades is likely to be more durable than freshly manufactured stock.

### HAVE PORSCHE, WILL TRAVEL

Surprisingly, his approach has brought in a wider customer base than that of a regular independent garage serving owners of different makes and models. Put it this way, there's a long waiting list for a spot in Jack's workshop, and those two-hundred or so regulars come in from as far north as Seattle and as far east as Florida. Pleasingly, because his aim is to make 356s more usable in modern driving environments, many of the cars he works on arrive under their own steam, and visits are often social. For example, drop in on the 356th day of the year (or the closest weekend to it) and you'll find the shutters open, food on the grill and a swap meet going on outside. It's Jack's way of extending inclusivity.

"These days, most of my work is fixing stuff other people have goofed up," he says, smiling. "Once I've done my bit, the mechanical health of an engine is simply down to the owner making sure they observe the correct servicing and maintenance schedule. I certainly wouldn't hesitate to jump in a sorted 356 and drive to Oregon, which is a fifteen-hour drive from down here in Orange County. Of course, I'd check the oil and tyre pressures of the car first!" Touching on what he says about the nature

of work he experiences in the present, following decades when 356s weren't worth a huge amount of money, many laid-up four-cylinder Porsches are being awoken from slumber by owners aware their cars have become valuable assets. New arrivals tend to be long-neglected 356s dragged out of barns and lockups, hauled cross-country into San Clemente to be brought back to life. "It can be quite exciting," he beams, "until I discover a hornet's nest or a crispy rat carcass waiting to greet me!"

He's only half-joking. "It's not unusual for us to find rats in 356 interiors. There's a false floor where you put your feet up against the firewall. Guys will bring a car down that's been sitting for thirty-five years or longer, and there will be a dead rat in the pedals. My employee, Kerry, started saving them up — he is in possession of the world's finest collection of former rodent inhabitants of the best sports car ever made!" And, in this corner of SoCal, Jack is turning out some of the best 356s left on the road. It's a legacy of durable revivals he hopes will keep the 356 experience alive for future generations. Of course, he's also putting his money where his mouth is — the most regular visitor to his shop is his own 356.

"The biggest problems I've experienced with my Porsche have been a loose axle nut, the aftermarket tape deck packing up and heater system failure. There's just something about the 356," he says. "Porsche knew how to build its cars to last." And that's one San Clemente perspective everyone can agree on. **CP**

**Above** You never know when they'll come in handy...







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# A STORY OF SUCCESS

Celebrating exactly seventy years since Porsche's successful first entry at Le Mans, we take a look at the marque's record-breaking achievements in the world's oldest active endurance sports car race...

Words Dan Furr Photography Porsche





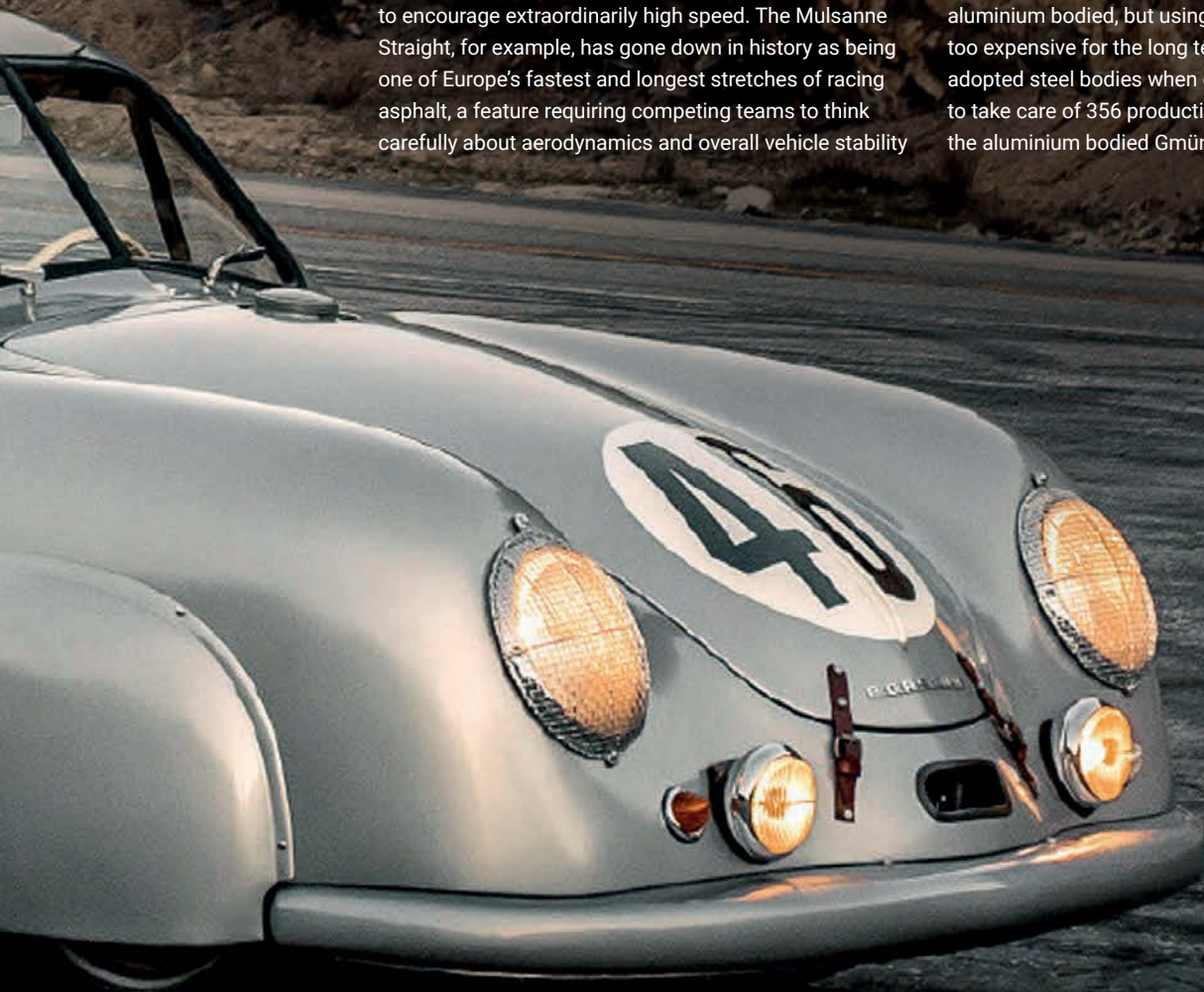
Porsche is the only manufacturer to have contested the 24 Hours of Le Mans every year since 1951. Seven decades without a break is a remarkable achievement, and one rewarded by no fewer than nineteen overall wins (seven in a row from 1981 to 1987) and more than one hundred class victories. This unrivalled success in one of the world's most challenging races has made Le Mans as much a part of Porsche as the famous three-digit nomenclature, nine-one-one.

The first 24-hour event at Le Mans took place in 1923. Grand Prix racing was the dominant motorsport force in Europe, leading to the introduction of a different type of test for man and machine: the focus wasn't on a manufacturer's ability to produce the *fastest* car, but its ability to build the most *reliable*, achieved through the deployment of innovative engineering. The development of ground-breaking fuel efficiency technologies was also a key aspect of what competition organisers had in mind — endurance racing requires cars to spend as little time as possible being attended to in the pit lane, whether visiting for repair or refuelling.

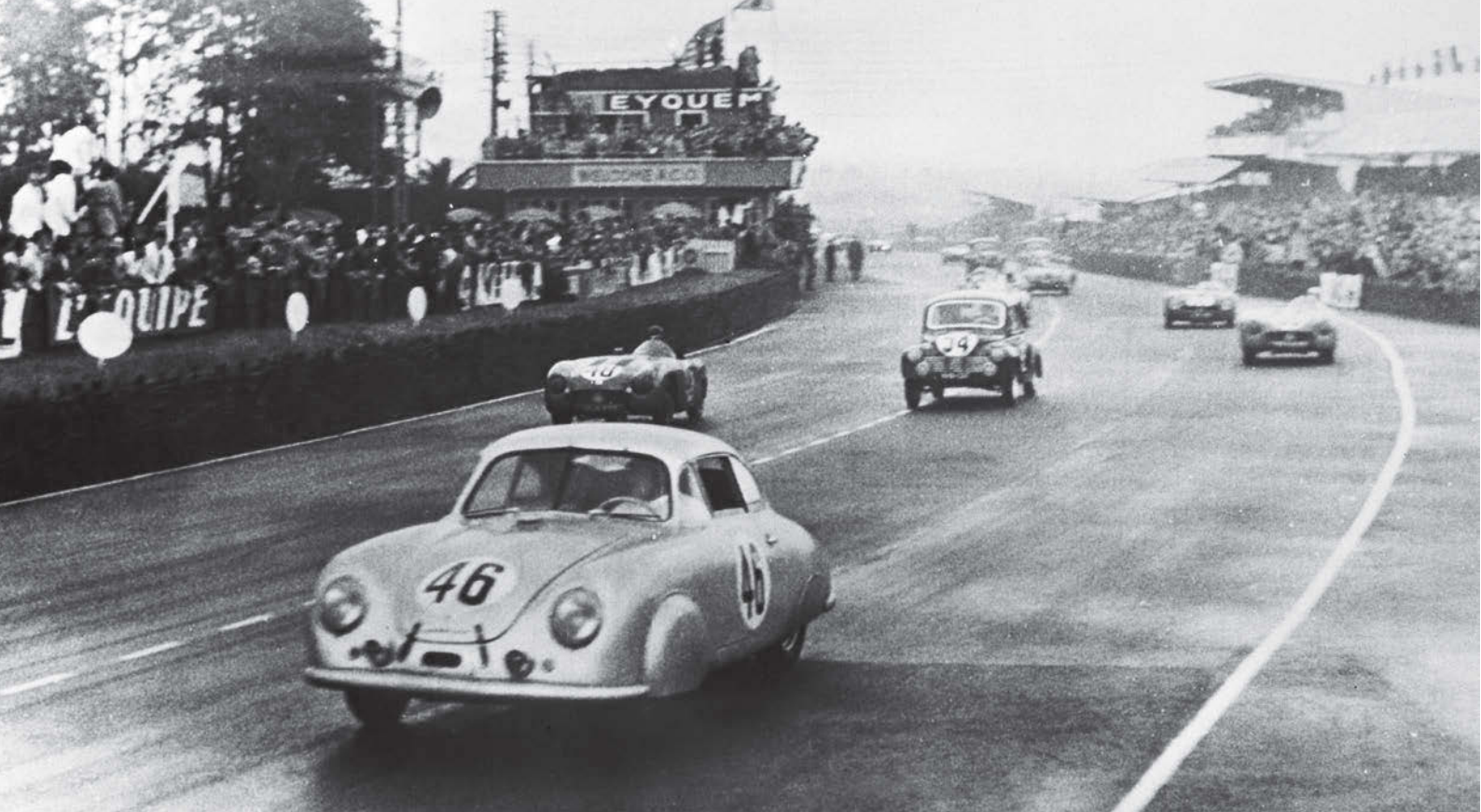
Adding to the challenge of requiring each participating manufacturer to construct cars that can quite literally go the distance, the Le Mans track layout was designed to encourage extraordinarily high speed. The Mulsanne Straight, for example, has gone down in history as being one of Europe's fastest and longest stretches of racing asphalt, a feature requiring competing teams to think carefully about aerodynamics and overall vehicle stability

(many of you will remember the shocking images of Peter Dumbreck's Mercedes-Benz CLR flipping wildly in 1999). Furthermore, because much of the Le Mans circuit incorporates public roads, these stretches of track lack the smooth surface of a closed circuit. In other words, chassis components are subjected to huge strain, emphasising the need for participating cars to be built with steadfast reliability in mind.

At the suggestion of Auguste 'Toto' Veillet, Porsche's official importer in France and founder of the Sonauto luxury vehicle sales company, the Stuttgart concern was the first German marque to enter Le Mans after World War II. Ferry Porsche recognised race wins would translate into production sales, primarily because the reliability and pace of Porsche sports cars — should they turn in an incident-free performance at the track — would be well documented in the motoring press come race end. This was, as he saw it, a cost-effective form of advertising likely to reach the discerning automotive enthusiast Porsche wanted to attract. Consequently, a brace of 356 SL Coupes was entered into the brand's first 24 Hours of Le Mans, which took place on 23rd June 1951. The construction of these 356s is worth a mention — during the first year of assembly in the now famous former sawmill at Gmünd (the Austrian town the Porsche family relocated to during the war), 356s were aluminium bodied, but using this material was proving too expensive for the long term, which is why Reutter adopted steel bodies when commissioned by Porsche to take care of 356 production from 1949. A handful of the aluminium bodied Gmünd cars remained in Porsche's







possession, however, and were completed by wage workers at Tatra before being delivered to Zuffenhausen following Porsche's return to Stuttgart in 1950. And with lightweight construction offering obvious performance advantages, the Gmünd coupes served as the basis for the 1.1-litre 356 SL (*Super Leicht*) Coupes prepared for the 24 Hours of Le Mans.

#### GOING IT ALONE

Fast-forward to preparations for the race itself, and Veuillet (accompanied by his fellow countryman, Edmond Mouche) was drafted in to drive the no.46 356 SL Coupe (equipped with aerodynamically superior underbody cladding, brake cooling ducts, a larger fuel tank, uprated dampers, structure reinforcement plates and quick release body panel fasteners), while Grand Prix veteran, Robert Brunet (paired with Rudolf Sauerwein) was tasked with pitching the sister car, decorated with the number 47. Sadly, during a wet practice session, the latter suffered catastrophic accident damage, leaving the fate of Porsche's first appearance at Le Mans entirely in the fortunes of a single 356.

Despite constant heavy rain causing half the sixty-strong field (chiefly entries from Aston Martin, Frazer-Nash, Healey, Jaguar, Renault and many privateer teams, with star drivers, including Stirling Moss, Briggs Cunningham, Juan Manuel Fangio, Jean Behra, Pierre Veyron, Jean-Louis Rosier and overall race winner, Peter Walker) to retire, the lone Porsche put in a sterling performance, tackling the difficult driving conditions without complaint to bag the 1.1-litre class win and a welcome twentieth place overall. This impressive result

marked the beginning of an exceptional relationship between Porsche and Le Mans.

Veuillet enjoyed further success with the 356, taking top honours in the 1951 Coupes de Salons at Montlhéry and the 1952 non-championship ACO meet held at Circuit International de Vitesse in Bordeaux. His return to Le Mans for Porsche (with Mouche again serving as co-driver) that year yielded another 1.1-litre class win, but also a significant improvement on the 1951 result: the works 356 SL Coupe finished eleventh overall. Privateers were getting in on the act, too. Auguste Lachaize entered a 356 SL Coupe powered by a 1.5-litre flat-four into the race and was leading his class, only to be disqualified in the nineteenth hour due to a pitlane safety infringement: his car's engine was left running (to avoid permanent stalling) during refuelling. The second works 356 (driven by Huschke von Hanstein and Petermax Müller) retired

much earlier due to transmission failure.

Clearly, Porsche was off to a strong start at Le Mans and, as the decade drew on, 356s competed alongside the newly introduced 550 Spyder, racking up even more

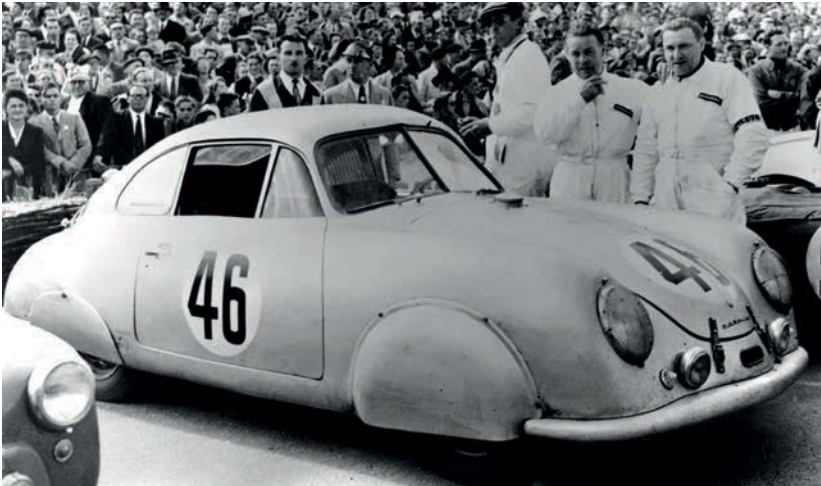
class wins along the way, but it wasn't until the arrival of the 718 RSK Porsche began to experience serious success in Sarthe. Indeed, in 1958, the manufacturer's first podium in overall classification arrived thanks to the power and reliability of the 1.6-litre 718 at the hands of star drivers, Jean Behra and Hans Hermann, the pair finishing in third place overall. The dynamic duo's Porsche simultaneously managed to achieve victory in the two-litre class (and, it should be noted, the smaller-engined sister 718 RSK driven by Edgar Barth and Paul Frère finished close behind in fourth place overall, taking the 1.5-litre class win), but it was Porsche's results as

**Above** The no.46 356 SL Coupe took first-in-class at Porsche's maiden 24 Hours of Le Mans in 1951, marking the start of an unbroken seventy years of participation

**Opening spread** The car is it is today, in the ownership of air-cooled Porsche collector, Cameron Healey

## IN 1968, FOR THE FIRST TIME IN ITS HISTORY, THE WORKS TEAM ACHIEVED THE FASTEST QUALIFYING LAP AT LE MANS





**Above** Auguste Veuillet and Edmond Mouche with the no.46 356 SL Coupe

**Top right** The triumphant Porsche passes the pit boxes



**Below** Of the two 356 SL Coupes readied for Le Mans, only the no.46 car would race following accident damage sustained to the no.47 car during testing

**Bottom** Ferdinand Porsche with a 356 Gmünd Coupe, pictured in 1950

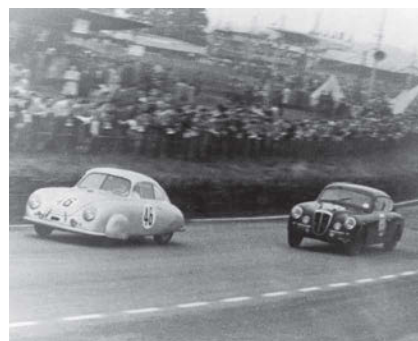
a constructor that impressed the most: thanks to the efforts of the works team and privateers (JP Colas and Carel Godin de Beaufort, both teams running a 550A) finishing in the top ten, Porsche took second place in the constructors championship, ahead of Aston Martin, Lotus and Osca, beaten only by the might of Ferrari.

Riding high on the positive results of 1958, Porsche entered three 718 RSKs into the 1959 24 Hours of Le Mans, while privateer teams readied another two examples of the same car, as well as a 550A RS. Taking the wind out of Zuffenhausen's sails, this particular race was a rare and embarrassing failure for Porsche – all six cars retired with a mix of engine and transmission complaints. In fact, it would be almost ten years and the start of Ferdinand Piëch's reign overseeing Porsche motorsport programmes before Le Mans glory would return to the Stuttgart brand. Nevertheless, in 1968, for the first time in its history, the works team achieved the fastest qualifying lap at Circuit de la Sarthe, a feat made possible by the driving skills of Jo Siffert and Hans Herrmann in the 908. Porsche cars occupied second

and third podium spots at race end. It was a superb achievement, and one that paved the way for the sports car maker's first overall win – a result regarded as the most important in the marque's motorsport history.

The 917 made its debut at Le Mans in 1969, but clutch failure forced early retirement after what had been a strong start. The story was very different at the beginning of the new decade. Porsche racing stalwart, Hans Herrmann, partnered with Le Mans and Formula One veteran, Richard Attwood, to hammer the no.23 Salzburg 917 K (the K standing for *Kurzheck*, roughly translated as 'short-tail') across the finish line in an eventful race marred by heavy rain. In fact, the weather was so bad, only sixteen participating cars reached the end. Twelve of them were Porsches.

Herrmann and Attwood's 917 short-tail ended the race five laps ahead of the Martini Racing 917 long-tail driven by Gerard Larrousse and Willi Kauhsen, while the same team's 908/02 took the final podium place thanks to 335 laps completed by Helmut Marko and Rudi Lins. Auguste Veuillet's Sonauto concern entered a 914/6 GT







into the race, taking the two-litre class win and finishing three laps ahead of the non-classifying Solar Productions 908/02 *Le Mans* camera car featured on page 56 of this very magazine. A 911 S driven by Erwin Kremer rounded out the points scoring results, with six more 911s (five S-badged machines and a lone 911 T entered by Switzerland's Wicky Racing Team) crossing the finish line behind the Greder Racing Corvette C3, a pair of Ferrari 512s and a single 312P Coupe. Piëch's dedication to investing in the development of championship-winning cars capable of beating Ford's 'unlimited budget' GT40 was paying dividends.

"The first time I sat behind the wheel of a 917 was in 1969, during qualifying for Le Mans," recalled Attwood. "Make no mistake, the car was incredibly difficult to drive. Its aerodynamics were wayward, and I detected worrying lift at speed. Thankfully, by 1970, the guys at the factory had ironed out these complaints. We were now ready to go racing in a fully sorted Porsche. The event itself was full of incident, lots of crashes and retirements, bad weather, aquaplaning, the works. Surprisingly, these terrible driving conditions worked in our favour, allowing us to take the lead after just ten hours. It was ridiculous position to be in, primarily because Hans and I were by no means piloting the fastest car on the track."

Despite battling electrical problems and misfires caused by heavy rain, Hermann and Attwood managed to secure Porsche's first overall victory at Le Mans. It was a momentous occasion, and one that took on growing significance with each subsequent overall win

Porsche would go on to achieve in France: another works triumph at Le Mans arrived twelve months after the distinctive red-and-white Salzburg-liveried 917 bagged sports car racing's ultimate prize. Floodgates open, this second victory occurred exactly two decades after the aforementioned 356s heralded the start of our favourite manufacturer's commitment to the world's most famous endurance contest.

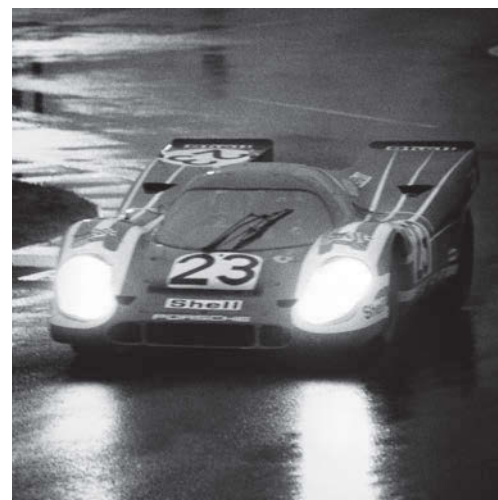
#### THE SAFE BET

Thirty-three of the forty-eight starters were Porsches in 1971. In other words, a Stuttgart win seemed highly likely from the off. Motorsport fans were kept entertained with Porsches achieving record-breaking qualifying laps, fastest race laps, fastest average speed and the longest distance travelled (3,315 miles to be exact). Fittingly, Ferry Porsche dropped the start flag. Attwood finished second in his Gulf-liveried 917, close behind the magnesium-framed Martini Racing 917 short-tail driven by Helmut Marko and Gijs van Lennep. Of the thirteen cars that finished in classification, ten were Porsches. It would, however, be another five years before the Stuttgart brand hit the top spot, when the Martini Racing team fielded a 935 and a 936, the latter driven by Jacky Ickx and van Lennep. The car romped home to first place, with Ickx returning to try his hand at achieving the same result for Porsche in 1977. This time, the Martini squad campaigned a pair of 936s, but things didn't go according to plan: Ickx's car lost power early on, while the remaining Porsche trailed behind in forty-second place.

**Above** Arguably the most attractive of all 917s, the Salzburg short-tail coupe romped to victory, securing Porsche's first overall victory at the 24 Hours of Le Mans

**Bottom left** Richard Attwood reacquaints himself with 'mission control'

**Below** The car pictured battling adverse weather during the race in 1970





# 24 Heures du Mans

## 13/14 Juin 1970



**CLASSEMENT GENERAL**

1. Marko v. Lenner Porsche 917K
2. Althoff/Rölliger Porsche 917K
3. Poser/Adamowicz Ferrari 512 M
4. Crut/Weir Ferrari 512 M
5. Cheneil/Jun. Grossmann Ferrari 512 B
6. Garcia/Angelino Porsche 917S
7. Brun/Muller Porsche 917S
8. Muzetta/Borini Porsche 917S

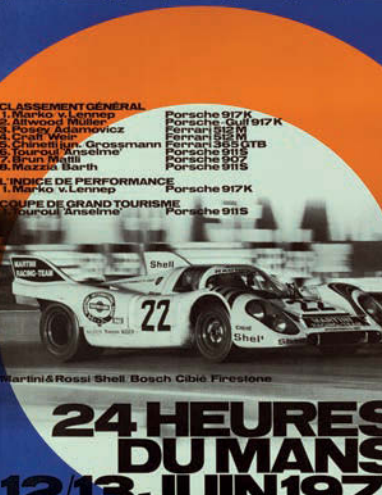
**L'INDICE DE PERFORMANCE**  
1. Marko v. Lenner Porsche 917K

**COUPE DE GRAND TOURISME**  
Tournoi Anselme Porsche 911S

Martini & Rossi Shell Bosch Cible Firestone

# PORSCHE

# PORSCHE



**CLASSEMENT GENERAL**

1. Marko v. Lenner Porsche 917K
2. Althoff/Rölliger Porsche 917K
3. Poser/Adamowicz Ferrari 512 M
4. Crut/Weir Ferrari 512 M
5. Cheneil/Jun. Grossmann Ferrari 512 B
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7. Brun/Muller Porsche 917S
8. Muzetta/Borini Porsche 917S

**L'INDICE DE PERFORMANCE**  
1. Marko v. Lenner Porsche 917K

**COUPE DE GRAND TOURISME**  
Tournoi Anselme Porsche 911S

Martini & Rossi Shell Bosch Cible Firestone

# 24 HEURES DU MANS

## 12/13 JUNI 1971

# PORSCHE

# PORSCHE-SIEG

## 24 Stunden LE MANS

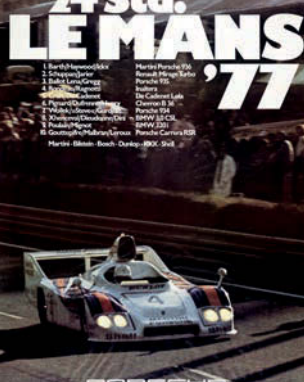


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# 24 Std. LE MANS '77



**CLASSEMENT GENERAL**

1. Barth/Hammel/Leitz Porsche 917K
2. Barth/Hammel/Leitz Porsche 917K
3. Barth/Hammel/Leitz Porsche 917K
4. Barth/Hammel/Leitz Porsche 917K
5. Barth/Hammel/Leitz Porsche 917K
6. Barth/Hammel/Leitz Porsche 917K
7. Barth/Hammel/Leitz Porsche 917K
8. Barth/Hammel/Leitz Porsche 917K
9. Barth/Hammel/Leitz Porsche 917K
10. Barth/Hammel/Leitz Porsche 917K

Martini Shell Bosch Cible Firestone

# PORSCHE

# 24 Stunden Le Mans '79



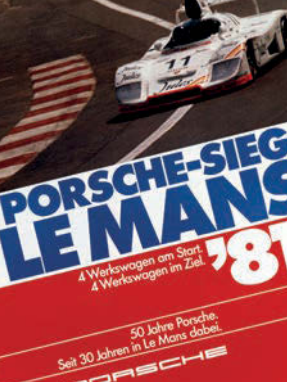
**CLASSEMENT GENERAL**

1. Barth/Hammel/Leitz Porsche 917K
2. Barth/Hammel/Leitz Porsche 917K
3. Barth/Hammel/Leitz Porsche 917K
4. Barth/Hammel/Leitz Porsche 917K
5. Barth/Hammel/Leitz Porsche 917K
6. Barth/Hammel/Leitz Porsche 917K
7. Barth/Hammel/Leitz Porsche 917K
8. Barth/Hammel/Leitz Porsche 917K
9. Barth/Hammel/Leitz Porsche 917K
10. Barth/Hammel/Leitz Porsche 917K

Martini Shell Bosch Cible Firestone

# PORSCHE

# PORSCHE-SIEG: LE MANS '81



4 Werkswagen am Start  
4 Werkswagen am Ziel

50 Jahre Porsche  
Seit 30 Jahren in Le Mans dabei

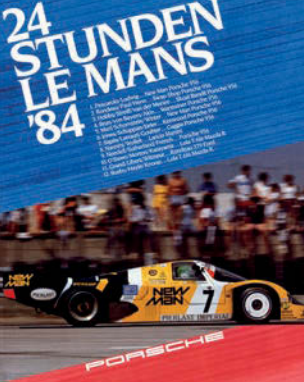
# PORSCHE

# Nobody's perfect.

1. Porsche  
2. Porsche  
3. Porsche  
4. Porsche  
5. Porsche  
6. Porsche  
7. Porsche  
8. Porsche  
9. Sauber/BMW  
10. Porsche

Thanks to the high endurance team that Le Mans, over 1000 kilometers in 24 hours of gruelling effort, has been won by Porsche. Porsche has a long history of success in Le Mans. There's always more to come from the team of Porsche. COSCE-LENS

# 24 STUNDEN LE MANS '84



**CLASSEMENT GENERAL**

1. Barth/Hammel/Leitz Porsche 917K
2. Barth/Hammel/Leitz Porsche 917K
3. Barth/Hammel/Leitz Porsche 917K
4. Barth/Hammel/Leitz Porsche 917K
5. Barth/Hammel/Leitz Porsche 917K
6. Barth/Hammel/Leitz Porsche 917K
7. Barth/Hammel/Leitz Porsche 917K
8. Barth/Hammel/Leitz Porsche 917K
9. Barth/Hammel/Leitz Porsche 917K
10. Barth/Hammel/Leitz Porsche 917K

Martini Shell Bosch Cible Firestone

# PORSCHE

# 24 STUNDEN LE MANS 1985

Zehn Siege in Le Mans  
Rekord der Zuverlässigkeit

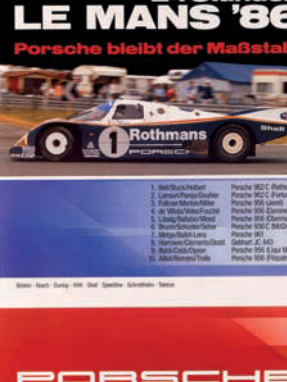
1970	1981
1971	1982
1976	1983
1977	1984
1979	1985



# PORSCHE

# 24 Stunden LE MANS '86

Porsche bleibt der Maßstab.



**CLASSEMENT GENERAL**


1. Barth/Hammel/Leitz Porsche 917K
2. Barth/Hammel/Leitz Porsche 917K
3. Barth/Hammel/Leitz Porsche 917K
4. Barth/Hammel/Leitz Porsche 917K
5. Barth/Hammel/Leitz Porsche 917K
6. Barth/Hammel/Leitz Porsche 917K
7. Barth/Hammel/Leitz Porsche 917K
8. Barth/Hammel/Leitz Porsche 917K
9. Barth/Hammel/Leitz Porsche 917K
10. Barth/Hammel/Leitz Porsche 917K

Martini Shell Bosch Cible Firestone

# PORSCHE

# Le Mans '94

13. Porsche-Triumph beim schwersten Langstreckenrennen



Martini Shell Bosch Cible Firestone

# PORSCHE

# LE MANS '96


Porsche triumphiert zum 14. Mal



Martini Shell Bosch Cible Firestone

# PORSCHE

# '97 HRS LE MANS

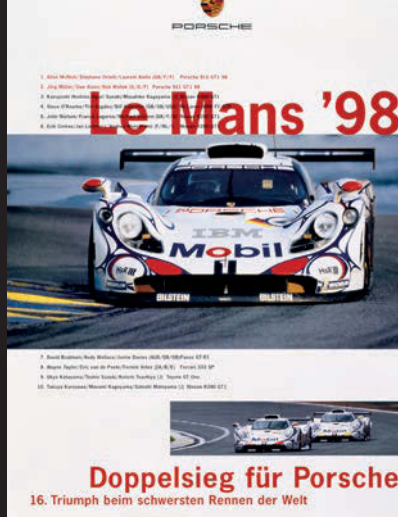


15th Porsche triumph in the world's toughest 24-hour race.

# PORSCHE

# Le Mans '98

Doppelsieg für Porsche  
16. Triumph beim schwersten Rennen der Welt



Martini Shell Bosch Cible Firestone

# PORSCHE





Rather than kick his heels in the pit lane, Ickx temporarily dismissed the drivers of the surviving 936 and drove flat out all night, regardless of adverse weather. Amazingly, he managed to propel the car to fifth place by the time he handed it back to chief pilots, Jürgen Barth and Hurley Haywood. Inspired by what they'd witnessed, both men drove quicker than expected, but disaster loomed large — in the final hour of the race, their hardworking Porsche developed a serious engine problem. The team's mechanics identified the car's number five cylinder as being the cause of complaint, yet their quick thinking ensured a swift fix (removal of fuel injection from the offending cylinder), enabling the ailing 2.1-litre turbocharged flat-six to run just long enough to finish the race. Amazingly, it did so in first place. Cheering crowds witnessed a surprising end to what had been an exciting event.

1978 saw the arrival of the Martini-dressed 935 *Moby Dick* (nicknamed in recognition of its stretched body panels, bright white paintwork and long tail). Unlike cars designed to compete in multiple sports car and endurance racing championships, this final incarnation of the 935 was designed specifically for Le Mans. Water-cooled cylinder heads were introduced to the proceedings, mirroring what Porsche was doing with its then new line of production cars. Displacement was increased to 3.2 litres, allowing a twin-turbocharged power output of up to 845bhp. Weight was reduced to

just 1,030kg, while the driver's seat was shifted over to the right to achieve better weight distribution. This change also had the benefit of giving drivers a better view around the clockwise circuit's right-hand bends. *Moby Dick* qualified third in the hands of Manfred Shurti and Ralf Stommelen. Lap times were an astonishing fifteen seconds quicker than they had been in 1976. A recorded speed of 228mph on the Mulsanne Straight highlighted this outlandish 935's immense power, but its engine refused to live up to expectation — Porsche was forced to settle for an eighth-place finish.

### SWIM WITH SHARKS

As an exercise in promoting the brand, the following year proved more profitable: a mix of privateer and works 935s and 936s dominated the grid. Even the 928 made an appearance, albeit as pace car. Le Mans was looking more and more like a Porsche Cup competition! As if to prove the point, the winning machine was the Kremer-built three-litre 935 K3 (driven by the famous partnership of Klaus Ludwig and the Whittington brothers), with second place taken by actor, Paul Newman, and his co-drivers, Stommelen and Dick Barbour, in the latter's privately entered 935. The final podium place was gobbled up by another Kremer 935, driven by the talented French trio of Laurent Ferrier, Francois Servanin and Francois Trisconi.

The 1980s was supposed to be the decade the

**Above** Porsche followed its 1970 victory with another overall win in 1971, this time with the magnesium-framed 917 short-tail driven by Doctor Helmut Marko and Gijs van Lennep

**Below** Flying past Sarthe's start-finish line to the excitement of spectators





# 24

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911 marched off quietly into the sunset. Porsche's commitment to its transaxle family of products was clear to see when it fielded three 924 Carrera GTRs in the 1980 Le Mans GTP class. Qualification of thirty-fourth place and a best final finish of sixth overall was hardly the stuff of headlines, though Ickx fared better with a Martini Racing 936, producing an amazing drive to wow spectators until gearbox failure ensured a regrettable second place was the best the team could hope to achieve. The Belgian's frustration was relieved in 1981, when he shared driving duties in one of two 2.6-litre 936s with Derek Bell, a pairing resulting in an overall win and Ickx's name in the record books as a five-time Le Mans champion. It was the start of another phenomenal chapter in the history of Porsche at Le Mans – one that saw the arrival of the all-conquering 956 in 1982.

The FIA introduced new race regulations for the 1982 season, encouraging Porsche motorsport mastermind, Norbert Singer, to design a new car to replace the 936 used to great effect in sports car racing all over the world. Featuring an aluminium monocoque chassis (a

first for Porsche), the new machine inherited the same turbocharged 2.65-litre flat-six design used to great effect in Ickx and Bell's title-winning 936 a year earlier. Turning back the clock, the engine can trace its roots back to the 935, before it was modified for Indycar racing. Eventually, to Ickx and Bell's benefit, the unit was called into action for build of the 936, won Le Mans in 1981 and then volunteered itself for the job of propelling the 956.

The car made its debut at the 1982 Six Hours of Silverstone, before the Ickx-Bell dream team campaigned this new Porsche monster in France. Amazingly, the car held first place for the entire twenty-four hours, resulting in the overall win. Two additional works 956s followed close behind, meaning Porsche secured first, second and third place at Le Mans in the new car's debut season. It was a staggering performance and one which demonstrated just how much of a huge leap forward the 956 was from Porsche's earlier prototype racers – other than the origins of its engine, the 956 was a significant departure from the design of the 936.

**Above** Jacky Ickx and Gijs van Lennep added to Porsche's Le Mans tally by scoring overall victory for the works team in 1976

**Below** 935/78 was nicknamed *Moby Dick* in recognition of its massive 'whale tail' and long, swooping body







**Above** Jürgen Barth, Hurley Haywood and Jacky Ickx shared the 936/77 Spyder to bring yet another overall Le Mans win for Porsche in 1977

Ground-effect aerodynamics and a cleverly designed carbon-Kevlar shell combined to deliver three times the downforce of Herrmann and Attwood's race-winning 917, while the newer prototype's beating heart was equipped with smaller turbochargers in an attempt to significantly diminish fuel consumption. Even with these relatively small bhp boosters, however, the striking Porsche managed to develop more than 620bhp in race trim.

**UNSTOPPABLE FORCE**

Decorated in Rothmans livery, the 956 achieved four consecutive outright Le Mans wins between 1982 and 1985, simultaneously crushing competition in sports car racing across the globe. Ten works examples were supported by more than a dozen privateer 956s, many ending up in the USA, where the now-defunct International Motor Sports Association (IMSA) GTP championship mirrored the regulations of Group C, the 956's natural habitat. Eventually, changes to the car needed to be made for it to be able to continue to race Stateside, leading Porsche to develop an evolution of the 956 in the form of the 962. Even though it was essentially a modified 956, the newer Porsche was presented as a fresh model with an extended wheelbase designed to position the front rims ahead of the pedal box after complaints from North American motorsport governing bodies criticised the position of the driver's feet ahead

**Below** 956 no.3, driven by Vern Schuppan, Hurley Haywood and Al Holbert, entering the pits en route to victory at Le Mans in 1983

of the 956's front axle centreline. Other amendments included a steel roll cage integrated into a new aluminium chassis, promoting rigidity and further driver safety. In total, Porsche built ninety-one 962s between 1984 and 1991. Sixteen of those were produced for the works team, the rest were sold to privateers.

The factory 962s immediately followed the 956's success by winning Le Mans in 1986 and 1987, contributing to an uninterrupted streak of seven overall Porsche wins in France dating back to 1981. What's more, modified and privately operated 962s won the World Sportscar Championship in 1985 and 1986, the IMSA GT Championship every year from 1985 to 1988, the Interserie Championship every year from 1987 until 1992, all four years of the Supercup series from 1986 to 1989, the All Japan Sports Prototype Championship from 1985 until 1989, and Le Mans all over again (under the Dauer Racing banner) in 1994. And this is just a small selection of the model's triumphs. One cannot overstate just how amazing the 956/962 is. It's a car that won its first and last outings at Le Mans (races that were an astonishing twelve years apart from one another) and for many years, held the record for being the fastest car to lap the Nürburgring, a feat achieved in 1983 with a time of 6:11.13s (eclipsed in June 2018 by the 919 Hybrid Evo's 5:19.55 minute smash of the Green Hell). In a world where motorsport technology progresses at







astonishingly quick pace, the fact the 956/962 enjoyed virtually unrivalled success for more than twelve years is phenomenal. The story doesn't end there, though.

Porsche WSC-95s won Le Mans in 1996 and 1997. The works 911 GT1 went on to achieve the same in 1998. Then, following a sixteen-year break from prototype racing in Sarthe, Porsche returned to Le Mans in 2015 with the 919 Hybrid, winning overall honours and going on to do the same in 2016, when Toyota's speed merchants were pipped to the post in dramatic fashion by factory drivers, Marc Lieb, Romain Dumas and Neel Jani. Porsche withdrew from LMP1 in favour of concentrating on its Formula E programme at the close of the 2017 season, but not before the 919 Hybrid scored the brand its nineteenth overall win at Le Mans, a result made possible thanks to the sterling work of drivers, Timo Bernhard, Brendon Hartley and Earl Bamber. Since that time, Porsche's GT cars have continued to dominate the field, but with the newly devised LMDh class announced, Porsche will be making a welcome return to top-tier racing at Le Mans by joining VAG sister brand, Audi, as well as Toyota and Peugeot, as an LMDh participant from 2023.

### BRAVE NEW WORLD

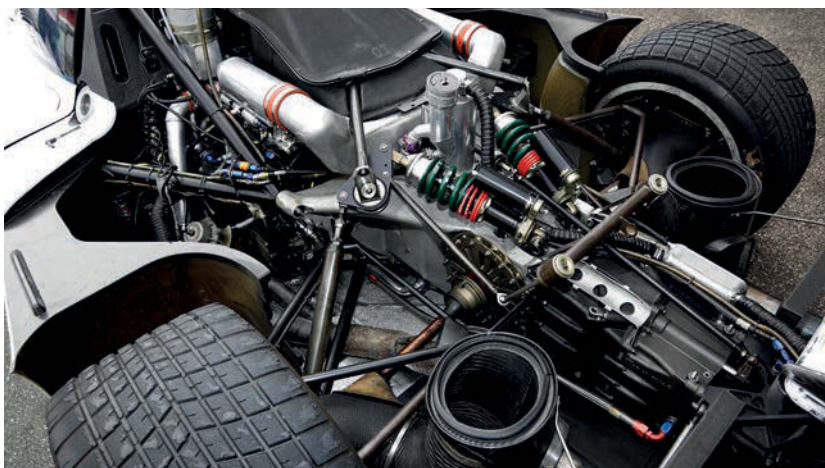
LMDh cars will not only make up the new top class in the FIA World Endurance Championship (WEC), but also the North American IMSA WeatherTech SportsCar Championship. Both competitions are hugely significant

for the Stuttgart brand – Porsche very much welcomed the introduction of the new class for hybrid prototypes when it was jointly announced by the organisers at ACO, WEC and IMSA a couple of months ago. In short, for the first time in more than twenty years, it will be possible for teams to fight for overall victories with identical vehicles, primarily due to the new category's mission to keep a lid on spend – all of the new cars are based on an upgraded LMP2 chassis, while the specification for the hybrid system, including the control electronics, is strictly standardised. Competitors are required to adopt a chassis from one of four approved manufacturers (Dallara, Ligier, Multimatic or Oreca), though each team is free to select the concept for their car's combustion engine and body design within the framework of the new regulations, which ban any chassis alterations.

The new race cars, which will tip scales at around 1,000kg, will be powered by a hybrid system with an output of 500kW (near 680bhp). "The new LMDh category allows us to fight for overall victories with a hybrid powertrain at the Le Mans, Daytona and Sebring endurance races without breaking the bank," explained Porsche CEO, Oliver Blume. "The project is extremely attractive for Porsche. After all, endurance racing is part of our brand's DNA," he added, acknowledging disappointment from marque enthusiasts who have missed seeing Porsche strut its stuff in the top category of prototype racing at Le Mans following the manufacturer's decision to concentrate its efforts on

**Above** It might not be air-cooled, but the GT1-98 is worth us recognising for its fabulous win at the hands of Jörg Müller, Uwe Alzen and Pierre-Henri Raphanel in 1998

**Facing page** You wouldn't want to see any of these getting bigger in your race car's rear-view mirror!







33

MARTINI



Shell

26

Mobil 1

HEURES DU MANE 98

BILSTEIN

Shell

ans

Porsche

She

Porsche



# THOSE NINETEEN OVERALL LE MANS VICTORIES

1970

917K

Hans Hermann  
Richard Attwood

1971

917K

Helmut Marko  
Gijs van Lennep

1976

936

Jacky Ickx  
Gijs van Lennep

1977

936/77

Jacky Ickx  
Hurley Haywood  
Jurgen Barth

1979

935 K3

Klaus Ludwig  
Bill Whittington Don Whittington

1981

936

Jacky Ickx  
Derek Bell

1982

956

Jacky Ickx  
Derek Bell

1983

956

Vern Schuppan  
Al Holbert  
Hurley Haywood

1984

956

Klaus Ludwig Henri Pescarolo

1985

956

Klaus Ludwig Paolo Barilla  
John Winter

1986

962C

Derek Bell  
HJ Stuck  
Al Holbert

1987

962C

Derek Bell  
HJ Stuck  
Al Holbert

1994

Dauer 962 LM

Yannic Dalmas Hurley Haywood  
Mauro Baldi

1996

TWR WSC-95

Manuel Reuter  
Stefan Johansson  
Tom Kristensen

1997

TWR WSC-95

Michele Alboreto  
Stefan Johansson  
Tom Kristensen

1998

911 GT1-98

Laurent Aiello  
Alan McNish  
Stephane Ortelli

2015

919 Hybrid

Nico Hulkenberg  
Earl Bamber  
Nick Tandy

2016

919 Hybrid

Marc Lieb  
Neel Jani  
Romain Dumas

2017

919 Hybrid

Timo Bernhard  
Brendan Hartley  
Earl Bamber

**Below** The 24 Hours of Le Mans winners of yesteryear with the cars that made them famous... or should that be the other way around?!

Formula E. "In the medium term, Porsche focuses on three different drive concepts: fully electric vehicles, efficient plug-in hybrids and the fine-tuning of traditional combustion engines," confirmed Michael Steiner, Board Member for Research and Development at Porsche AG. "We want to represent this trilogy in both the development of our cutting-edge road cars and our motorsport activities. We use all-electric drive to contest Formula E, and our highly efficient combustion engines are renounced in GT racing. Now, the LMDh class closes the gap by enabling powerful hybrid drives — like those

mounted in many of our production models — to go up against one another. If the regulations eventually allowed the use of synthetic fuels, then that would be an even greater incentive for us in terms of sustainability."

Will the arrival of the LMDh class see Porsche's overall Le Mans win tally rise to twenty? Thankfully, we won't have to wait too long to find out, but in this important anniversary year for Porsche, where seventy years of uninterrupted action at Le Mans and the 356 SL Coupe's class win are to be celebrated, it's fair to say we're just as keen to step back in time as we are to look forward. **CP**





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\* CTJ2250LP has a 2.25 tonne capacity, has a low entry of only 80mm and includes 2 sockets

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- Steel chassis

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# CARB- HEAVY DIET

Though Porsche long ago moved away from carburettors in favour of fuel injection, this old-school technology is a key feature of many surviving classic Porsches. Here's how it works...

Words **Shane O'Donoghue**

Photography **Dan Furr, Dan Sherwood, Porsche, Petersen Automotive Museum**





**M**ixing fuel and air in the right proportions at the right time is key to the operation of an engine – although petrol is a volatile liquid, it needs to be mixed with air in the right quantities to ignite.

To be clear, the air-fuel ratio in an engine is the ratio of air to fuel in terms of *mass*. The 'perfect' ratio (defined as comprising the right amount of air to completely burn all of the fuel) is known as a *stoichiometric* mixture. For petrol, this is 14.7:1, which means, for every gram of petrol, 14.7 grams of air is required, not that classic Porsches have to run with such a mixture. It's really only necessary for proper catalytic converter operation, though it is something to be aware of for the purposes of this article. It's also worth noting lean operation is when the air-fuel ratio is higher than 14.7, while rich operation is when the ratio is lower.

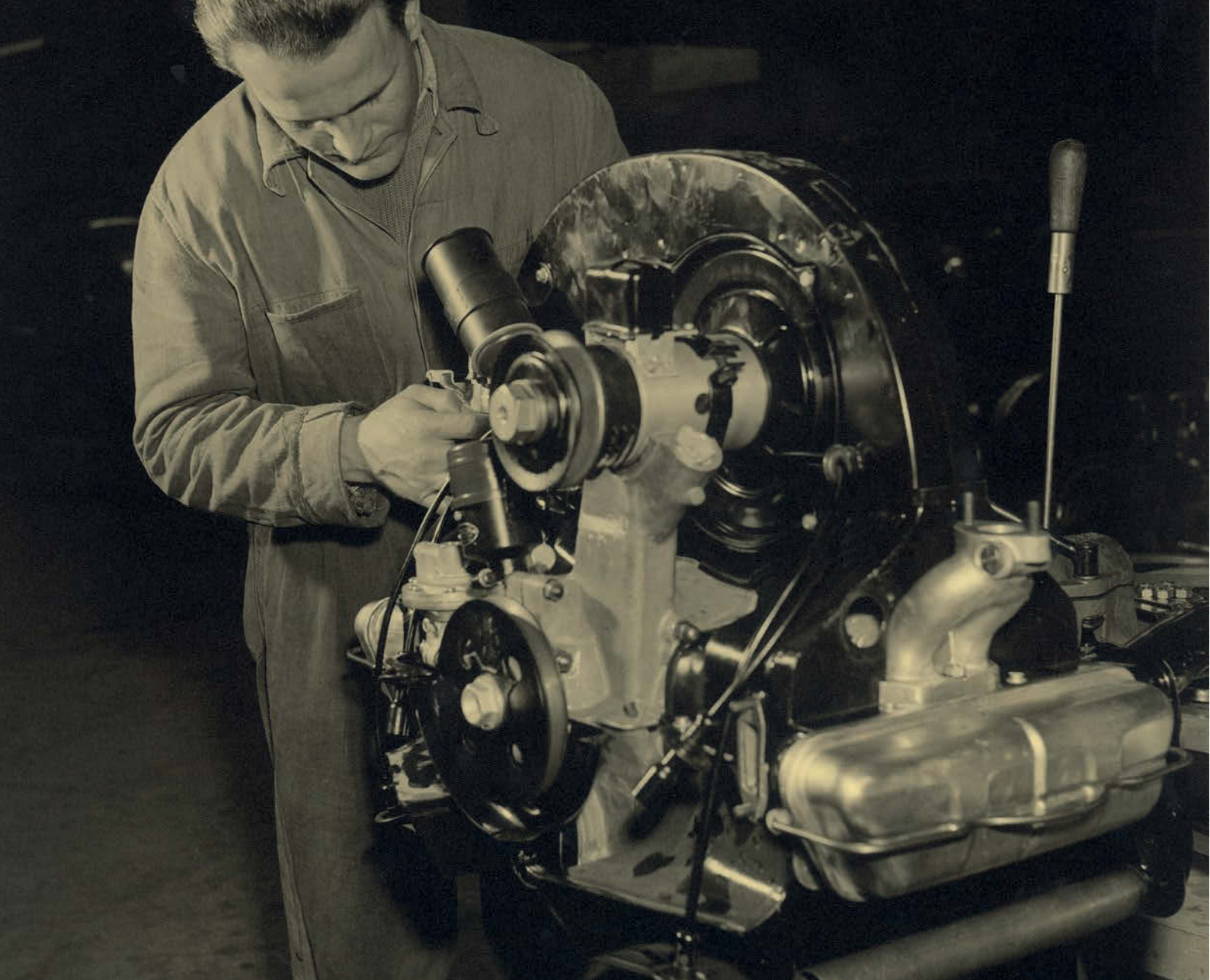
The carburettor is an ingenious mechanical design that actually pre-dates the automobile itself. Its job is

to combine fuel and air in the right ratio and deliver it to an engine for combustion. To understand carburettor operation, imagine a simple cylindrical tube (the carburettor barrel). The top is open to the atmosphere and the bottom is attached to a petrol engine's inlet manifold. This design is what's known as a downdraught carburettor, the only type used in classic Porsches. Just above the manifold, at the bottom of this pipe, is a circular disc rotating on its axis to control airflow through the barrel. This is a butterfly valve, referred to as the throttle valve, and is opened and closed by a linkage connected to the accelerator pedal. Here's the clever bit.

The barrel is full diameter at the top and bottom, but features a narrower section in between, usually with a smooth transition from one to the other. As air flows through this restriction, it speeds up, which reduces what's referred to as *static pressure*. This is known as the Venturi effect and is why this part of a carburettor is referred to as a venturi. The reduced air pressure in this section of the carburettor sucks fuel from small holes in







the circumference of the barrel (fed by a fuel reservoir) into the airflow and therefore into the engine. Note that there's no direct link between the fuel supply and the accelerator pedal. This is why the latter is often referred to as a 'throttle pedal' — all it does is open and close the throttle valve, hence the design of the air holes from the fuel reservoir to the barrel are critical to the carburettor's operation. You may already know they're known as 'jets'. We'll return to them momentarily.

### THE JET SET

Incidentally, the fuel reservoir is an important aspect of the carburettor's design. If the jets were directly linked to a pressurised fuel supply from the tank, there would be nothing stopping fuel flowing at all times. Instead, the jets are connected to a reservoir of petrol with the top open or vented to atmospheric pressure. In other words, fuel will only flow into the barrel of the carburettor when the pressure within the venturi drops below atmospheric pressure. The reservoir itself features a float on an arm that, much like a cistern float in a toilet, opens or closes a valve allowing fuel to top up the reservoir. The supply to this valve comes from the fuel tank via a simple electric pump.

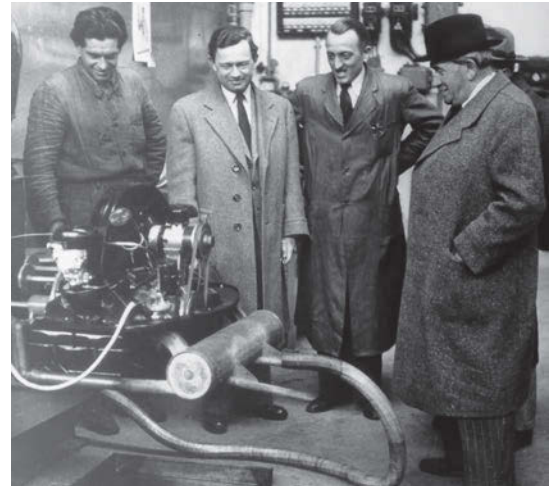
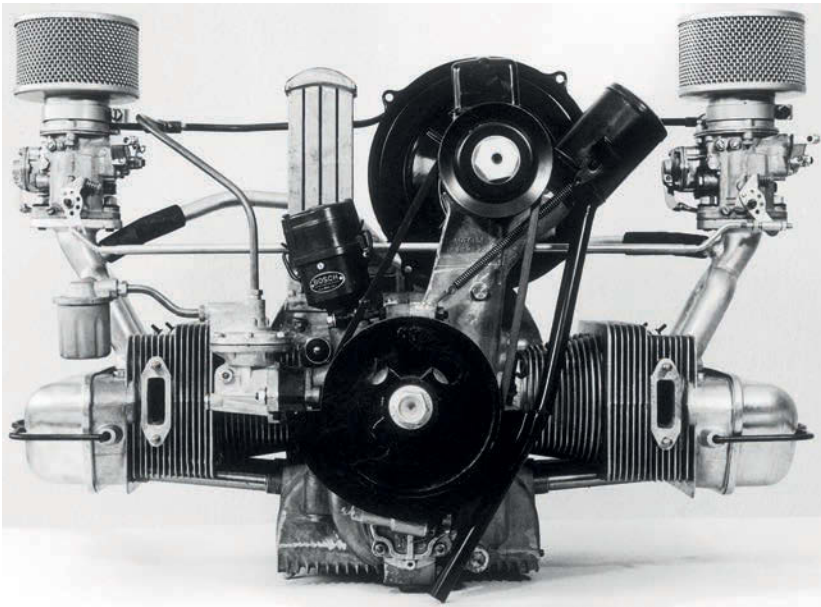
So far, we've described an extremely basic carburettor

and, if an engine operated at a fixed speed and load within a narrow temperature window, we could probably leave our lecture there, but a car engine obviously has to cope with a range of conditions, and the carburettor has to cope with them all. Cold-starting, for example, is a particular challenge. In this scenario, the engine components are cold, meaning evaporation of the fuel isn't as efficient and, generally, a richer mixture is required to get the engine to fire up. That's where the choke comes in. It takes the form of an extra butterfly valve in the barrel, this time on the outside air side of the venturi, which 'chokes' the flow. This has the effect of reducing the pressure in the venturi further, increasing fuel flow and enriching the air-fuel ratio. The choke can be manual or automatic, the latter controlled by temperature without needing electronics. As we'll outline later in this *Classic Porsche* article, however, not all carburettors use chokes.

Before we look at the carburettor designs fitted to air-cooled Porsches, it's worth considering a few other characteristics of a carburettor. Once the engine is started and up to temperature, it must be capable of idling at relatively low speed with the throttle more or less closed. This means the Venturi effect in the barrel is of no use. Instead, the low pressure below the throttle

**Above** Ferdinand Piëch working on a Porsche 356 flat-four in 1951





**Top right** In 1950, Ferry Porsche (second from left) with his father, Ferdinand Porsche (far right), in front of a 356 engine. To Ferry's left is Hans Klauser, who had already worked on VW development before the war and who was the Porsche's customer service manager until he retired in 1978. To Ferry's right is engine mechanic, Hugo Heiner.

valve causes air to be sucked in through an idle port, open on one end to the atmosphere and also joined to the main fuel reservoir jet. An idling screw adjusts the idle speed by controlling the flow of air, while another adjustment screw alters the air-fuel ratio by adjusting the amount of fuel that is simultaneously sucked into the incoming airflow. A further refinement of this behaviour includes bypass jets joining the air/fuel line before it is restricted by the idling screw to the barrel of the carburettor. These jets are uncovered by the throttle valve as it moves from closed to open, smoothing the progression from idle to part-throttle while the main jet in the venturi may still not be operating fully.

The final aspect of a carburettor worth mentioning is the acceleration circuit. Petrol is denser than air, meaning it reacts slower to a change in pressure. Consequently, when the throttle is opened quickly, there's the potential for there to be a momentary excess of air until the fuel supply catches up. This can cause a 'flat spot' in performance, or a hesitation in acceleration. To counter this, most carburetors include an accelerator

pump, which sends more fuel into the airstream when the accelerator pedal is pushed down. When the pedal is released, it primes the accelerator pump once more, ready for the next time the pedal is pressed. Obviously, this feature isn't required during steady-state driving.

There have been many additional tweaks to the design of the carburettor through the years, each development intending to optimise operation for a wide band of conditions. Multiple barrels spring to mind, as do

multiple fuel jets within the barrels, but we've covered the basics of carburettor design and operation for now.

Carburetors for early 356s were supplied by French manufacturer, Solex. Instead of holes in

the wall of the venturi, the Solex carburettor featured a tube in the centre of the barrel fed fuel by the reservoir. If you look down into one of these carbs you can clearly see it, topped by an adjustment screw. The fuel, when the engine is running above idle, exits through little holes in the tube's circumference, aligned with the restricted width of the venturi. The diameters and positions of these holes are matched to the engine to optimise the air-fuel ratio depending on the designer's requirements.

## FOR THE 1957 'SUPER' FLAT-FOUR, THE STUTTGART BRAND TURNED TO ZENITH, A BRITISH MANUFACTURER

**Below** The 906 strutting its stuff on the Targa Florio







**Above** 906 Carrera 6 engine bay, resplendent with bellowing trumpets

The Solex design also dispenses with the choke valve described earlier. Instead, Solex came up with a clever starter jet system it called the *bi-starter*. This features a bypass of the main venturi and throttle valve for the air, through a narrow passage. Within that is a fuel jet fed by the main reservoir. With the throttle valve closed, the cranking of the engine causes the pressure within this bypass passage to reduce, sucking fuel into the airflow, in a much richer air-fuel ratio than the stoichiometric process mentioned earlier, thereby aiding starting.

The amount of fuel allowed in is controlled via a flat disc on the side of the carburettor. The disc has three positions: it blocks the fuel outlet when off and has two different sized holes — the large hole allowing more fuel in when cold-starting, the smaller hole reducing the enrichment. The disc is turned by a lever and a cable running through to the cabin. The 'choke' cable in the car (it isn't a choke, but is often referred to as such) has three positions, including pushed-in fully for normal driving and for when the engine is fully up to temperature. The mid setting is for idling after the car has started as the engine warms up (or indeed restarting

the engine if it is not fully up to temperature), and the fully-out position is for cold starts. This feature was discontinued from 1955, leaving 356 owners to rely on enriching the cold-start air-fuel mixture by pumping the throttle pedal to operate the carburettor's accelerator pump before start-up. Even so, these cars can be fiendishly difficult to start if their carburettors are not properly maintained.

#### **BRITS ABROAD**

Porsche continued its relationship with Solex for many years, though for the 1957 'Super' flat-four, the Stuttgart brand turned to Zenith, a British carburettor manufacturer. Zenith produced a double-barrel carburettor for this larger capacity engine, with one barrel for each cylinder (there was a carburettor for each bank of the host flat-four). Two barrels in a single carburettor allow finer control of the air-fuel ratio across the operating range of the engine, along with individual tuning for each cylinder. This design was, ultimately, replaced by a Solex double-barrel carburettor using a single shaft for both throttle valves. Later, a split shaft

**Below** A single bank of Weber 40IDA3C carburetors for classic Porsche applications











design was included, which enhanced the operating range of the carburettor, but made tuning very difficult. Eventually, Zenith was absorbed into Solex.

The arrival of the 911 and its new six-cylinder '901' engine signalled the next major change in carburation for Porsche. According to *Excellence was Expected*, the Porsche bible written by *Classic Porsche* contributor, Karl Ludvigsen, Porsche engineering whizz, Ferdinand Piëch, disagreed with his uncle, Ferdinand 'Ferry' Porsche, on the specification of the carburettors for the then new six-cylinder model. While both men recognised higher cornering speeds and forces rendered the traditional float carburettor inadequate, Ferry specified the 901 should use the Solex 'overflow' system, while Piëch preferred Weber's simpler triple-barrel carburettors.

### PULLING RANK

Naturally, the boss had his way, and the 901 flat-six was equipped with a triple-barrel Solex carburettor for each bank of cylinders. The set of three shared a common fuel reservoir with a float in it, fed from the fuel tank by an electric pump (as outlined earlier). However, the supply jets in the venturis of the carburettor did not take fuel directly from the float reservoir. Instead, mechanical pumps, driven by the camshafts, lifted the fuel from the reservoirs into special passages in the carburettors, ready to be sucked into the venturis when needed. Unused fuel was allowed to drain back down into the main reservoirs. Porsche even designed the castings of parts of the engine to fit in with this system. It appeared Piëch wasn't having his way, but even before the 901 engine went into production, work began on the 906 (Carrera 6) street-legal sports prototype race car, which was to use a specific development of the 911's then new flat-six powerplant.

The 906's engine was blessed with triple-barrel Webers, the company having already proven its ability to produce carburettors suitable for racing. Traditionally, these items were much larger in bore than the carburettors used in the 911, but Piëch surreptitiously commissioned Weber to

produce the 906's carburettors, with an instruction to adopt the same dimensions as those of the 911. This allowed him to easily replace the Solex carburettors in production 911s, which he did in 1966, just in time for the arrival of the 911 S, which featured Weber carburettors with larger bores than the standard 911's equivalent components. These Weber carburettors used two tightly packaged fuel reservoirs and floats, one either side of the central barrel. They were, in effect, three carburettors in one, sharing two reservoirs, with no choke. This became the default configuration (with the exception of Zenith carburettors for the entry-level 911 T in 1970 and 1971) until Porsche abandoned carburation completely in favour of fuel injection.

Porsche's adventures with fuel injection technology also involve the 906 as a star player. We'll cover the story in a forthcoming issue of *Classic Porsche*, but for the time being, let's all pay tribute to the carburettor, which should be remembered for being an elegant solution to a complex problem decades before computer control made us take such things for granted. **CP**

**Above** When it came to the 901/911's flat-six engine production, Ferry Porsche and Ferdinand Piëch had very different ideas about which carburettors should be used





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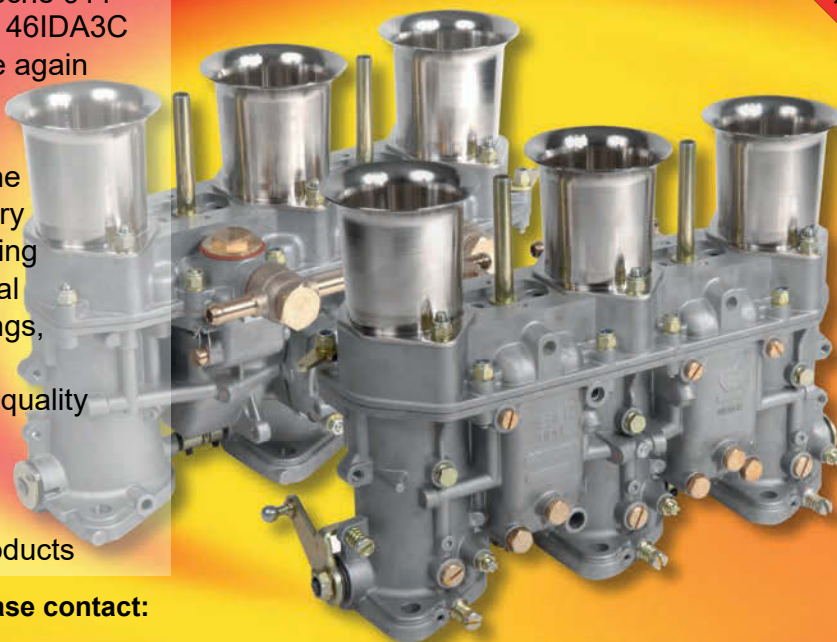


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# RED DEVIL

Not all legendary motorsport machines win races, as demonstrated by Bob Akin's awe-inspiring 1982 L1, an 850bhp 3.2-litre twin-turbocharged 935-based belter...

Words Robb Pritchard Photography Andy Tipping





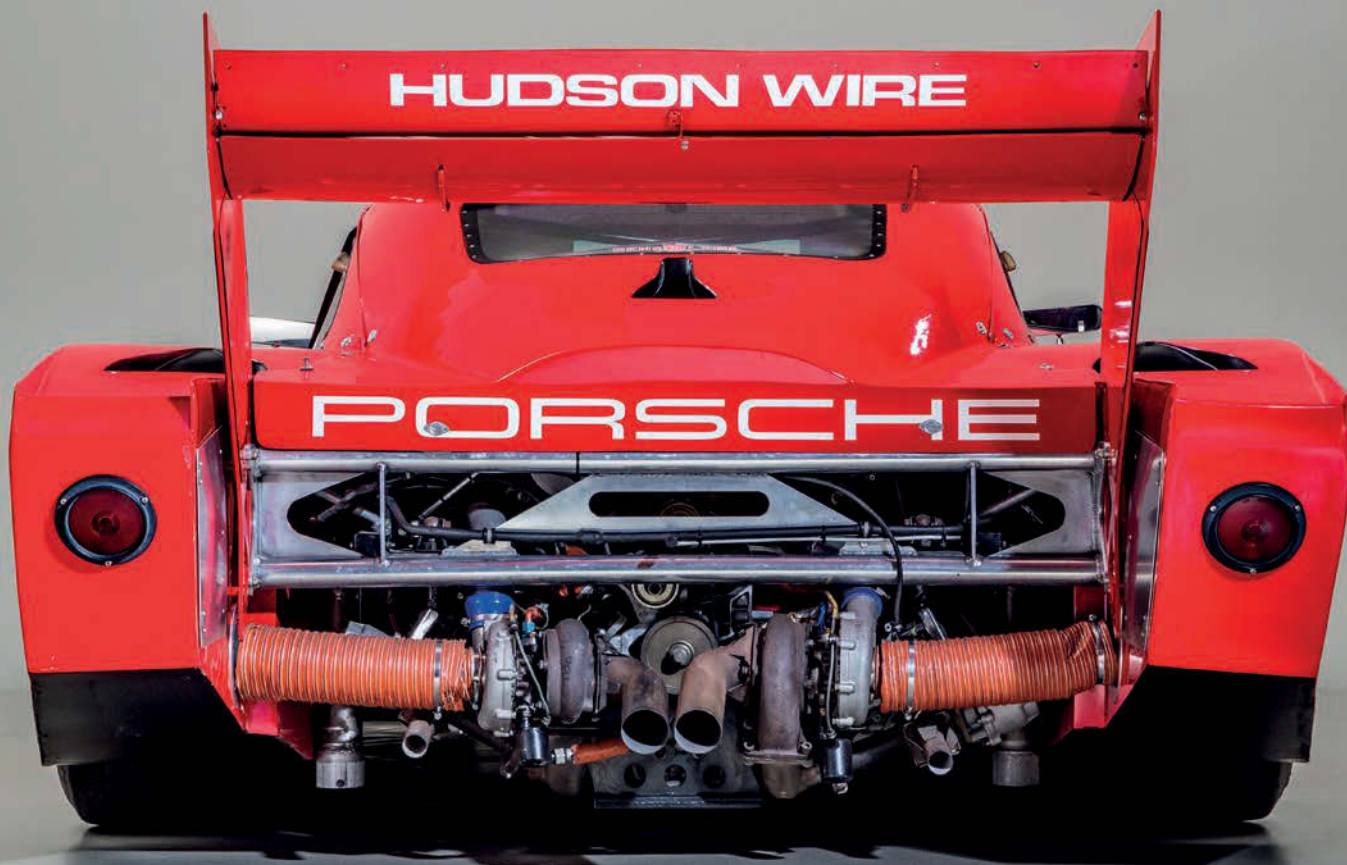
In Europe, from the mid-1970s, Porsche's top-level racing chronology runs from the gorgeous 935 and 936 through to the Group C glory days dominated by the 956 and beyond, each car bringing home Le Mans wins and numerous championship titles. As outlined elsewhere in this magazine, however, North America's IMSA GT series presented a problem for the 956 when organisers outlawed the model on the grounds of safety, a move in response to the driver's feet being positioned forward of the front axle. Porsche's reaction was to prepare the longer-wheelbase 962 for action and, though the 956 continued to perform in Europe until its successor was ready to take the limelight, the time taken to prepare the new car meant development of the discontinued 935 carried on a few years longer Stateside than it did in

Europe. One of the last and fastest 935 builds was Bob Akin's stunning 1982 GTP L1, pictured here. Following its restoration and recent acquisition by one of the world's leading automotive museums, *Classic Porsche* was given the opportunity to get up close and personal with this unique and brutal machine.

Due to race regulation changes being written in readiness for the 1980 season, Porsche's last development of the 935 was 1978's 935/78 (known as *Moby Dick*), though the 935 continued to be competitive long after the massive-tailed Martini-dressed monster stormed Sarthe. Proving the point, the Kremer-prepared K3 driven by Klaus Ludwig and the Whittington brothers took top honours at the 1979 24 Hours of Le Mans ahead of the 935/77A driven by Rolf Stommelen, Paul Newman and Dick Barbour for the latter's self-named







team. While the 935 on these pages displays a similar silhouette to those earlier cars, it was very much a different beast — adopting a ‘money no object’ approach, Akin (a successful businessman and racing driver) commissioned NASCAR builder, Chuck Gaa, to create a Porsche race car at the cutting edge of the day’s automotive design and technology. For example, back in 1981, a bonded aluminium chassis had only been seen in Formula One. When requesting the same, Akin was demanding the construction of such a car for the first time anywhere outside F1. The design had the dual benefits of hugely reducing weight (when compared to a traditional tube frame design), while also making for a much more accurate build due to there being no metal deformation caused by welding.

Despite this being a bespoke build, there is still a huge amount of Porsche present. Obviously, the roof line is unmistakably 911, but those of you paying attention to the details may notice it isn’t set to the same angle as the production road car — on the Porsche presented here, the entire roof is tilted back at an angle to allow for a more aerodynamically efficient production windscreen, hinted at by the smaller rear side windows. The chassis may have been radically different, but using tried and tested (and a well-developed) engine, gearbox and suspension gave Akin’s dream drive a theoretical reliability advantage over its rather flimsy GTP rivals: the L1’s single-turbo three-litre flat-six developed a

bulletproof 750bhp. Gaa was convinced the car was a winning combination of new technology and proven Porsche parts.

#### HYBRID THEORY

Whereas Porsche and famed Kremer designer, Ekkehard Zimmerman (founder of tuning outfit, DP Motorsport), went to great lengths to keep the spirit of the 911 in the overall appearance of their racing sports cars, Gaa wasn’t bothered about paying tribute to the evergreen *Neunelfer*. Proving the point, the nose section he chose for Akin’s commission was pulled straight off a Lola

T600. Aerodynamically effective and with a much lower scope point than any other 935, it went a long way to making this the fastest 935 of them all. Additionally, without the need to use the 935 tub, Gaa was free to

design the suspension and geometry precisely how he wanted. Make no mistake, the 935 L1 had the potential to be a very competitive machine. Unfortunately, ‘potential’ is the key word...

Gaa was working on NASCAR projects and other privateer 935 builds at the same time as Akin’s ‘super 935’. Pushing the envelope of the day’s technology took its toll — the L1 project took much longer than expected, resulting in Akin being forced to start the 1982 season in his aging K3. A superb second place finish at the 24 Hours of Daytona season opener — with Derek Bell sharing driving duties — was, sadly, something of a

**Above** Akin entered the car into the 1982 24 Hours of Le Mans, but a lack of proper testing and a failed fuel tank put paid to progress in the second hour of the race

## BOTH DRIVERS WERE CONVINCED THEY COULD GET A BETTER RESULT, BUT WHAT BELL GOT WAS A NASTY SHUNT





**Above** Derek Bell tried in vain to achieve satisfying race results in Akin's 935 L1, which promised so much, but delivered very little, despite its technical specification

false dawn, as demonstrated when a solitary podium finish was the best result achieved across a number of subsequent races. It wasn't until the eighth race of the nineteen-round championship that Gaa announced the L1 as being finally ready to race.

The setting was the Coca-Cola 400 at Lime Rock on 31st May 1982, an event which served as a test for Le Mans. Anticipation was high, but it seemed as though Akin's hopes for the new car were unfounded when he could only manage second from bottom in class during qualifying. And the short time he participated in the race (only twelve rounds of the circuit) was spent watching the leaders pull away from his bright, wide, red racing machine at a rate of nearly three seconds a lap. Clearly, what the car needed was time in the hands of an expert driver and a Porsche chassis specialist to ensure the car was configured in such a way its full potential could be realised. Instead, the L1 was shipped over to France and entered in the 1982 24 Hours of Le Mans, occupying a place in the IMSA GTX class, which American GTP cars were eligible to enter. There were, however, a few differences in rules. For a start, competitors at Sarthe could run twin turbochargers, which helped to punch out a massive 850bhp in the 3.2-litre flat-six. With such power, little more than 1,050kg in weight and especially effective aerodynamics (not least that Lola-sourced nose), the car was seriously fast down the Mulsanne

Straight and helped Akin qualify a promising second in class. With a less than desirable handling setup, the rest of the lap was "very hairy", but Akin's co-drivers, Kenper Miller and Dave Cowart, were confident in the L1's abilities — so much so, in fact, it was they who were responsible for bringing sponsorship from Red Lobster, replacing the car's usual Coca-Cola livery.

Le Mans, of course, has a formidable reputation for being a brutal race track and a very unforgiving place to bring untested new builds. This proved frustratingly true when, during the second hour of the race, the car's auxiliary fuel tank failed. In normal circumstances, this would have been a simple fix, but out on the far-flung reaches of the Sarthe circuit, fuel starvation meant disappointing retirement. Akin's L1 was promptly shipped back the USA.

#### THE FINAL COUNTDOWN

While it was on its journey home, Akin entered his K3 into the Labatt's 50 GT, also known as the 6 Hours of Mosport, held at Mosport Park in Canada. Once again, Derek Bell took up co-driver duties, the pair finishing in fourth place after completing 220 laps. When the L1 finally arrived on American shores, however, the K3 was rested and the red racing rocket was finally put through the intensive testing phase it so desperately needed. The outcome of this rigorous shakedown? Improved

**Bottom** Lola T600 nose gives this Porsche a unique look among its 935 brethren







performance by a couple of seconds a lap.

Bell was fresh from winning Le Mans, and wanting to establish himself as a force to be reckoned with in America, recognised the potential for Akin's outlandish 935-based build to help him do exactly that. As the great man himself explained to *Classic Porsche*, "I understand Gaa's concept of combining modern technology with proven Porsche parts, but in my opinion, it was Porsche who made the best cars and, perhaps, it wasn't the best idea to try and improve on what Stuttgart was offering. Truth be told, I think it's fair to say Akin's L1 wasn't exactly the best it could be, though efforts to improve downforce worked well and the car had plenty of power. The problem was that it handled in such a neutral way, never giving up any kind of meaningful feedback. This is why it was so difficult to set up." A thirty-third-place finish at the Road America 500 Miles in August, followed by being fourth across the finish line (with Hurley Haywood sharing the driving with Akin) at the Mid-Ohio 6 Hours at the start of September confirms his claims.

Demonstrating how a fast lap often has more to do with driver than car, Bell was the class of the field in the

wet when qualifying for the Pabst 500km at Road Atlanta later that month, putting the L1 on pole. Unfortunately, technical problems in the race meant he and Akin could only manage seventh overall come race end. A couple of weeks later, Bell was back with Akin for the 500km Grand Prix of Pocono. Both drivers were convinced they could get a better result, but what Bell got was a nasty shunt into the wall.

"The car was designed for going fast on long straights and through normal corners," continues Bell, "but on the banked turn at Pocono, the left side suspension experienced too much load and something snapped. The subsequent hit was hard, but you can imagine my horror at climbing out of the car to find myself standing in the middle of the track with high-speed racers coming at me full tilt. I literally ran for my life!"

#### ENOUGH IS ENOUGH

The heavily damaged L1 was pushed into Akin's workshop, but instead of repairing it, he chose to race with an entirely new Porsche: the similar-looking, Fabcar-built 935-84. Again, Lady Luck evaded him, and his new

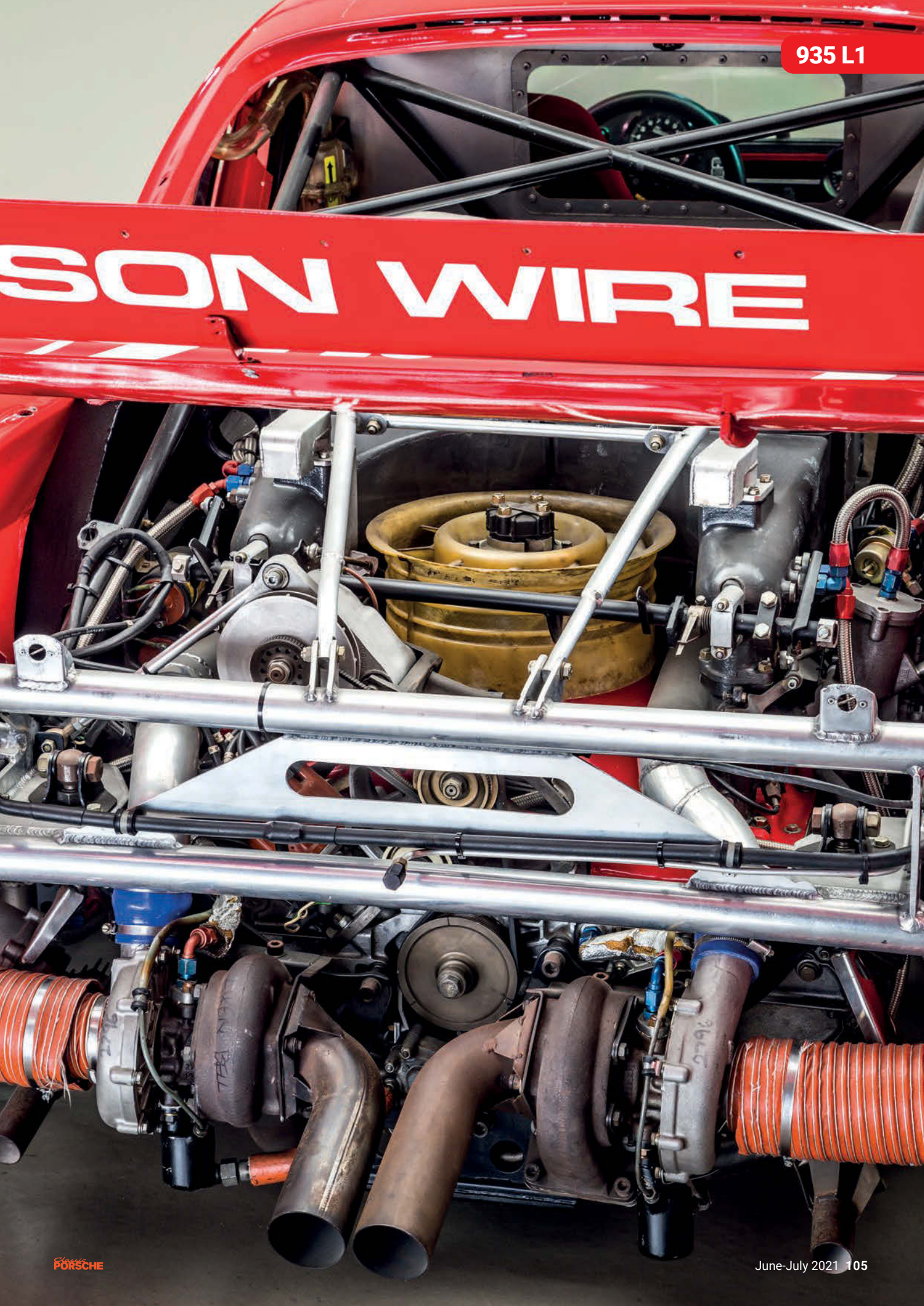
**Facing page** 3.2-litre engine is loaded with twin turbochargers for monstrous output touching 850bhp

**Below** Er, which switch activates the ejector seat?

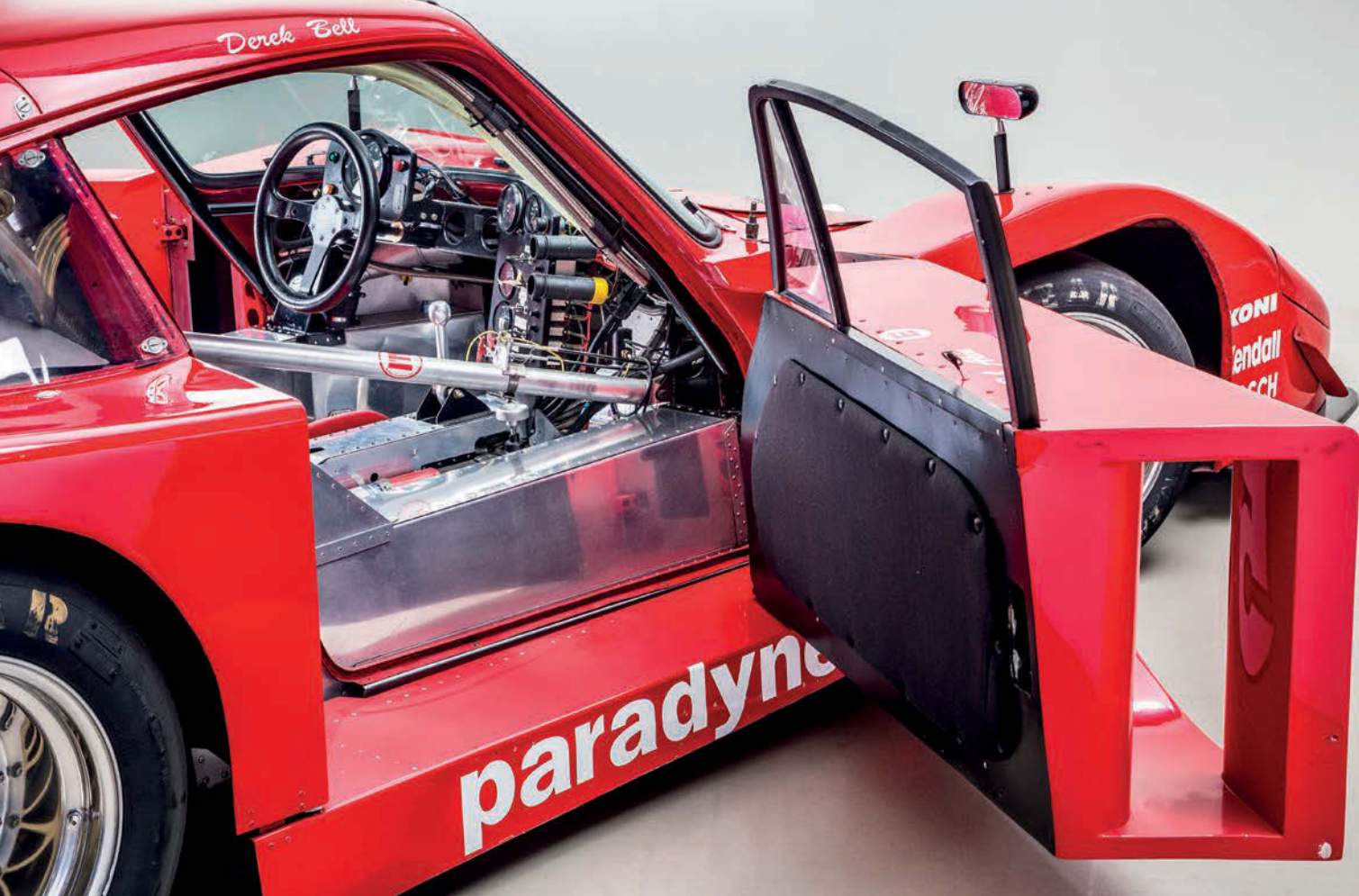




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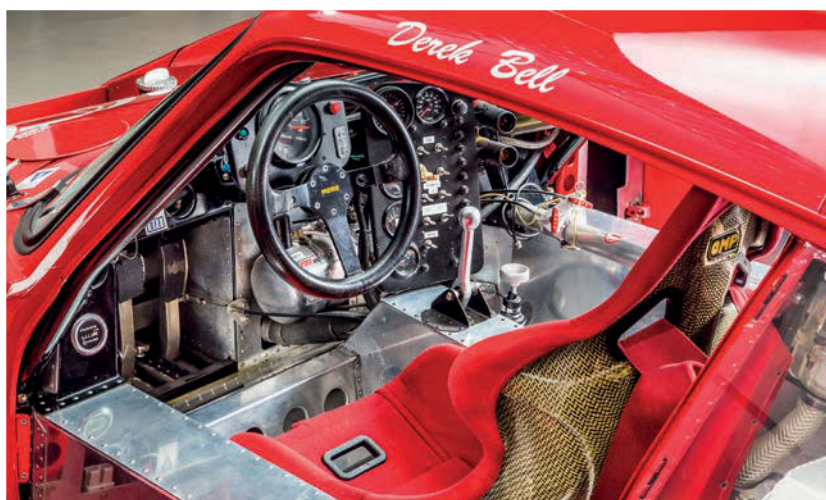


935 simply wasn't quick or nimble enough to compete with the then new top-level GTP prototypes. There was only one thing for a man of Akin's considerable resources to do: he commissioned the build of the now famous Coca-Cola liveried 962, going on to win the 1986 IMSA Championship. Meanwhile, the L1 languished under a dust sheet, where it stayed for many years. It wasn't until 1999 that Akin sold the car to Canadian classic car restorer, Jacques Rivard, who treated this unique 935 to a full nut and bolt restoration. Instead of bringing the L1 back to Gaa's original 1982 specification, however, Rivard fitted modern suspension components, thereby correcting the inherent chassis configuration issues Akin, Bell and Haywood had to contend with in period. For this reason, the car is now described as being in "better than new" condition — with more control, this powerful Porsche is far easier to dial into specific race

tracks and is therefore much more forgiving when used by gentlemen drivers in classic racing events.

The L1 may not have reached its full potential, but it remains one of the greatest 935s to ever grace a track, despite never winning a race. The devil-may-care approach to its build (and a carefree attitude to cost), encouraged by relaxed race regulations, holds a special attraction not lost on retired race car driver and classic Porsche dealer, Bruce Canepa, founder of the famed Canepa Motorsports Museum in Scott's Valley, California. Considered one of the world's best automotive museums, dozens of iconic race cars and game-changing production vehicles are on display, making the site a worthwhile visit for any Porsche lover living in or visiting the region. The L1 is a worthy exhibit. We can only imagine what it could have achieved if it had been able to live up to Akin's ambitions before retirement. **CP**

**Above** 935 L1 is now in the safe custody of Porsche collector, Bruce Canepa





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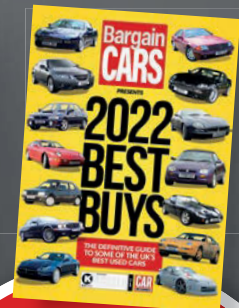


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# INSIDE STORY

**Traditional craftsmanship and an ability to source or remanufacture materials precisely recreating factory finishes has resulted in Porsche trimming outfit, Classic FX, being appointed as supplier to some of the biggest and best names in the Porsche world...**

Garry Hall established Classic FX fifteen years ago. Since that time, the company has become one of the UK's leading trimmers of early air-cooled Porsches, as well as a provider of OEM-specification fabrics. Visit [classicfx.net](http://classicfx.net)



## How did you become upholsterer of classic Porsches?

It wasn't intentional! I studied electronics and mechanical engineering while at university, but bagged a job working part-time at a local coach trimmer to help make ends meet while I was a student. After finishing my studies, I was invited to serve as a full-time member of the team, which I did for about twelve months, before leaving to establish my own engineering company, which kept me busy for the next fifteen years. The success of the business enabled me to buy a variety of air-cooled Porsches and, during this time, I restored a 356. Utilising the skills I learned during my time as an automotive upholsterer, I retrimmed the car's interior. At shows, people would ask who did the work. After I confirmed it was me, they'd request repairs to their own classic Porsche interiors. Before long, I found myself re-upholstering 356, early 911 and 912 seats. When I sold the engineering firm fifteen years ago, the decision to take what I'd learned about running a business and combine it with my trimming skills, as well as my love of old Porsches, made perfect sense. Thus, Classic FX was born.

## Where is Classic FX based?

Surrey, fifteen minutes from Gatwick airport. There are three of us working on site, including myself.

## What cars do you cater for?

Ninety percent of the jobs we turn out are for Porsche sports cars, and of that quota, more than half are jobs commissioned by owners of pre-1973 911s. We usually have six old Porsches on site at any one time, with short-wheelbase 911s a regular fixture of the Classic FX workshop. We work on a fair number of G-series 911s, of course, but the primary focus of our retrimming service is the 356, early 911 and 912.

## Tell us about your popular Porsche fabrics.

The story starts with the fact I couldn't find a Pepita (houndstooth) fabric which perfectly matched the OEM material Porsche used in period. In my quest for Porsche trimming perfection, I commissioned

the manufacturing of fifty metres of Pepita woven in black and white by a weaver here in the UK. The process started with an original piece of seat fabric sent to the weavers for analysis. They then recreated the pattern, colour and repeat adopted by the original manufacturer, a process which resulted in an exact reproduction of the OEM fabric. Once my new Pepita had been produced, it underwent what's known as the *Martindale Test*, which is essentially a measurement of the durability of fabric according to the amount of times discs can oscillate sandpaper or wool across the material before it starts to show distress. The rub test score is internationally recognised and measures the durability of upholstery fabric for general use. The material is categorised by a numerical score to show how durable it is. Having scored favourably, my first run of fabric has since been shipped around the globe to the delight of Porsche owners. I now stock different colour combinations, too – let me know if you're after Pepita in red, black and white, or blue, black and white. I keep many metres in stock at all times. I also stock OEM material used to trim the 911 (991) 50th Anniversary Edition.

## What new trends are you seeing in Porsche personalisation?

There's definitely more of a drive to return early cars to their factory specification, and we work on many Porsches where the owner wants to retain patina. In other words, a seat might need repairing, but we have to use period-perfect materials, such as old vinyl, to ensure the overall look and feel of the car's cabin remains unaltered. A rapidly growing part of the Classic FX service, however, is our creation and supply of replacement seat centre covers for 996, 997, 991 and 992 lightweight sports seats and folding buckets. The centres are detachable, held on by Velcro, and feature fabric covers. Using our Pepita fabrics and sourced OEM Porsche materials in all colours, we can offer a perfect replacement for your car's original seat centres. If you fancy an early Pepita look for your new GT3's interior, or maybe you've got an orange 911 and want the colour extended to the car's fabric seat centres, these covers are an excellent solution. I even have stock of the 911R's Agate Grey and Black Silver material, as per special orders for the factory. Simply remove your seat centres, remove the covers (again, held in place by Velcro), fit the Classic FX covers to your now bare cushions and then place them back onto the seats. It's that simple!

## We understand you're working hard to combat bolster wear, too?

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Thanks for your time, Garry. It's appreciated.





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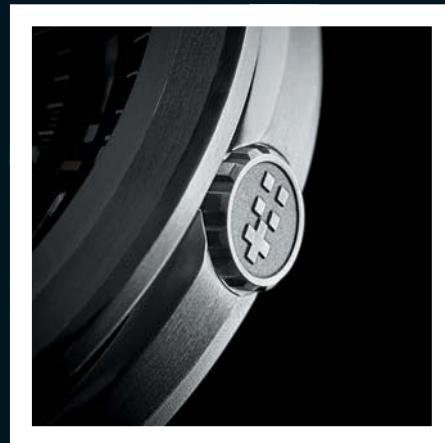




**Hands**



**Face**



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Front wing without hole for turn signal, left/right

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Floor pan, front, without mounts

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Inner panel for side member, engine bay, right

DANSK no. 581080 (JP no. 1680603180)  
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Floor pan, rear, without mounts

DANSK no. 581071-2 (JP no. 1683102100)  
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Rear cross panel with cut outs for tail lights

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Door sill cover, left

DANSK no. 581075 (JP no. 1681001770)  
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Door jamb, left/right

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