

# ESSE



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## INSIDE THIS ISSUE:

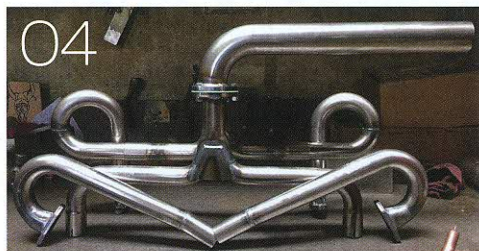
A Classic 911  
**LOVE AFFAIR**

**DAN  
EDWARDS'**  
1969 911T

**40 PORSCHEs**

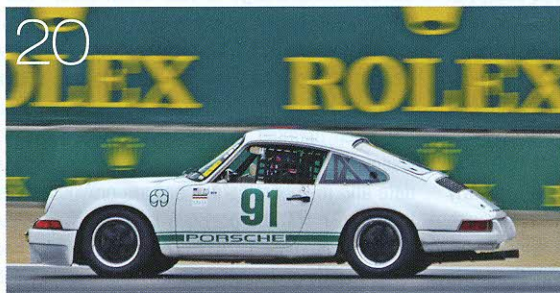
3 Days

And Much  
**MORE!**



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**COVER:** Martin Veen's 1971 911T, Photo By Martin Veen. **SUBSCRIPTION RENEWAL:** Please check the back cover of this issue to determine if your membership to the ESREG (Early 911S Registry) has expired. **BACK ISSUES:** Available for \$5 each. Please e-mail Mike Hammond, hammondms@earthlink.net or 310.322.7701, to place order.

# A CLASSIC 911 LOVE AFFAIR

## 1971 911T

### MARTIN VEEN'S 1971 911T SIGNAL ORANGE

My journey and "love affair" with the classic 911 started began when I visited California on holiday in 2003. I spotted several classic 911s and when I returned back to the Netherlands, I could not purge my mind and I wanted to go back and purchase one. Listening to the experts and knowing about the dry California climate, I was becoming focused on buying an early 911 from the original owner. Searching the internet for many hours for "first owner" cars for sale, I found the family website of Michael and his Porsche for sale. I called him and trusted his information about his car, based upon the fact that he is a retired Navy pilot. I just needed to purchase a ticket and fly to LA.

I remember I rented a car at the LA airport and while driving to San Diego, I got a flat tire. There was no safety shoulder to stop and smoke was coming from the tire...I finally made it to San Diego and Michael and his family were all so kind. I stayed a week with them and will never forget how special it was. I enjoyed their amazing hospitality and kindness, welcoming me in the family and taking me on some sightseeing trips in the area. Michael

also told me about his job as a helicopter pilot in the Royal Navy during that week. This is also the reason I protect this 911, as I feel responsible for its history and legacy.

For me, the story is important, the adventure, the background of the owners and how great these 911 owners are. Looking at the pictures from a long time ago, I can also be a bit jealous

about the great California 911 scene and the events like cars and coffee and the LA literature and Toy Show gathering.

### My 1971 Signal Orange Coupe 911T

The story about my Porsche 911T begins in 1972, when on Jan. 14 Michael purchased, during his Navy flight training in Florida, a brand new 1971 911-T 2.2 Coupe in Signal



STORY AND PHOTOS BY  
MARTIN VEEN

Orange at Bill Campbell Porsche Audi in Pensacola. Salesman W. Wilson typed invoice no. 1812 with a list price of \$6,679.04 and the deal was closed. This 911T was one of the last 911s Bill Campbell had available (as these early 911s were flying out of the showroom).

The ruby red 356C from 1964\* that Michael was driving at the time was traded in for this

new 911T for \$1,809.04. (\*License plate VUH 850, VIN no. 217246, engine no. 106628.)

It must have been a great time! Michael's friend Peter provided some pictures from that period and wrote:

*When we both got up to Humboldt [State University], Mike was driving an Austin-Healey*

*Sprite and I was driving my 1960 Austin-Healey 3000 (that I still have). Mike got the 1964 Porsche 356C which we both drove down to his parents' house in Carmichael, a suburb of Sacramento, for Thanksgiving weekend the end of November 1970. I ate my first McDonalds Big Mac that weekend (my hometown of Visalia wasn't yet big enough for a McDonalds).*



First owner and retired Navy pilot  
Michael with his helicopter in 1980

**1971 911T** *Over Christmas a month later, I looked at my first Porsche 911 for sale used in Fresno, and Mike and I drove my Healey down to get it a month later. It was a 1965 911 Coupe (#301745 built in first quarter of 1965).*

*Mike and I drove his new 911 up to Humboldt for Lumberjack Days when it was still new. I remember thinking how smooth it ran compared to my 1966 short wheelbase 911 with Solex carbureted 2.0 liter.*

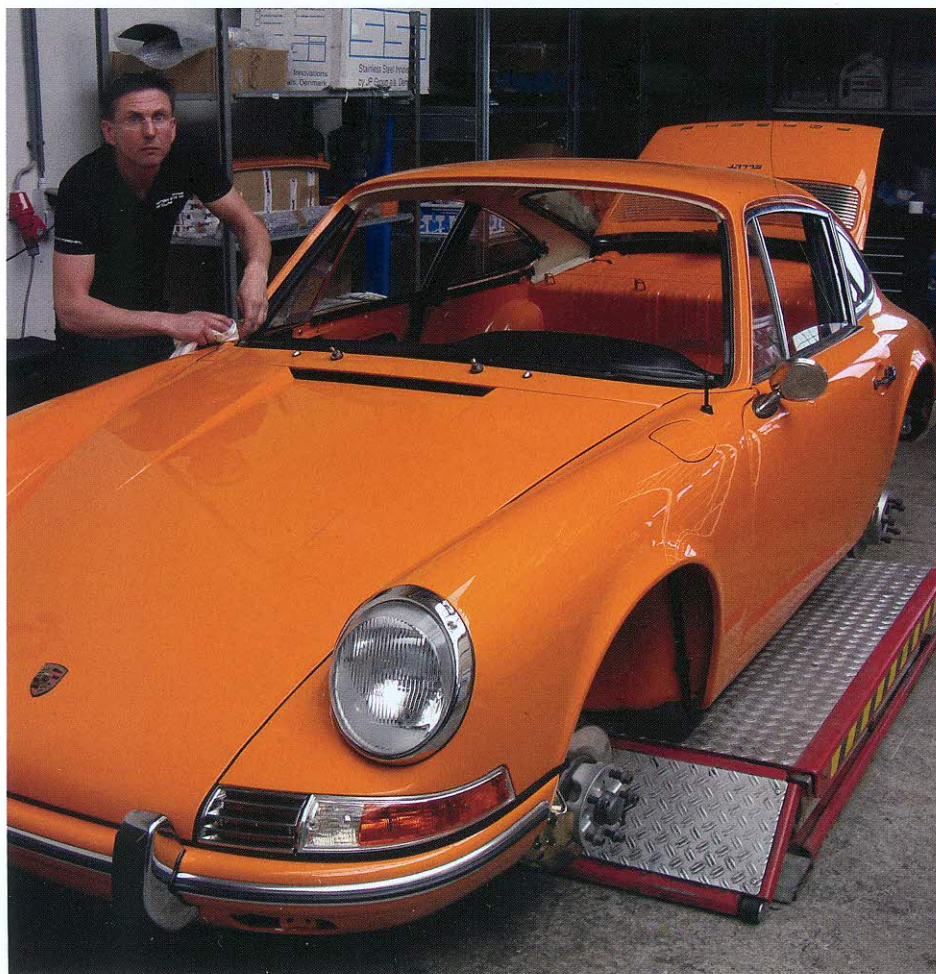
In 2003 I was looking for an original early 911 and found Michael's 911T for sale after a thorough search on the Internet. Then, I decided to buy a ticket and try my luck, so I was on my way from the Netherlands to San Diego, CA, where I visited Michael and his family. It was a special trip for me and at the end of my visit in December 2003, Michael borrowed a trailer and we transported the 911 to Long Beach Harbor. While rigging the 911 onto the trailer, a few tears popped up in his wife Patricia's eyes (†May 30, 2014) and she told me that the 911 was a long time friend and she had lots of memories associated with the car. I was

told about the Humboldt University decals on the 911, where both Michael and Patricia had studied. Today, after its restoration, these decals are still on the 911.

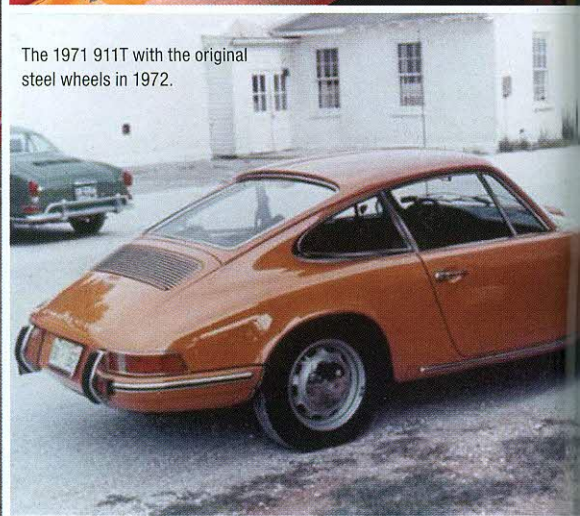
Six long weeks later, the 911 arrived at Rotterdam harbor and I was it's proud owner. The first required action was for official authority approval to have it registered for driving on Dutch roads. After a few years of regularly enjoying the 911 for trips, unfortunately due to some hickups in my private life, my orange beauty remained untouched, standing in the garage waiting for better times. For years it was waiting, without a lot of attention; this period wasn't good for the original paint and its overall condition.

In 2012, I decided to have it restored, to bring it back to the pristine condition as it was in when Michael visited the showroom of Bill Campbell's dealership.

Once I'd decided to restore the 911, I also wanted to strip the car myself and remove the original undercoating (now I understand what it takes to remove it), the glass, interior, dashboard, front fenders, etc. By doing so, I learned a tremendous amount about the condition of the car and discov-



The 1971 911T with the original steel wheels in 1972.



ered that, luckily, only the front gas tank support was in bad condition. I inspected the rocker panels internally with a special camera, by cutting a few tiny holes in the small square metal plates on the panels, which were rewelded after the inspection. I was very lucky, only minor metalwork was required and the body was in good shape.

It was difficult to decide to strip the original paint from the car, due to various discussions on forums about 'patina' and the value of the car when the original paint remains, but at a certain point I said to myself, "OK, stop that thinking, you want the car as it was in its glory days in 1971, so let's repaint it completely."

In hindsight, I see I made one big mistake; bringing my 911 to a so-called "Porsche specialist" in the Netherlands without properly checking references from customers.

I learned that it is not a given that you're dealing with an actual specialist, when you see Porsches parked in and outside the workshop, expecting it to be the right person, experienced to do all the restoration details. But these are exactly the details that make the difference when restoring a car to original showroom condition. It took me

"OK, stop that thinking, you want the car as it was in its glory days in 1971, so let's repaint it completely."

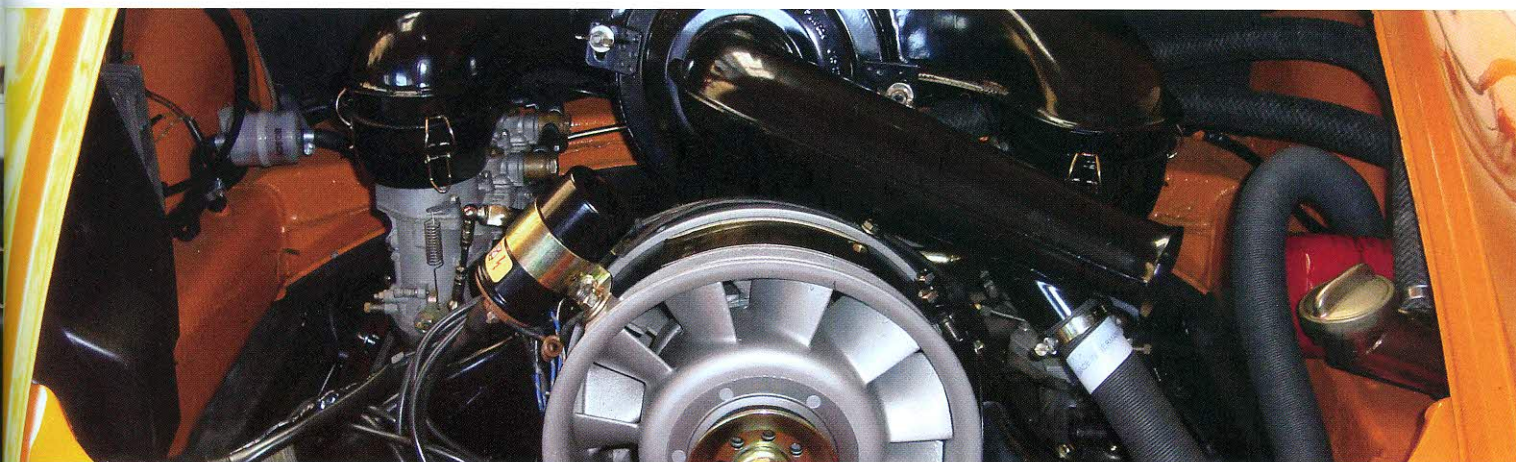
and have Peter solve the various issues. Multiple corrections needed to be done to the suspension, brakes, steering wheel and housing and several other items, which the previous "restorer" had touched, lacking good workmanship. Peter Broerse saved the project and took great care of my "orange beauty," with real craftsmanship and an eye for detail. When it comes to Porsche 911 restoration, I could not have wished for any one better!

Finally, the moment arrived, the car was ready—an utterly exciting moment! I had to walk several

## What Has Been Done To The Car:

### BODYWORK:

- New paint inside and outside. Complete bare metal job, only the battery holder and tank support needed to be replaced. I ordered a replacement part, but by coincidence, at a Porsche event, I noticed the parts from Restoration Design ([www.restoration-design.com](http://www.restoration-design.com)) and the quality of these looked much better. I ended up not using the previously purchased part and welding in the Restoration Design part.
- While in the care of the "so-called "specialist," the body was painted in its original Signal Orange color, however, not from the original paint supplier brand. I asked for Glasurit single stage and the painter said, "No problem, I can use that," but then when I returned a few weeks later, he had painted the car with PPG paint. Being surprised and slightly unamused I addressed the issue. He simply said "Oh well, I prefer PPG, I always use that." Okay...Nevertheless, looking at the car now and the quality of the paint job I have "forgiven" this issue.



six months (and some sleepless nights) to acknowledge the problem and to recognize that if I wanted to save my car, I'd better take it elsewhere and ASAP. I decided to transport my 911 to Porsche classic restorer Peter Broerse Classics ([www.project-porsche.nl](http://www.project-porsche.nl)) and that was the best decision I could have made in this entire process. Wiser from the fiasco, prior to transport-decision-day, I elaborately discussed my expectations of the restoration with Peter.

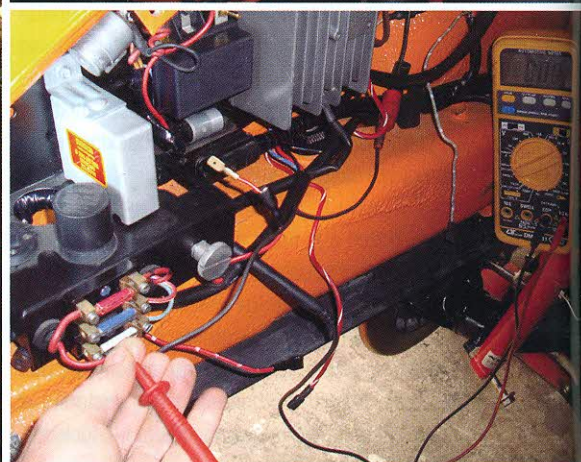
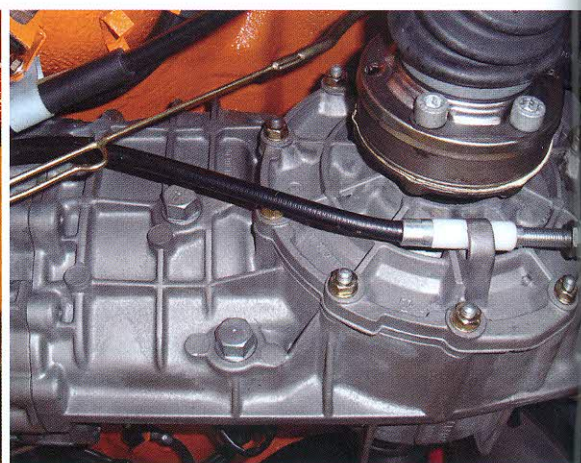
In January 2016, the Porsche arrived at Peter's and we checked the work that had been done by the previous "specialist." The list of findings was not amusing, however; I decided to go for quality

circles around the car to take in its beauty and believe my own eyes. Wow! Then I turned the key to start the engine of this beautiful Porsche, and after all these years, the difficulties during the project and the "budget overrun" were forgotten in a split second. The sound of the engine, the smell of petrol, the smoothness of shifting the transmission, it all brought a smile from ear to ear and a pure state of happiness!

*A new beginning has commenced!*

### INTERIOR AND TRIM:

- A new dash was purchased from Carpoint Germany ([www.carpoint.de](http://www.carpoint.de)) to replace the cracked "baked California sun" dashboard. Also, a new dash speaker was installed (a remake of the original and it sounds really great, (<https://www.koenigs-klassik-radios.de>).
- New basketweave trim was installed along with a period correct Blaupunkt Frankfurt US radio (Michael had removed the Frankfurt US radio to replace it with a Japanese radio, at the time this was not an issue for him).

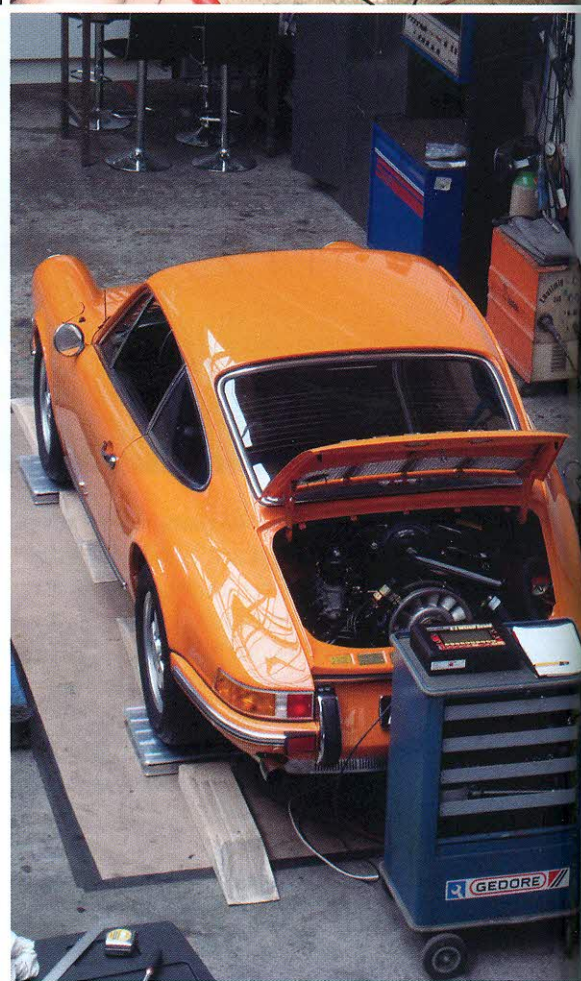


- New replica D'eser Sport S seats were supplied by Auto Retro Breda ([www.autoretro-breda.com](http://www.autoretro-breda.com)) and I stored the original seats.
- Peter Broerse installed new side panels from Carpoint Germany for the seatbelt extractor sides and a new carpet set supplied by CarTex SitzKlinik ([www.sitzklinik.de](http://www.sitzklinik.de)).
- The old RePa seatbelts have been brilliantly restored by Zeilmakerij Koolwijk ([www.zeilmakerijkoolwijk.nl](http://www.zeilmakerijkoolwijk.nl)). So do not throw away those old RePa seatbelts! They installed new seatbelt material, but reused the old RePa parts and a set of RePa decals from 1971, available on Ebay, are sewed onto the belts.
- A new headliner was installed, supplied by CarTex SitzKlinik.
- All VDO gauges have been restored and tested by Info Instruments ([www.info-instruments.nl](http://www.info-instruments.nl)). The mileage gauge has not been replaced by one in km, because I prefer to stick to miles and the original recordings from the moment the Porsche left the dealer in 1972.
- The interior is absolutely beautiful and the S-sport seats are real eyecatchers. The final

touches are the original decals and I even purchased a great looking serial number decal for the B-pillar, supplied by Andy Thonet in the US.

#### ENGINE:

- When in early 2004, the Porsche arrived in the Netherlands, I immediately decided to repair the leaking valve guides, to overhaul the matching numbers engine and to install hydraulic chain tensioners.
- In 2016, Peter Broerse performed a detailed cosmetic overhaul of the engine and installed new plated bolts and a new plated carburetor linkage. The result looks absolutely awesome. In 2008, I'd purchased a pair of Webers, while the original Zeniths were removed and stored. The Webers are now fully tuned and the engine runs great.
- The generator and starter have been overhauled.
- Various parts, like the engine bay steel covers, have been powder coated.
- All new rubber, hoses, bolts, etc. have been installed.



- A new oil tank is installed. The exhaust system includes all new SSI exchangers and a new stainless steel muffler finished with a great stainless steel muffler skirt. This skirt was an option and originally not with the car, but I liked it so much that I had to have it installed.

#### DOCUMENTED MILES:

- 1972-1990: 143,500 miles
- 1990-1999: 10,000 miles
- 1999-2003: 250 miles
- 2003-2016: 5,877 miles

After restoration in 2016, miles to date: 159,377

#### ELECTRICAL SYSTEM:

- The complete wiring harness and original ignition box have been restored by Gerard Kroon at Kroon Wire Harnesses ([www.kroonwireharnesses.com](http://www.kroonwireharnesses.com)) This guy is a professional *pur sang* and I really recommend contacting him, if you need help with wiring.
- Front and rear lights were newly purchased and/or partly restored.
- The two batteries were installed in the original configuration.

"There are only a few suppliers that I regard to be top notch."

#### TRANSMISSION:

- The original and matching dogleg 5-speed transmission was cleaned and flushed with oil and received full TLC. The transmission worked fine prior to the restoration and I decided to leave it as is for now.

#### SUSPENSION:

- New Koni shocks were installed front and rear and all suspension parts were overhauled and powdercoated and provided with new bushings. The brake calipers were overhauled, new wheel bearings were installed and the car was aligned and weight balanced.

#### WHEELS:

- Unfortunately the original steel wheels, except for the Lemmerz 1537 spare wheel, stamped

5-1970, are not with the car anymore. Michael replaced them in the seventies with a set of original Fuchs 6" x 15". The Fuchs wheels have been restored by Ihr Felgen-Service ([felgen-service.de](http://felgen-service.de)) If anybody has these steel Lemmerz 5.5" x 15" type 1527 from 1970, please contact me.

- Tires installed were new Pirellis P6000 195/65/15".

#### SPARE PARTS:

- I purchased parts from many different sources. It takes a lot of time to search for them and to find out, also you really need to be cautious about the quality. There are only a few suppliers that I regard to be top notch.
- Most parties only want to make quick money, visible from not really caring about a website with proper information.

#### SPECIAL THANKS TO:

- Michael B. and family, CA, USA
- Peter C., CA, USA
- Peter Broerse Classics, Netherlands 

