

PORSCHE CLASSIC

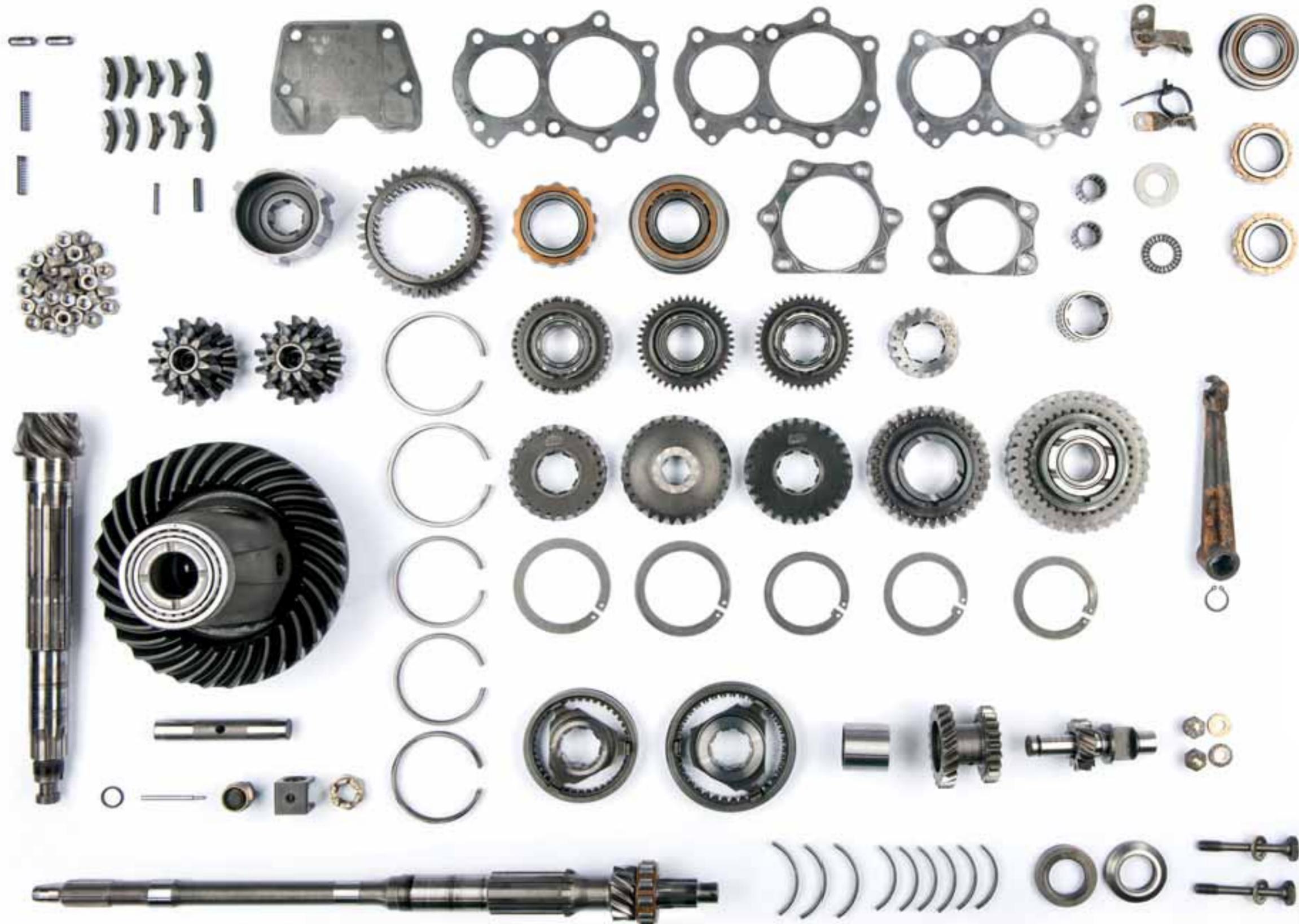
THE LUCKY DRAW

This 911 T Coupé, an impressive 38 years old, was completely restored by experts at Porsche Classic. It is the prize in a raffle being held for members of the Porsche Club of America at the Porsche Parade in Savannah, Georgia, in August. There is a good idea behind this action—and a good year of painstaking work by specialists in restoring classic Porsche cars.

By Reiner Schloz
Photos by Sabine Braun

BODY

Pure pleasure:
Coated in an EPD bath, the car body
enjoys modern corrosion protection



It was not easy to say goodbye. Jochen Bader, director of the Porsche Classic workshop near Stuttgart, accompanied his valuable cargo to the airport and carefully watched as it was secured to an aluminum pallet and packaged. The only thing left then was to say, “Farewell, have a good flight—and a good start to a long life!” The 911 T Coupé, a U.S. version built in 1973, was eagerly awaited in the United States. The precise recipient, however, is not yet known. On behalf of the fortunate future owner, representatives of the Porsche Club of America (PCA) received the vehicle, in order to keep it hidden from the public until its new owner is determined.

This 911 T is the main prize that PCA members can win at the Porsche Parade to be held from July 31 to August 6 in Savannah, Georgia. It is 38 years old and in top form. It shows not the slightest sign of the sorry condition in which it presented itself to experts from Porsche Classic as recently as September 2010. The car underwent a transformation that left not a single screw untouched. After being taken completely apart, the 911 was put back together piece by piece, including its engine, transmission, and suspension. Now the air-cooled, 2.4-liter, six-cylinder boxer bellows again



Time is relative: The Porsche Classic workshop is a multi-generational place

TRANSMISSION

Back in gear: Every cog and clamp passed through the hands of the experts



like a young buck. The assembly generates 103 kW (140 hp) at 5,600 rpm and reaches a top speed of 127 miles per hour (205 km/h). Its narrow body exudes the athletic elegance of the 1970s. “Its year, body, and classic color combination—silver exterior and black interior—ensure a high and stable level of value,” says Paul Gregor of the Porsche Club support office.

In short, the person who will soon be sitting behind the wheel of this car will have won the draw in Savannah. With well over 100,000 members, the PCA is the largest Porsche Club in the world, and it has a tradition of holding raffles. Twice a year, members can purchase tickets at nominal fees to win one of the latest Porsche models. During the 2010 Rennsport Reunion in Daytona, however, representatives from the PCA, Porsche Club support services, and Porsche Classic came up with a completely different idea: Why not raffle off a classic car which has been completely restored beforehand in its hometown of Stuttgart? They christened the project “Revive the Passion.” And that passion was immediately evident. It was noticeable in the search for a suitable vehicle. Many PCA members



Precision job: Knowing precisely where and how to work on the paneling

INTERIOR

Black market: 1970s comfort from Porsche—newly restored in the upholsterer’s shop



helped the experts in the process, doing research on the Internet and passing on offers. Among other places, the treasure hunters' efforts took them to Los Angeles. There, in a back courtyard, nearly forgotten, stood the 911.

Club members had their first close-up look at the coupe in its untouched condition in 2010 at the Porsche Parade in St. Charles, Illinois. It was then loaded onto a truck for the trip to New York. From there it was shipped to Rotterdam in a regulation 20-foot single container. The coveted collector's item finally reached Stuttgart in a closed truck. Near Zuffenhausen, where the 911 was originally produced for the U.S. market, specialists from Porsche Classic took the vehicle into their practiced hands. The best part of the story is that Porsche fans and vintage-car lovers could follow all the details of the restoration process. Barbara Böckenhoff, who has been coordinating the project for Porsche Classic, explains that "we reported on the progress of our work by posting photos and videos at regular intervals on our website." PCA members also received updates on the car's latest condition in their online newsletter.



Not just the right spin:
The six-cylinder boxer engine with 2.4-liter displacement was completely taken apart

ENGINE

En block:
The heart of a boxer, following a restorative session in a special washing machine

And there has been plenty to report. Vintage cars receive unparalleled treatment at the Porsche Classic workshop. The mechanics and fitters use only original tools, such as special car benches and gauges, and they work only with original parts or parts that have been rebuilt according to original drawings. When adjusting engines, transmissions, and suspension systems, they use only the facts and figures from historical spec sheets. Yet when working on the body, they can also make use of the most modern methods, which means that corrosion protection and paint jobs have a quality that was not possible even for brand-new vehicles in the past. “Every year we repair and restore around 250 Porsche classic cars from around the world—from 356s to the 911 993s,” says Alexander Fabig, director of Porsche Classic. “We are also responsible for acquiring and distributing around 35,000 classic original parts for these vehicles via Porsche Centers throughout the world.”

Expert knowledge and the best-possible tools were also crucial in turning the public restoration of this 38-year-old 911 into a complete success. Nearly nothing was known about its history, but the vicissitudes of time had left more than just a few

scratches. The exterior paint job could be divined only from a few remains. The headlamps and windshields were missing, as was a good bit of the interior. The American racing rims and tires were much too large, and the fenders and side components had been broadened for no discernible reason. The front hood had originally belonged to a later model. The tailgate was crowned by a spoiler of the brand “homemade,” and the front spoiler lip also was out of place. Most of all, however, the car had clearly suffered from its long period of neglect. Birds had built a nest in its underbody.

It was a difficult and demanding job to transform this forgotten 911 into a valuable collector’s item and a joy to the PCA member who will receive the “new” old car in Savannah. Too precious to drive, or too precious to just keep and admire—the new owner will have to figure that out for himself. In all probability he or she will succumb to temptation—“of course it should be driven!”

After all, that’s what a Porsche is made for, regardless of how old it is. Passion, too, can be reborn. The 911 T is ready to roll. ●



Precision fit:
New front part for the beautiful old 911 T



Freshen up:
Scan this code with your smartphone’s QR reader to follow the restoration of the 911 T Coupé in detail. See page 8 for more information.

www.youtube.com/watch?v=VrXfWn3Uv1w