

BUILT, NOT BOUGHT



The Story Behind a Resident's Porsche 911

From Ferry Porsche's first gas-powered toy to a hand-built speedster in Collier's Hill, this 1971 911E proves that Porsche's true status symbol has never been wealth, it's vision, grit, and restraint. | WRITTEN BY - STEVE SCHLOSSER

Looking down from our Ivory Tower, it's of no surprise to anybody in today's world that owning a Porsche is a status symbol. In fact, Germany is the world leader in high end sport and luxury vehicles including BMW, Porsche, Mercedes, Audi, and even Lamborghini; but it wasn't always this way.

In 1920 11 year old Ferry Porsche's parents Ferdinand and Aloisia played a little trick on him by giving him a miniature coach pulled by a goat for Christmas. His actual gift was a gas driven miniature car his father built, which he learned to drive within the year. At age 12 he drove a real race car, the Austo-Daimler Sascha.

In 1923 the family moved to Stuttgart, now the home of the famous Porsche Museum. In 1933 he and his father built his first racecar to compete in German Grand Prix Racing Competitions. The car featured a 4.5 liter V-16 engine and all aluminum chassis. In 1935, his son Ferdinand Alexander Porsche, nicknamed Butzi, was born to him and his wife Dorothea.

By 1945, things were not so peachy living in post World War II Germany. Most of the manufacturing factories were destroyed by Allied forces. Ferry Porsche swore even to his grave that he was conscripted and forced into compliance to build military vehicles for the SS. Only

after refusing a formal request from the French Government to build Volkswagen and Renault cars in France as part of reparations were he and his father Ferdinand arrested for war crimes.

The French government mandated a bail of \$4,100 US Dollars each, but the family could only afford to free Ferry, who subsequently picked up life in Austria with his family in 1946.

Ferry and his Sister Louise, worked diligently to keep the remnants of the company afloat under British occupation. The workshops were used strictly for auto repairs and they manufactured water pumps and lathes. They were eventually awarded contracts for the



Porsche Type 360 for an Italian racing team and their own car, the Porsche 356.

Finally in 1947, they had earned enough money to pay their fathers bail. Ferdinand was released, having neither been tried nor convicted, and eventually had all charges dropped against him.

In 1951, Porsche's racing resume began to take off. Their Type 356 won its class in the 24 Hours of Le Mans and their success continued. The car was so successful, the initial annual production expectation was 500, but by 1967 they had produced 78,000. In fact, so many people mistook the car for Alfa Romeo because of its racing success, they began branding the cars with a banner across the sides.

In 1963, the concept of the Type 901 began to flourish. Butzi and his cousin began designing and marketing it as the successor to the 356. A suspicious claim by French car maker Peugeot asserted ownership rights to any car name with a 0 in the middle of three numbers, so they rebranded it the 911, which in my opinion rolls off the tongue better anyway.

Insert Collier's Hill resident Vince M's 1971 Porsche 911E Targa, nicknamed

Butzi in honor of its namesake. Vince bought the car in 2000, before vintage Porsches became an expensive status icon. Being an Industrial Designer himself with a keen eye for small detail, he set about molding the iconic car in his own self image with inspiration stemming from the 1967 911R racecar.

He cut the targa top off and transformed the car into a lightweight speedster, removing the rollbar and both front and rear windshields. He replaced most of the panels with fiber glass and removed any semblance of creature comforts. Keeping with early Porsche vision, if it didn't make the car lighter or faster, it was removed. He installed a wooden shift knob and leather strap door handles complemented by European spec headlights and a race inspired through-hood fuel filler. The seats are minimalistic vinyl Corbeau.

Powering this beauty is a rear mounted 2.2L Horizontally Opposed 6 cylinder, or "Boxer" engine; which means the pistons are laid flat and rotate horizontally instead of vertically. The engine is air cooled and features dual overhead camshafts. Even modern 911's to this day maintain this

architecture for its ultra low center of gravity and balance, but they have graduated to modern liquid cooling.

He replaced the complicated mechanical fuel injection system, which functioned with a series of gearsets like a Swiss watch, with more simple Weber carburetors and converted the engine hoses and fittings to commercial grade aircraft materials. The engine is mated to a 5 speed Dog Leg transmission, which means 1st gear sits at the bottom left of the shift pattern, with Reverse being on the top left.

Vince would like our readers to know restoring a classic car doesn't have to be expensive. Do your research and don't be afraid to get your hands dirty.

He painted the car himself to match the museum preserved variant, white with orange bumpers and black wheels, and of course adorned with the timeless Porsche banner on the sides.

Make no mistake, this isn't a kit car or an Alfa Romeo, It's a Porsche.