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40 years of
928



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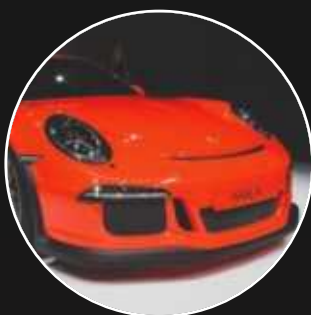
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Ultimate Porsche

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Ultimate Porsche is published every month*
UK annual subscription rate: £59.40
Europe annual subscription rate: £69.99
USA annual subscription rate: £69.99
Canada annual subscription rate: £69.99
Rest of world: £76.99
*twelve issues per annum

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Customer service email address:

subs@kelsey.co.uk

Customer service and subscription postal address:

Ultimate Porsche Customer Service Team,
Kelsey Publishing Ltd, Cudham Tithe Barn, Berry's
Hill, Cudham, Kent, TN16 3AG, United Kingdom

DISTRIBUTION

Seymour Distribution Ltd,
2 East Poultry Avenue, London, EC1A 9PT
www.seymour.co.uk Tel: 020 7429 4000

PRINTING

William Gibbons & Sons Ltd

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LET'S GO, MR DRIVER!

THE PORSCHE 928 has always ranked high on my list of favourite cars, an enthusiasm I can trace back to the 1979 Matchbox Lesney No.59 die-cast I kept close as a kid. Complete with battle scars amounting to damaged paintwork and a caved-in door, the model now sits on the desk in my office. It serves as a reminder of the sheer sense of wonder I experienced playing for hours with this little gold 'Superfast', its shape completely unlike anything else in my toy car collection.

Adding to my love for the 928, one of the highlights of a school trip to Derbyshire during the late 1980s was discovering the *Chase HQ* coin-op taking up space in the corner of a motorway service station we stopped at en route to our destination. "This is Nancy at Chase HQ," shouted the girl seemingly trapped inside the machine. I quickly filled it full of shrapnel, took on the role of police officer, Tony Gibson, jumped into my black 928 and accepted an instruction from Nancy. She asked me use my Porsche to hunt down and arrest Ralph, the Idaho Slasher. Ralph was driving a Lotus Esprit. He didn't stand a chance.

It gives me great pleasure to dedicate this special launch edition of *Ultimate Porsche* to the 928, a V8 icon that's currently enjoying all the attention that fortieth birthday celebrations bring. That's not to say that we're ignoring other classic Porsches – far from it! You'll find some amazing 911s, a 968, 944s and plenty of other Stuttgart speed metal presenting itself for your enjoyment as you turn the pages of this magazine.

We'll continue to showcase some of the very best Porsches around with each successive issue of *Ultimate Porsche*. We're thrilled to have you along for the ride. Now, if you'll excuse me, I need to pursue Carlos, the New York armed robber. Nancy says he's made his escape in a yellow Lamborghini Countach. Something tells me that he won't get far...

 **Dan Furr** Editor
@DanFurr

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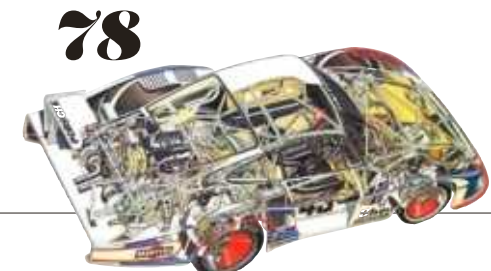
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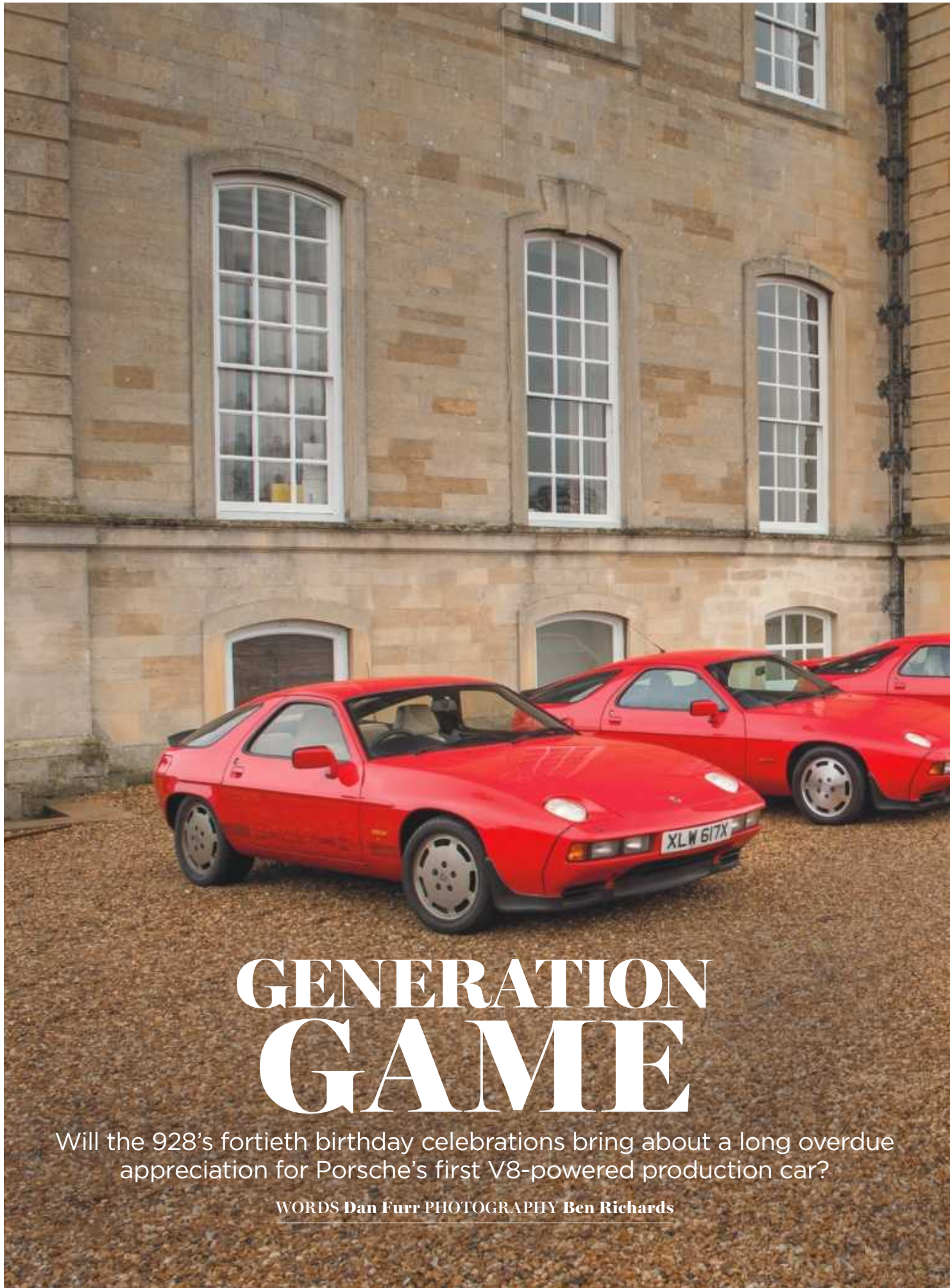
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GENERATION GAME

Will the 928's fortieth birthday celebrations bring about a long overdue appreciation for Porsche's first V8-powered production car?

WORDS **Dan Furr** PHOTOGRAPHY **Ben Richards**



40
YEARS OF THE
928
CELEBRATION
ISSUE

DRIVER

Q&A

**JONATHAN STEVENSON****Occupation**
Lawyer**First Porsche**
A restored 1966 911**Favourite Porsche**
Pre impact bumper 911**Best thing about your first-generation 928**
I love the clean design of the early cars**Worst thing about your first-generation 928**
Its thirst for fuel!

For the past forty years, one Porsche has divided opinion arguably more than any other – the 928. The model's water-cooled, front-engined configuration has led many to dismiss the super coupé as anything but a 'proper' Porsche, but it's worth remembering that the 928 was intended to be a long-term replacement for the 911. Of course, history teaches us that things haven't exactly panned out that way!

As the 1960s drew to a close, factory top brass toyed with the idea of adding a luxury grand tourer to the Porsche product catalogue. Various engine options were considered (including a V6), but it was the suggestion of an all-new V8 that won the argument; not only would an eight-cylinder unit deliver the kind of smooth, refined power that buyers of GTs had come to expect from their cars, but it would also enable Porsche to improve its market share in the gas-guzzlin' US of A.

It's worth noting that Porsche had already built engines with eight combustion chambers. These powerplants were air-cooled and had a flat-engine layout, but they were only ever used to propel motorsport machines. The decision to develop a V8-powered GT demanded the build of an application-specific lump, a job that Porsche's engineers applied themselves to wholeheartedly. The outcome of their efforts was a state-of-the-art 90° V8 designed with enough flexibility to allow for a significant increase in displacement coupled with modifications to cylinder heads should there be a need to adhere to strict emissions regulations or a requirement for more power down the line.

The resulting 4.5-litre engine consisted almost entirely of lightweight alloy. It had a conspicuously low compression ratio of 8.5:1. This meant that it was able to use petrol with an octane rating of 91 RON without issue, however, power was limited to the lower end of what was possible – less than 240bhp





Clockwise from left First-gen 928 styling makes a strong case for 'less is more'; V8 looks more like Predator than a 4.5-litre powerplant; 'bathtub' rear end features instantly recognisable light clusters; Pascha interior is highly sought after today; pop-up lights are a key characteristic of all 928s





Think twice

Seven years after the 928 was discontinued, Porsche achieved renewed success with a front-engined, V8 production model in the form of the Cayenne SUV. Much like the 928, the Cayenne entered the market to mixed reaction, but where the 928 failed to be accepted by a large number of 911 fans, the Cayenne's status as a standout performer in a completely different sector has seen its popularity grow exponentially.



was produced at a moderate 5500rpm. **»»** Nonetheless, this was the first time in Europe that an engine left an assembly line with cylinder sleeves etched from cast aluminium.

The 928 project was progressing well until the world was hit by a major fuel crisis after the members of the Organization of Arab Petroleum Exporting Countries (OAPEC) proclaimed an oil embargo in response to the USA's support for Israel during the Yom Kippur War. Six months later, the price of a barrel of oil had risen from \$3 to nearly \$12 globally (US prices were significantly higher) – not exactly ideal when you're looking to release a fuel-hungry V8 sports car into the wild!

OAPEC's embargo caused huge short-term and long-term effects on global politics and economies. In response, the 928 project was briefly suspended. That said, so much time, money and effort had been poured into the development of the new Porsche that the notion of ditching it altogether was deemed



DRIVER Q&A



GRAHAM MARTIN

Occupation
Director of a recruitment company

First Porsche
A 928 S2

Favourite Porsche
This one!

Best thing about your 928 S?
The build quality

Worst thing about your 928 S?
Less than impressive fuel economy

JAY WINTER

Occupation
Photo retoucher

First Porsche
A light blue 944

Favourite Porsche
911 GT3 RS

Best thing about your 928 S?
It looks like nothing else on the road

Worst thing about your 928 S?
It has an atrocious aftermarket head unit that I want to replace!

unacceptable. Work resumed in the hope that global economies would sort themselves out in advance of the car's planned launch date, although a second major oil crisis (a problem brought about by panic generated as a consequence of a drop in the supply of oil in the wake of the Iranian Revolution), threatened to pull the rug from under Porsche marketing men's feet shortly after the model debuted at the 1977 Geneva Motor Show.

FRONT RUNNER

Despite its status as 'European Car of the Year', sales of the 928 were slow. A high price tag and depressed economies were undoubtedly factors at play, but there were also complaints from Porsche 'purists' who couldn't understand why the manufacturer had changed the powertrain layout it had used to such great effect in its earlier production cars. Engine at the front? Madness! We know now that concerns about rumoured legislation regarding the future of

rear-engined cars were unfounded. We also know that the 928 ended up appearing in dealer showrooms side-by-side with the Porsche it was supposed to replace.

Although the 928 was recognised as being a heavier car than the 911, its 'engine at the front, gearbox at the back' layout produced a near-perfect 50/50 front-to-rear weight distribution and impressive performance. Moreover, the 928's luxurious trim, spacious four-seat cabin, large luggage area, hatchback sensibilities, advanced ergonomics and relaxed engine were quickly identified as features that made it much easier to live with than a 911, all the more so if the 928 being driven was equipped with a lazy automatic transmission (originally a three-speed unit, later replaced by a four-speed).

To find out if these claims are true, we invited the owners of four different 928s (each car representing a milestone in the evolution of the model) to tell us about their love of what you might rightly consider to be a



Above and left What a difference a set of wheels and a couple of spoilers can make to the look of a car! Oh yeah, and there's a bigger engine too

THE 928 ENDED UP IN DEALER SHOWROOMS
SIDE-BY-SIDE WITH THE PORSCHE IT WAS
SUPPOSED TO REPLACE



Above and right Without clocking its rear end, the 928 S2 can be difficult to tell apart from its S-badged predecessor; as with most Porsches, the 928 S2's key updates occurred beneath its (incredibly long) bonnet

highly underrated Porsche. From Jonathan Stevenson's rare '78-plate through to Vince Dallimore's S4, each of the Guards Red stunners in attendance offered something different to the other, whether it be body styling, engine performance or interior trim.

Regarding the latter, Jonathan's first-gen 928 (EUT 588T) features the most striking of all the upholsteries that were present on the day. His Porsche's half-leather Pascha seats even sport a period-correct fag burn! "I bought the car a year ago," he tells us. "It spent a lot of its life in Scotland where it was used as a display piece in an independent motor trader's showroom. Many years away from the road has kept mileage at a minimum," he adds. This enforced hibernation has also kept his car's cosmetic condition in excellent order following the respray it was treated to in the mid-1990s.

Porsche left the 928's unfussy styling unchanged until the arrival of the S in 1980. Externally, the model gained a chin spoiler at the front, a tailgate spoiler at the rear and wider wheels, but the biggest alteration occurred beneath the car's bonnet; displacement was increased to 4.7-litres. New Mahle pistons upped compression ratio, updated camshafts were introduced, a new flywheel and distributor system joined the party, and a twin-exit exhaust improved airflow. Beefed-up power amounted to almost 300bhp.

Lifelong friends, Graham Martin and Jay Winter, are joint owners of XLW 617X, a 928 S that sits on pretty pewter-coloured wheels and proudly exhibits Porsche graphics down each side. "Our car was originally bought by the

chairman of furniture retailer, MFI," explains Graham. "He kept a boat at the same marina where a red 928 was used as a getaway car after an armed robbery. The police put two and two together, came up with five and stormed the fella's house thinking that this 928 must have been the gang's escape vehicle!" he laughs.

COUNTRY MILE

Graham and Jay's car has led a pampered life, covering just 37k miles since being bought by the MFI man in 1982. It's a 928 that was ordered with almost every cost option, including full leather (extending to dash, door cards, headlining, boot panels and seats). It really is nothing short of stunning, although its demand for our affections faced stiff competition from Martin Rose's S2 as we continued our day of playing with Porsches in the environs of the Cambridgeshire countryside.

"Contrary to the opinions of naysayers, I'm of the opinion that the 928 is more 'Porsche' than a 911!" he announces, much to the astonishment of everyone within earshot. "The water-cooled V8 and transaxle format was a 'clean sheet' project, and all parts were manufactured without compromise. What could be more 'Porsche' than that?!" he roars.

Save for its polished rims, his immaculate motor (D428 PWE) looks much the same as Graham and Jay's S, but the S2 designation denotes a fresh round of mechanical updates. A modified crankcase, new camshafts, a higher compression ratio, new intake apparatus, a revised flywheel, new exhaust manifolds and twin distributors were thrown at the

DRIVER

Q&A



MARTIN ROSE

Occupation
Architect

First Porsche
987 Gen2 Boxster S
SportDesign Aero

Favourite Porsche
A toss-up between my 928 S2, the 904 Carrera GTS or the 930 Turbo

Best thing about your 928 S2?
It's a dream come true - I've wanted one for more than thirty years!

Worst thing about your 928 S2?
It's massively undervalued!



DRIVER

Q&A

**VINCE DALLIMORE**

Occupation
Self employed

First Porsche
A Miami Blue 928 S4 that I bought in 2005 and still own today

Favourite Porsche
Have a guess...

Best thing about your 928 S4?
Its rare manual gearbox

Worst thing about your 928 S4?
I need to spend some serious money on it in the very near future!



» 928, as was a new fuel injection system. An additional 10bhp was instantly extracted from the car's engine, while revisions to non-oily parts included an update to interior electrics and in-car entertainment equipment.

A further round of changes (many of which are outlined in our buyer's guide on page 86) would be applied to the S2 during its later stages of production, but the biggest evolutionary change for the 928 would occur with the arrival of the S4 in late 1986, a move that modernised the model in terms of its look and engine specification. The car's V8 was now a 32-valve five-litre unit, while its body was subjected to drastic styling updates, most notably at the rear where stretched lights were joined by a large wing. Power to the tune of 320bhp was on offer, but the new package would cost UK buyers a budget-busting fifty grand. Sheesh!

Vince paid rather less for his used S4 (E474 FVX) in 2015. It's a rare example fitted with a manual gearbox and full leather. Since acquiring the car, he's rebuilt its ECUs, added D90 wheels (an original cost option) and fitted LED lighting. "The 5.4-litre GTS is great, but its exaggerated styling isn't to my taste. In my opinion, the S4's comparatively subtle balance of power and style makes it the best 928 of them all," he argues.

Rumours concerning a 928 reboot have been circulating for years. Perhaps renewed interest in the model will finally inspire Porsche to consider reintroducing the badge? Judging by the mixed feelings that 928s still seem capable of generating, any such exercise will no doubt court controversy, so for the time being, let's kick back and celebrate forty years of Porsche's original V8 coupé... regardless of whether detractors think its engine is at the wrong end!

The venue

Kimbolton School is an HMC independent boarding and day school for children ages 4 to 18. It has an excellent academic reputation and a family-friendly atmosphere. Its Preparatory School (ages 4 to 11) will be holding Open Mornings on Thursday 4 May and Saturday 7 October while its Senior School (ages 11 to 18) will be open on the morning of Saturday 30 September. Visit bit.ly/kimboltonschool for more information.



Clockwise from top The S4 marked the 928's biggest evolutionary shift forward; Predator makes way for 32-valve V8 plenum; fewer than forty manual S4s are thought to have been sold in Britain; rear muffler bypass and 'bean can' tip is clear to see on Vince's leather-loaded S4

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Porsche 911 Coupe

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Porsche 911 2.7

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- 1 of 2 UK RHD's
- Magenta



Porsche 964 RS

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- Grand Prix White
- Low Mileage



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- Gold



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- Very Special Car



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New tyre designs for vintage and recent classics

Porsche has released a range of new tyres for its classic models

Around seventy percent of all Porsches ever built are still in a drivable condition today. To satisfy demands for suitable tyres, Porsche has launched a selection of new designs that are properly tuned to suit specific vehicle generations.

The new products match historic originals in terms of their look and profile, but have been developed in partnership with Pirelli in order to fulfil the requirements of modern

driving conditions. For model years 1959 through 2005, a total of thirty-two new tyre recommendations are available for cars including the 356 (B and C), Boxster (986) and 911 (G model, 964, 993 and 996). Transaxle vehicles are also catered for.

This exciting new range of rubber features Porsche's 'N' designator, a mark which identifies each black circle as a tyre released as a special Porsche product. These aren't simply reissues of old designs; the new tyres combine the look of originals with the driving qualities of modern products.

Complete with authentic tyre profile patterns, dimensions and cross-section ratios from the 1960s to the 1990s, the material composition and supporting structure of each tyre matches that of current carcasses and sidewalls. The rubber mixture includes additives that are frequently used in modern tyre construction, resulting in excellent wet grip and low noise.

Porsche claims that thanks to these newly-tuned summer and winter tyres, its classic cars will exhibit more balanced driving than ever before. Further info: www.bit.ly/porschetyres



Porsche Museum celebrates motorsport icon, Walter Röhrl

Genius on Wheels is the name of a new exhibition at the Porsche Museum honouring rally legend, Walter Röhrl, in the year of his seventieth birthday. The museum is displaying numerous vehicles driven by the World Rally Championship legend as he established and cemented his reputation as one of the best and most versatile racers

anywhere on the planet. The exhibition focuses on Röhrl's many years of collaboration with Porsche; Röhrl has been a brand ambassador and test driver for the Stuttgart concern since 1993, and a bend on the Porsche test track at the Weissach development centre will soon bear his name. *Genius on Wheels* runs until May 14th 2017.



The Porsche Sale announced

Dates and times have been released for this year's *The Porsche Sale* (the annual Porsche-exclusive auction at The Wing, Silverstone Circuit). At this early stage, not much is known about the lots that will be up for grabs, but viewing will be permitted from 10am on Friday 20th October, and from 9am on Saturday 21st October. *The Porsche Automobilia* sale starts at 11am on the Saturday, closely followed by the main event at 2pm. Full details of registration requirements and a buying guide can be found by pointing your 'puter's web browser at bit.ly/theporscheseale

See you there...



CLASSICS AT THE CASTLE, ESSEX

Classics at the Castle will take place on Sunday 3rd September at Hedingham Castle in Essex. This year will see the presentation of more classic 'KG' Porsches that have been at the heart of the event for over ten years, plus a special display of S-designation 911s, including the ex-Vic Elford 2.4-litre racer.

928 CELEBRATIONS AT BROOKLANDS

Porsche Club of Great Britain is hosting a fortieth birthday bash for the Porsche 928 on Brooklands' famous banking, Sunday 28th May. Admission is £11 for adults, £10 for seniors and £6 for children. There will be an exciting presentation by two important Porsche personnel who were close to the 928 during its design and development.

NEW CLASSIC CAR SHOW FOR THE CITY OF LONDON

The City Concours launches 8th-9th June at the Honourable Artillery Company, deep inside London's Square Mile. Among the attractions already announced are a selection of Le Mans racing cars that'll be on display courtesy of manufacturers and specialist dealers.

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Smuggler's box

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Inspired by the race suit Steve McQueen can be seen wearing in *Le Mans*, this long-sleeved bomber is fully form-fitted. It features a 100% nylon inner and an inside pocket decorated with a printed scene (depicting a Porsche 917) from the film. A stitched quote decorates the collar, while a punched zipper representing a race car pedal features alongside stitched Gulf Racing branding and stripes.

Price: £149

www.bit.ly/gulfjacket
or call 0114 243 7766



MOTAMEC MODULAR TOOL CHEST UNIT

Motamec's popular four-module tool chest unit is used by various racing teams trackside, primarily due to the product's heavy duty steel and plastic construction, alloy folding top handle, extendible rear pull handle and polypropylene wheels. Featuring a top toolbox with a removable tote tray, two twin-drawer middle modules (complete with all-steel ball bearing sliders) and a large lower storage compartment, the stack splits down to suit the job at hand, although it can remain as a single unit and be easily pulled into position. A range of finishes are available, including a design inspired by iconic Martini Racing livery.

Price: £149

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FORGE MOTORSPORT TURBO BLANKET

Primarily concerned with isolating radiant heat produced by your Porsche's turbo during normal operation, Forge Motorsport's turbo blanket is hugely effective at reducing under-bonnet temperatures, even in the harshest of driving environments. A quality construction (comprising stainless steel rivets, stainless fasteners, a carbon-fabric outer shell, a complex calcium magnesium silicate wool inner core and additional parts made from high-temperature silica fabric) ensures a long service life and resistance to a peak temperature of 1260°. Grab 'em while they're hot!

Price: £35.99 www.bit.ly/turboblanket



PORSCHE 928

Brian Long's hardback book covers the full history of the 928, covering all variants sold in UK, American, Australian and Japanese markets from the time of the model's launch in 1977 through to its demise in 1995. Contemporary material supplied by Porsche helps owners to pinpoint what is (and what isn't) correct equipment for any specific year.
PRICE: £50 www.bit.ly/928book



928 BUYER'S GUIDE

Veloce's 'Essential Buyer's Guide' series continues to impress with this sixty-four page book packed full of expert advice from model expert, David Hemmings. Including a unique points scoring system to help you evaluate a 928 after inspection, you'll soon be able to decide whether to stay or walk away from the car you're thinking about buying.
PRICE: £12.99 www.bit.ly/928buyers



CANFORD CLASSICS LIGHTWEIGHT FLYWHEELS AND ENGINE BARS

The team at Dorset-based 911 restoration specialist, Canford Classics, have recently reintroduced their popular lightweight billet flywheels. Balanced and fitted with a new pilot bearing, each flywheel is supplied ready for installation, much like the brand new, folded-edge, powdercoated ST/RSR engine bars the company is producing. A great upgrade, and one that's much stronger than the original solid bar.

Flywheel: £450
Engine bar: £120

www.bit.ly/canfordclassicsup
 or call 01929 472221



PORSCHE CLASSIC DETAILING KIT

Owners of classic cars attach the greatest of importance to preserving their vehicle's cosmetic condition. This official Porsche Classic detailing kit has been developed specifically for the characteristics of yesteryear's paints and soft-top fabrics. Totalling seventeen products (including shampoo, clay, polish, wax, synthetic materials cleaner, microfibre cloths, chamois leather and sponges) in a neat leather bag, each item in the kit has been tested at the Porsche development centre in Weissach to ensure compatibility with the relevant finishes and materials.

Price: £409.46

www.bit.ly/porschedetailing





K&N CABIN FILTERS

A K&N cabin air filter replaces your vehicle's stock cabin filter with a reusable part that cleans and freshens incoming air. Each filter is electrostatically charged to grab and hold dust particles before they make their way into the cockpit of your Porsche. When the part gets dirty, it can be cleaned and reused. K&N cabin filters come with a 100k mile warranty.
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GARAGISTA CARBON

Garagista is a new company specialising in the design and manufacture of genuine carbon-fibre dash and switch panels for classic sports cars. From bespoke decoration to full dash layouts, consoles and instrument panels, each CAD-designed, laser cut and CNC-machined part is made in-house at Garagista's Dorset headquarters.
PRICE: from £40 www.bit.ly/garagistauk



WARSON MOTORS LADIES TEE

Warson Motors offers quality vintage-look apparel for men, women and kids. The company has recently launched a selection of clothes paying tribute to Porsche endurance racing driver, Joe Siffert. Among the collection stands this Gulf-themed ladies tee made from 100% cotton. It features the Firestone and Heuer logos on the front, along with Siffert's name, signature and racing number on the rear.

Price: £35.99
www.bit.ly/siffert
 or call 0114 243 7766

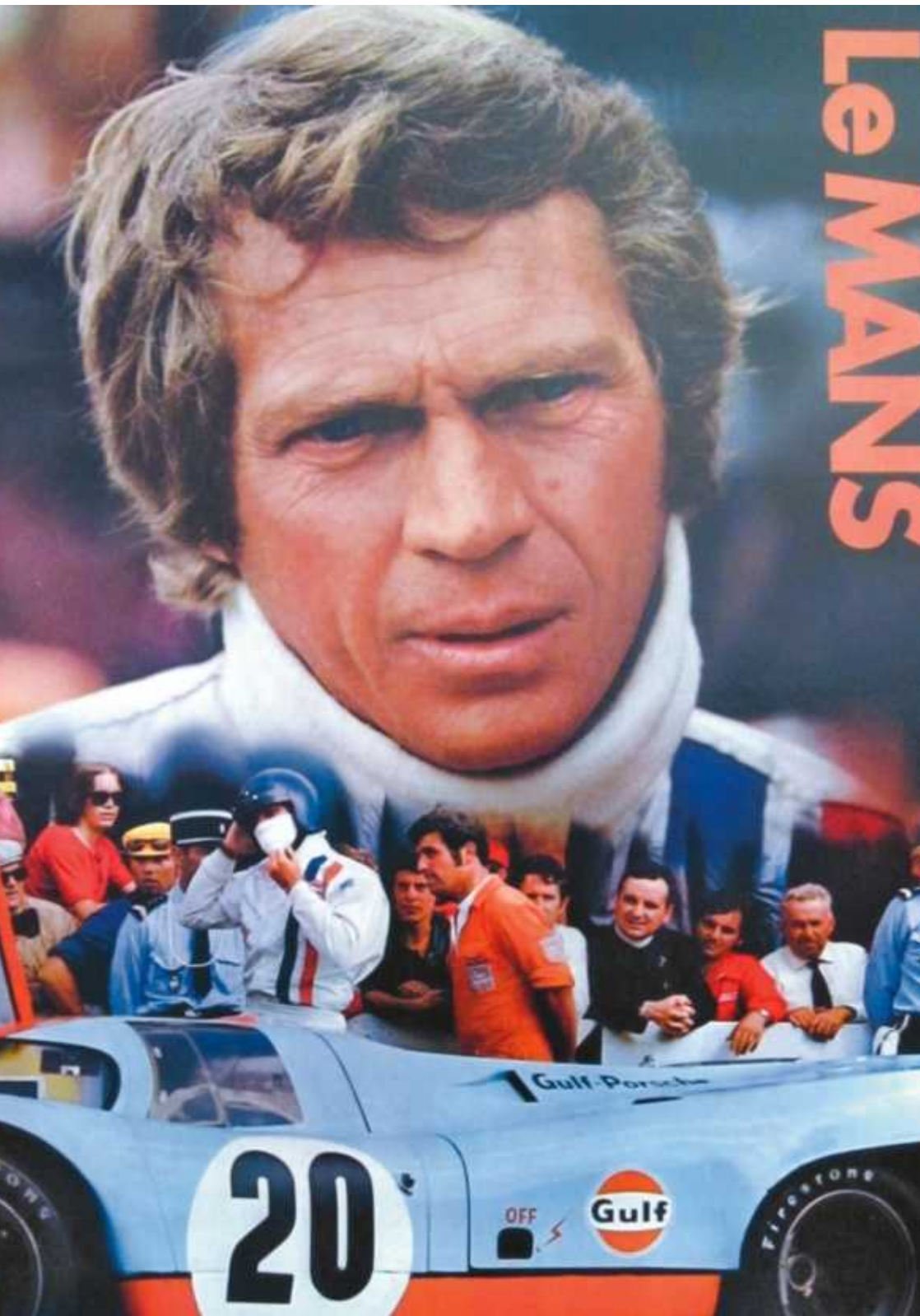


'STEVE MCQUEEN IN LE MANS' GRAPHIC NOVEL

Steve McQueen's 1971 movie telling the story of Le Mans endurance racing from the perspective of participating drivers has become a cult classic in recent years, a fact not lost on artist, Sandro Garbo, who saw fit to recreate his favourite film in the form of a stunning graphic novel! The Porsche 917 and Ferrari 512 feature throughout, as does McQueen's roadgoing 911 and the 914. The project took three years to complete, in no small part due to the stunning attention to detail Garbo has applied throughout. Go grab a copy. Now.

Price: £28 www.bit.ly/mcqueenlemans





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SECOND COMING

This 1970 911 S was converted to S/T specification under the watchful eye of André Wicky... twice!

WORDS Dan Furr PHOTOGRAPHY Howard Langston





Those with a keen interest in motorsport will have noted that this year's World Rally Championship (WRC) is generating the kind of excitement that series organisers have dreamed about for many years. New regulations aimed at improving aerodynamics and mechanical grip have been introduced to encourage a growing number of manufacturers to submit big bhp competition cars capable of smashing stage records by the kind of margins not witnessed since the utterly bonkers Group B class of yore.

Turn the clock back as far as the 1960s, and you'll see that Porsche was battling it out on rally stages with the best of 'em. Indeed, prior to the formation of the WRC in 1973, works 911s were earning their masters podium places and stacks of silverware on a regular basis. Granted, Porsche withdrew from WRC action without securing a win in the series, but factory-backed Stuttgart speed metal continued to operate successfully in various rally tournaments around the world until the mid-1980s.

Regardless of the comings and goings of works cars, privateers have used competition-spec 911s to great effect in gravel and tarmac rallying throughout the model's lifespan, forever looking to take advantage of constantly evolving FIA regulations in a bid to secure the win. Over

the years, Porsche has facilitated this need for speed by producing limited-run 911s designed to exploit ever-changing motorsport rule books. Few of these creations command the same level of respect as the awe-inspiring S/T.

The special edition's low volume production – combined with its application in punishing race and rally environments – has ensured that surviving examples are few and far between. Their scarcity has made them some of the most sought-after air-cooled Porsches of all-time. Moreover, such is the admiration for the S/T that a significant number of tributes have been built, often to a higher specification than that of the model being aped!

The mud machine laid out on the pages before you is an S/T conversion, although the journey that has taken it from a stock 2.2-litre 911 S to its current state of tune has been a long and eventful one that goes way beyond that of a typical backdate. "The car was bought new by the late André Wicky back in 1970," explains the wide-arched wonder's current custodian, Andrew Mearns. The names Wicky and Mearns will no doubt be familiar to many readers – the former for his active involvement in endurance racing and Formula One, the latter due to his status as head honcho at specialist classic Porsche dealer, Gmünd Cars.

Don't assume that this Ivory White stunner is a Gmünd sales item. "It belongs ➤



WICKY WAS SOON **PACKING HIS PURCHASE** OFF TO THE **TUNE SHOP** FOUNDED BY JOE SIFFERT

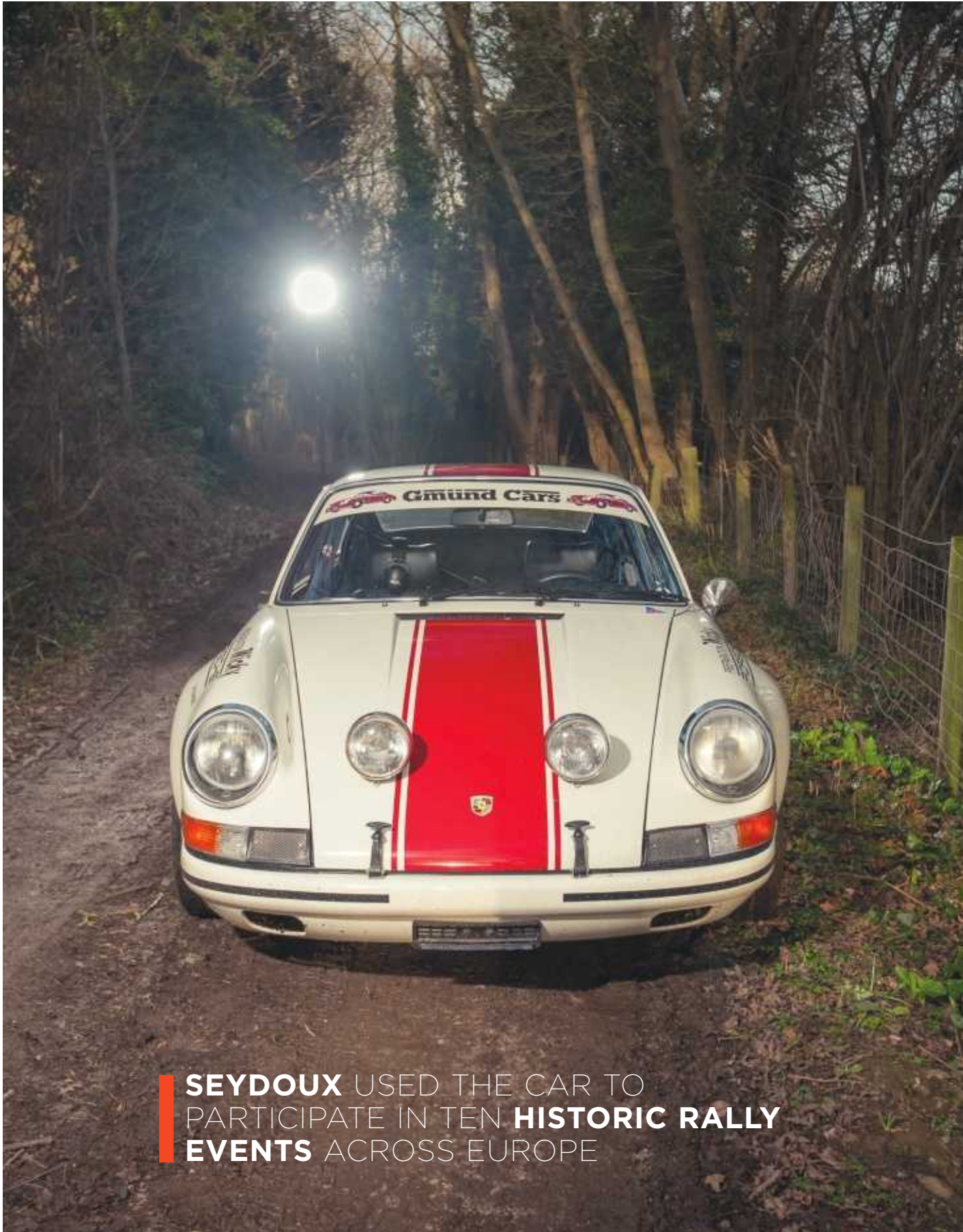


Top and left Wicky supervised Marc de Siebenthal's restoration of the car back to period Wicky Racing Team specification; the former Formula One and endurance racing star's involvement in the project is clear to see



Wicky whaa?

André Wicky was a Swiss racing driver active from the late 1950s to the late 1970s. He was a team owner as well as a driver, and one who took part in several non-championship F1 races. He began racing in *24hr Heures du Mans* in the 1960s, campaigning Porsches up until 1975. His best overall result was 17th - he was driving a Porsche 908, with another Wicky Racing Team Porsche finishing seventh in the same race.



SEYDOUX USED THE CAR TO PARTICIPATE IN TEN **HISTORIC RALLY EVENTS** ACROSS EUROPE



York pork

Gmünd Cars was founded by Andrew more than three decades ago. It has since gone on to become one of the UK's leading classic Porsche dealers. Based between Knaresborough and Harrogate in the picturesque North Yorkshire Dales, the company always has a varied selection of cars in stock, covering all models and price ranges. If you can't find what you're looking for, chances are that Andrew can source it for you!



» to a friend of mine who regularly uses it for cross-continent road trips and competitive motorsport,” stresses Andrew. Photographs of the pair putting the rally-ready ride through its paces all over Europe confirm his claim. “This is definitely a 911 that eats miles!” he laughs.

Built on 12th January 1970 and carrying chassis number 911 030 0592, the car was sold to Wicky who was soon packing his purchase off to the Swiss tune shop founded by his Formula One cohort and fellow countryman, Jo Siffert. There, the car was modified to Group 3 S/T specification complete with a tuned 2.3-litre twin-plug flat-six topped with Weber carburetors.

The estimated 250bhp that the engine produces is transmitted to the road via a five-speed straight-cut gearbox and wide Minilite rear wheels wrapped in fat Michelin rubber. The rebuilt nuts and bolts are happy to accommodate 10000rpm. Andrew assures us

that his friend's lead foot is limited to a 'safe' 9500rpm. Not that the car was always driven in anger... ahem!

MOVING ON

Following four years of active service for Wicky Racing Team, this amazing 911 was stripped of its S/T decoration and returned to its original cosmetic state. A flick through the car's mountain of paperwork reveals that it was sold to an octane-obsessed priest in Wicky's birth town of Lausanne, Switzerland. A passion for fast cars and being able to control them, however, are two different things; this motoring man of the cloth parted with his powerful Porsche after pranging it. He also registered distaste for his raucous runabout's lack of creature comforts, citing its missing heater as being less than suited to Switzerland's long winter months!

Clockwise from above
Polycarbonate windows with integrated vents help trapped cabin heat to escape; immaculately presented engine bay houses a sextet of Weber carburetors and twin ECUs



Above Functional race car office features a stack of lap timers, gauges, a roll cage, fire safety equipment and a four-spoke steering wheel with rare leather horn push



Above As fantastic as the noise of a constantly roaring flat-six might be, long journeys in the Wicky 911 demand the need for an intercom system, else driver and passenger have little chance of hearing one another!

DRIVER

Q&A



ANDREW MEARNS

Occupation
Owner of Gmünd Cars

First Porsche
A 1979 911 SC Targa which I bought when I was a teenager and kept for a decade

Favourite Porsche
This one!

Best thing about the Wicky 911
The way that it delivers all of its power

Worst thing about the car
It's a tad noisy!

» The following decade saw the car being passed around several different owners until it was eventually placed in storage. Thankfully, its state of suspended animation came to an abrupt end when Geneva-based Christie's art dealer, Thomas Seydoux, awoke the dozing 911 from slumber before contacting his local Porsche restoration expert, Marc de Siebenthal, with an instruction to carry out a comprehensive rebuild that would result in the car's return to Wicky Racing Team specification.

To be sure that de Siebenthal stayed true to period-correct configuration, Andre Wicky was brought in to oversee the project. The respected racing team boss was able to provide a wealth of information that enabled Marc to source and install the right Recaros, Halda gauges, Heuer stop watches and map light. A specially-made exhaust system from Demon Tweaks designed to limit operating noise to a scrutineer-friendly level sticks out at the rear. Even with this decibel buster in place, decipherable conversations in the car's cabin are difficult, hence a recently added Stilo intercom system.

"Seydoux used the car to participate in ten historic rally events across Europe," discloses Andrew. "Additionally, he clocked a stage win at the Gstaad Rallye in 2009 and won the Coupe des Alpes in 2011," he adds, proudly showing us the corresponding trophies. To the surprise of many, on May 12th 2012, Seydoux put his entire stockpile of Porsche memorabilia (469 rare items including three immaculate 911s) up for auction in Ladenburg, Germany, under the banner, *The Milou Collection*.

Lot 3401 was Seydoux's restored Wicky 911. Over the course of the five years that have passed since Andrew's friend placed his winning bid, the car has competed in numerous historic motorsport events and lengthy road trips, requiring little in the way of maintenance other than regular servicing. Oh, and cleaning. Judging by the state of this potent Porsche after we'd finished with it, there's plenty of that to be done!





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1987 Porsche 930 Turbo, Guards Red w/Linen, full history, great car, £79,995



Porsche Tractor, various models in stock, mostly fully restored, call for price and details, £POA



1982 Porsche 924 Turbo series 2, White over grey 2 tone, grey/brown interior, 91k miles, £17,995



1996 Porsche 993 Carrera S, Polar Silver w/full blue leather, 59k miles, full history, as new, £82,995



1999 Porsche 996 Cup Car, ex Johnny Mowlem, only 5k miles, great condition, full history, £69,995



1988 Porsche 944 Turbo Cup, road registered ex Championship car, great investment, £POA



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1987 Porsche 911 3.2 Carrera Sport, G50 model, Cassis Red, low miles, full history, £44,495



1984 Porsche 911 3.2 Sport Targa, White w/burgundy leather, 82k miles, FSH, £32,995



1987 Porsche 930 3.3 Turbo, 80k miles, full history, White/Grey leather, Standard car, £79,995



1978 Porsche 911 SC Coupe, Turbo body, White with black leather/tartan, 61k mls, Sportomatic, £55,995



1993 Porsche 964 RSR, three cars to choose from, can be made road legal, call for info and specs, £POA



1988 944 Turbo Cup, 1988 and 1989 Championship running car, UK road legal (v5), 250bhp model, £69,995



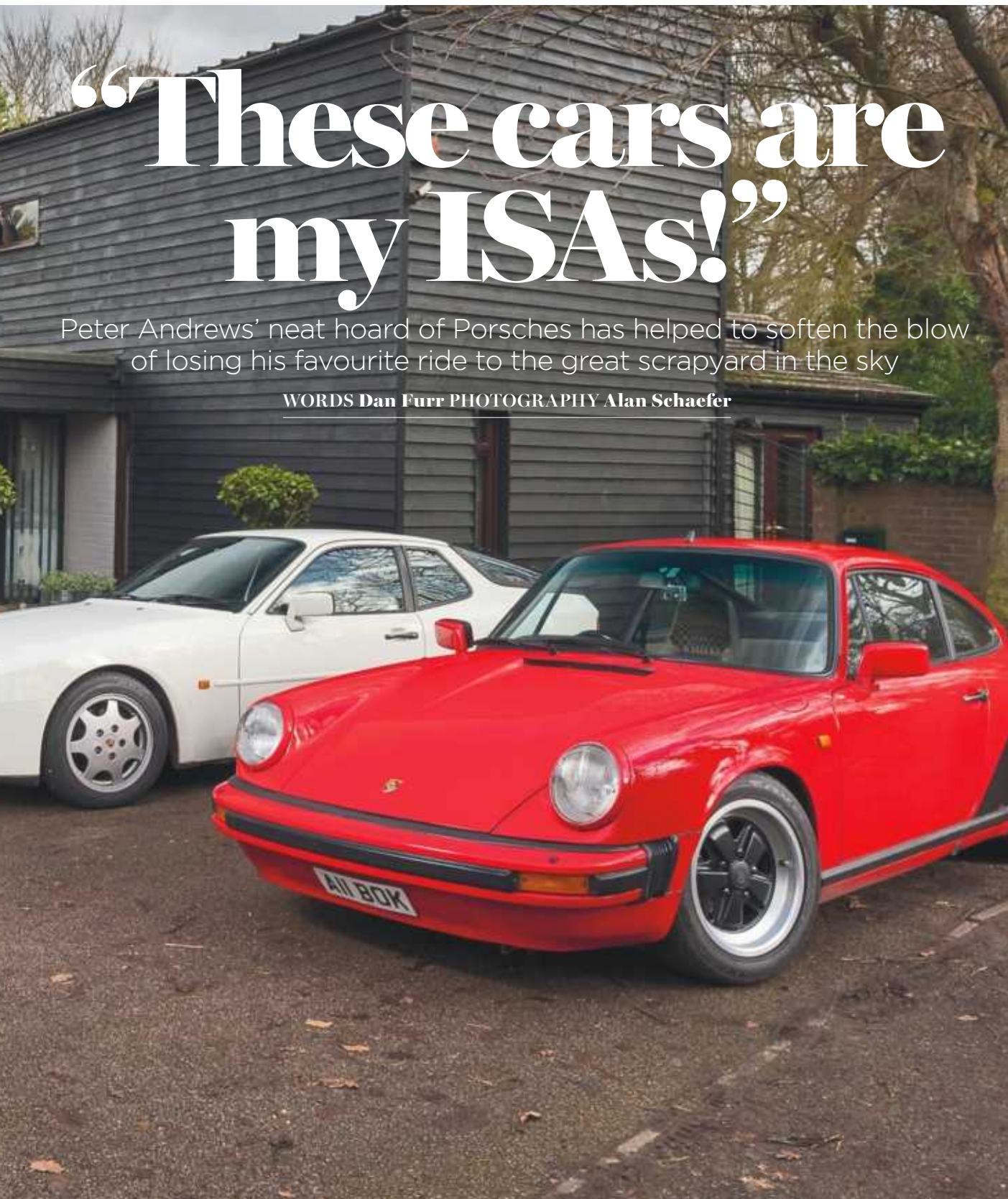
Porsche people



“These cars are my ISAs!”

Peter Andrews' neat hoard of Porsches has helped to soften the blow of losing his favourite ride to the great scrapyard in the sky

WORDS **Dan Furr** PHOTOGRAPHY **Alan Schaefer**





Porsche people

OWNER

Q&A



PETER ANDREWS

First Porsche

A 911 that I bought twenty-six years ago

Favourite Porsche

I've owned dozens of Porsches, all of them modified in some way or another, but my favourite has to be the much-missed Carrera RSR 2.8 tribute I built

944 or 968

In my opinion, the 944 is prettier and more fun to drive than the 968, even though the newer Porsche is arguably a far better car when you look at the technology and parts it carries



“I’ve yet to pay more than seven grand for a Porsche,” announces Peter Andrews while we spend time cooing over his current collection of cars. That’s a strong

claim when you consider the fact that he’s owned more than sixty of Stuttgart’s finest since falling in love with the output of our favourite manufacturer back in the mid-1960s.

His father was a director at prestigious London coachbuilding business, Thrupp & Maberly, a firm famous for building the body of Sir Henry Segrave’s land speed record machine (the Irving-Napier Golden Arrow) and for being

a supplier to the royal household. “I spent many of my formative years in the company’s panel beating workshop,” recalls Peter with a smile. “I guess you could say I was adopted by Thrupp & Maberly! Nevertheless, it was the work taking place at Archibald Frazer Nash (AFN) in Isleworth that opened my eyes to the world of Porsche,” he says.

AFN was the sole UK concessionaire for Porsche Cars until 1965 when importing functions and sales operations were split following the formation of Porsche Cars Great Britain. It was around this time that Peter met Sue Gregory, daughter of AFN body shop manager, Ernie Gregory. “Sue invited me to visit her father’s place of work. I was utterly amazed at what I witnessed that day. The level of workmanship going into the numerous 356s on display was light years ahead of what I was used to seeing,” he gasps.

A 356 with its clam removed served to demonstrate Porsche’s high standards of engineering and assembly. Peter required no further convincing. “I promised myself there and then that I’d own my own Porsche!” he grins, although it wasn’t until his twenty-first birthday in 1966 that he got the opportunity to get behind the wheel of his dream drive. “My brother-in-law ferried me to our local main dealer where we took a factory fresh short-wheelbase 911 for a spin. The car was other-worldly compared to what else was available at that time. I had great fun hammering along the Westway section of the A40, although the salesman in the ➤





Facing page Prices of 944 Turbos have shot up in recent years, making Peter's chipped example a sound purchase **Above and below** A11 BOK, a heavily modified Guards Red 911 SC, is the car that Peter and his wife, Litte, get the most use out of; naturally aspirated 944 cabriolet provides plenty of smiles to the mile





Porsche people



This page Bright blue leather interior (including Club Sport steering wheel) works well with the 944 cabriolet's spotless white exterior; soft top is colour-coded to match the car's dash, seats and carpets





» car's passenger seat was as white as a sheet when we returned back to base!"

Since then, Peter has owned many different 356s (including Ernie Gregory's own car), a bunch of transaxles and the aforementioned sixty-plus 911-badged beasts. His pick of the bunch is a 2.8 Carrera RSR tribute based on a steel-arch filleted '73-plate 911 S loaded with a chipped 3.2-litre beating heart, a performance oil cooler, a limited-slip differential and a roll cage. Unfortunately, the tweaked and tuned four-wheeler met a premature end when a wooden ball rolling around in the car's cabin got stuck beneath its brake pedal. Desperately trying to navigate his way around a blind bend without the ability to reduce speed, Peter was helpless to keep control of his prized possession.

Catastrophic damage was caused when the car used a nearby wall as a means to come to a sudden stop. "I was heartbroken," cries Peter. "The cost of the required remedial work was astronomical," he adds. After much deliberation, he decided to claw back some of his hard-earned dough by selling his joy toy's valuable body parts. Unsurprisingly, parting with his favourite Porsche in such unfortunate circumstances was

Above and right Not only is Peter's deceptively large garage big enough to house his quartet of cars, but it also acts as home to many Porsche collectibles, including die-cast models, posters, original artwork and framed magazine features

a sobering experience. Thankfully, all was not lost due to his decision to keep hold of the ill-fated tribute's engine, gearbox, suspension and various other components that would go on to live inside another restomod project.

The car that has benefitted from the rep's regrettable demise is a 1983 911 SC (A11 BOK). Hertfordshire-based independent Porsche specialist, RPM Technik, sold the Guards Red road rocket to Peter as a rolling shell. "It took me two months to install its predecessor's parts," he reveals. In addition to the engine, transmission and damper setup inherited from the accident-damaged car, his SC also wears 964 front brakes, plated hollow torsion bars, motorcycle registration plate illumination and an RSR-spec exhaust system surrounded by a custom one-piece moulding designed to accommodate the performance pipework.

LIGHT RELIEF

Fibreglass bumpers and overriders (along with spoiler and splitter deletion) have drastically reduced the car's weight, making it ideal for the regular road trips, hill climb competitions and track days that Peter and his wife, Litte, like to participate in. "Our '83 SC is a far cry from the 356 I restored a few years ago. I was petrified of the older vehicle's pristine paintwork being scratched or chipped whenever it was out on the road. It was a beautiful car, but I get far more enjoyment out of thrashing a Porsche that's a little rough around the edges!" he roars. »



Porsche people

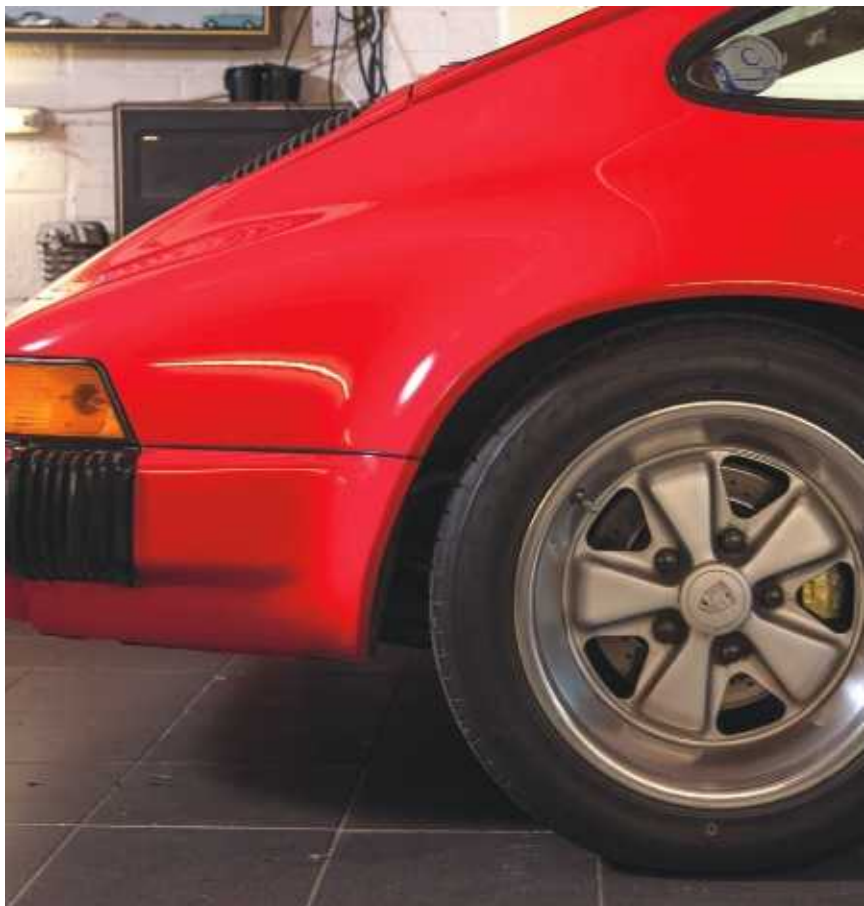


➤ The SC he loves to put to good use is producing close to 240bhp, but it can hardly lay claim to being the only radiant red 911 tucked away in the Andrews' heated garage – Peter also owns a 1985 3.2 Carrera (OLD 10E). “It’s in terrific condition, albeit unrestored,” he continues. “I use it to visit friends and the occasional road trip. It has a Club Sport front end, making it lighter than standard specification,” he says. He tells us that he had to rebuild the 3.2’s gearbox (“it was advertised as a non-runner”), but that he has since tackled every major racing circuit in Europe from the comfort of the car’s electrically-adjustable leather seats.

As if a pair of Guards Red 911s wasn’t enough Porsche for one man, Peter’s name appears on the logbook of two white 944s. Yup, he bought a chipped 1988 Turbo (E4 CYL) and a 3.0-litre S2 cabriolet (A16 OHV), the former packing K&N filters, wide D90s, a Club Sport steering wheel and a larger-than-standard turbocharger that provides a hike in horsepower to the tune of 290bhp. “I bought the Turbo as an investment three years ago after coming to the conclusion that the price of the model was about to rocket skyward. To be honest, it delivers a drive that is just as involving and equally as satisfying as time spent behind the wheel of either of my 911s,” he muses.

TAKE YOUR PICK

Phenomenal speed, refined comfort, heightened safety features, hatchback practicality and sensible fuel economy make it difficult for us not to consider the tidy Turbo as the best all-rounder out of the Porsches presented to us during our visit to the Andrews residence, but that’s not to say that the fourth and final Stuttgart stunner in Peter’s portfolio of performance metal should be dismissed. After all, any Porsche without a roof



is a good bet when it comes to buying a car in the hope of generating a decent financial return at the point of resale!

Peter is a man not afraid to use his Porsches in adverse weather, and he’s not one to lose sleep over mud splatters or mucky carpets. Even so, he has bought wisely, paying low prices for German gems that have significantly increased in value. “These cars are my ISAs!” he chortles, acknowledging the high return on investment that can be generated by buying classic Porsches at a time when shoving money in the bank offers little in the way of reward.

“I’m thinking of downsizing the fleet in advance of an impending house move. I doubt I’ll have a garage big enough for a quartet of motors wherever Litte and I end up settling, so at least two of my cars will be up for grabs,” he sighs. What won’t be for sale is his rare ST ‘urban tourer’ mountain bike. Dressed in classic twin-tone grey, this carbon-clad, pedal-powered peach is approaching its seventeenth year, and was fittingly bought by Peter from AFN – the company that kick-started his love of Porsches more than five decades ago.

Above and right ST bike was bought new from AFN and has its own logbook; immaculate and unrestored 1985 911 Carrera 3.2 is a superb example of a Porsche considered by many to be the last word in affordable supercars





Series link

Our 'Porsche People' series is an opportunity for you to shout about your collection of classic Porsches. Got a pair of 968s in the garage? We want to know about 'em! Use a 924 as your daily while your 356 stays out of the rain? Tell us more! Use editor Dan's contact details (they can be found accompanying his introduction to this edition of *Ultimate Porsche*) or hit us up on Facebook with a few photos and a brief overview of the cars you keep. Who knows? Perhaps we'll be sending a photographer to take pictures of your Porsches in advance of our next issue!





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Torque Specialist

Josh Sadler

Fed up with having to fight your way through the thronging masses at the **Le Mans Classic**? Perhaps you should venture Stateside, says Autofarm founder, Josh Sadler...

Have you been to the Le Mans Classic (LMC)? It's a biennial vintage sports car event held on the grounds of the 24 heures du Mans. Since its arrival in 2002, the LMC has provided cars that competed at Le Mans in period with an opportunity to race again. Six different classes (divided by era) have been established, thereby allowing the pace of participants to be evenly matched.

The variety of cars that takes part has been a big hit with the public, encouraging an ever expanding heaving mass of spectators at each successive LMC. Such popularity has raised the profile of the event to an incredibly high level, but massive crowds can be a problem for those of us trying to head back to the paddock after a stint on the track. After all, when you've thrashed the pants off your Porsche, the last thing you want is for it to overheat due to being forced to a standstill by a mob that's blocked your path back to base.

On the whole, the LMC's format is one that works very well, so much so that those across the Atlantic have had a go at replicating it with the HSR Classic 24hr (HSRC). As with the LMC, six decade-based classes of classic racing cars go head-to-head in single-hour sessions occurring four times across a 24hr period. As soon as one group passes the chequered flag, the next is ready to take on Daytona International Speedway's extraordinary high banks at speed.

At the time of writing, the HSRC has a fairly low profile. Yes, there are crowds that flock to see whatever wild and wonderful cars are battling it out on track, but attendance figures are nowhere near as high as they are for the LMC. This is no bad thing, as I discovered when I took part in the second HSRC happening in November 2015.

My time at Daytona was a relaxed affair, much more enjoyable than what I'd experienced when competing at the LMC. Moreover, the Stateside spectacle is a must-see for Porsche fans; LMC is inundated with applications from owners of classic Porsches, the vast majority of



which are turned down in an attempt to uphold a variety of vehicles on the grid. In contrast, the HSRC has yet to experience the same volume of registrations, meaning that organisers aren't quite so strict with what's accepted onto Daytona's hallowed asphalt. The result is a huge number of tuned Porsches racing at the limit, side-by-side.

Despite lap times being more-or-less half of those clocked at Le Mans, the straights at Daytona are much longer. Banking at the American circuit is fascinatingly different from anything I've experienced in Europe, with cars going flat out, three a-breast. Overtaking on a straight at Le Mans is child's play compared to squeezing gently past a car on a steep bank at over 150mph! Suffice to say, one's mind becomes quickly focused when racing at the HSRC!

As a spectator and as a driver, I found my time at Daytona to be thoroughly absorbing. Take it from me, if you're looking for an alternative to the LMC for your fix of classic Porsche racing, then a trip to America this November could be just the ticket.

Above Josh shared the driving at Daytona with Autofarm senior technician, Mark Henderson, and Paul Howells, head of the Porsche 993 Carrera RS Register



Banking at the American circuit is fascinatingly different from anything I've experienced in Europe



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Torque Racer

Neel Jani

24 Heures du Mans king, Neel Jani, is known for piloting thoroughly modern Porsches past the chequered flag, but did you know that the former **F1 test driver's** love of cars can be traced to a 911 RS 2.7?

My status as an FIA World Endurance Championship-winning Porsche factory driver gives me immense satisfaction, but don't be fooled into thinking that my passion for the brand extends

only to state-of-the-art racing cars. It was, in fact, one of the manufacturer's classic models that spiked my interest in fast four-wheelers.

One of my earliest memories is of sitting in my father's 1973 911 RS 2.7 during a trip from our family home in Switzerland to our holiday destination in Malaga back in the summer of 1987. I guess you could argue that was the first time I was exposed to endurance driving in a Porsche! I was just three years old, but that experience certainly served to shape my persisting love of sports cars.

Last year, I was lucky enough to take part in Austria's Ennstal-Classical rally from behind the wheel of the Porsche Museum's own 550. Brian Johnson, lead singer with AC/DC, participated in the same event, as did Sir Stirling Moss. Previous winners have included former works driver, Walter Röhrl, and factory racing director, Peter Falk. Spectators from all over the world flocked to look at the amazing display of vintage vehicles tackling the challenging roads and majestic landscapes of the famous Alps range. Needless to say, I had a huge amount of fun sitting in the cockpit of the silver machine, much like I did in Dad's 911 all those years ago.

It seems clear to me that Porsches of all ages possess a unique ability to perform as capable fast-road cars whilst being able to hold their own at the track without the need for a change to their mechanical configuration. To put it another way, I struggle to think of any other automobile maker that produces sports cars that can turn in such convincing performances in racing environments whilst remaining suitable for use as a daily drive.

My time in and around Porsches has proved to me that I'm not alone in my appreciation for the company's approach to building



performance cars; Porsche owners are some of the most enthusiastic petrolheads around, which is probably why it didn't take my father too long to replace his RS after selling it in 2002 to help finance my racing career.

The model he bought? A 944 S2. It's still in the family today, although Dad is probably frustrated at not being able to get much seat time due to me constantly making use of his motor! I love the 944, and just like the 911 that sparked my interest in all things petrol powered, it illustrates just how great Porsche is at creating practical cars that can perform just as well at the track as they do on the road.

Above As Neel discovered during his time in Porsche Museum's very own 550, there's something totally magical about driving through the Austrian Alps in an open-top sports car



Spectators from all over the world flocked to look at the amazing display of vintage vehicles



Join Chris Drummond in his

RACE AGAINST TIME

Join Chris and his classic Porsche Carrera 911 and show your support in the Race Against Time project. Chris and his car will be touring the UK to classic car shows to raise cancer awareness and to raise vital funds for Stand Up To Cancer.



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Torque Campaigner

Chris Drummond

You don't hesitate to investigate a problem with your car, so why treat your body any differently? Chris Drummond's **'Race Against Time'** cancer awareness campaign poses an important question...

My love affair with Porsches started in the late 1990s. The manufacturer's reputation for building high quality cars drew me in, and the sheer driving pleasure I experienced from behind the wheel of the 944 that I bought sealed the deal. I was hooked!

My 944 eventually made way for a 968. The later transaxle car was replaced by a 964 before I invested in a 993. At one point, there was a 996 on my driveway. I loved each and every one of those motors, and I didn't think twice about spending money on their maintenance.

I'm now the proud owner of a late 911 Carrera 3.2 equipped with a G50 gearbox. Since I bought the car in 2008, it's been treated to bodywork updates, suspension enhancements, an enlarged exhaust system, a lightened interior, fresh Recaros, new headlamps, a full engine rebuild and a boost to 270bhp. Again, I haven't hesitated to empty my wallet whenever I've felt that it's required.


Keeping my Porsches in such good order means that I've been determined to keep an ear open in the hope of detecting the slightest of squeaks or the dimmest of rattles whenever I'm out and about on the road. I even put a sum of cash aside each month in order to take care of any minor repairs in advance of them materialising! I guess you could call it 'automotive health insurance'. It's safe to say that this obsession with keeping my cars in a tip-top state is a condition I share with many petrolheads. I only wish I'd paid the same attention to my body.

The signs were there, of course. The heartburn, the pressure on my breastbone, the constant feeling of indigestion. A quick fix would bring me temporary relief; munching on Rennies would make me forget that I was feeling unwell. "I'll have to make a doctor's appointment," I'd say to myself, before promptly putting the idea to the back of my mind. This cycle of events continued for a full year before I was rushed to hospital.



Doctors greeted me with the good news that I wasn't suffering from heart disease. Sadly, they informed me that I had cancer. Advanced secondary cancer of the liver, to be precise. The primary source of my illness has been confirmed as being my oesophagus. Looking back, I find it ludicrous that I would balk at the idea of ignoring a distant knock coming from some far corner of my car, yet I was happy to dismiss obvious signs of a problem with my health.

My cancer is terminal, however, I wish to spend the time I have left encouraging others not to ignore symptoms of serious illness. Doctors are there to help you. Take advantage of the treatments at your disposal. When was the last time you went for a medical? You wouldn't ignore your car's requirement for an MoT, so why do exactly that when it comes to your body?

In partnership with the Stand Up To Cancer organisation, I'll be attending many of this year's classic car shows with my 911 in an attempt to raise vital funds for the fight against cancer. You can help by donating to my Just Giving page (details of which can be found at www.facebook.com/RATP88) or by sending a text that reads RATP88 £10 to 70700. Together, we can save lives.  And maybe one of them will be yours.

Above Chris plans to auction his Carrera following the summer show season. Much of the monies raised from the sale will be donated to Cancer Research UK.



I wish to spend the time I have left encouraging others not to ignore symptoms of serious illness





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Graham Martin

Are you of the opinion that 928 owners are simply 911 fans without the money required to propel themselves into the realm of **air-cooled Porsches**? If so, perhaps you should speak to Mr Martin...

For years, people have asked me why I'm so passionate about the 928, the car that caught the motoring world by surprise four decades ago. I remind enquiring parties that the model remains the only Porsche to have won the coveted European Car of the Year award. Likewise, it's the only supercar to have bagged the title, yet despite this amazing achievement, there's a suggestion from some quarters that I own a 928 simply because I can't afford to buy a 911.

Let's set the record straight: like many other 928 enthusiasts, I have the means to purchase a 911, but – shock, horror – I choose not to do so. It's true to say that many 928 owners are fans of 911s as well as Porsche's original production V8, but it's also safe to assume that these same guys and girls have made an informed decision to buy their 928s on the merits of the model alone.

The fact that the 928 was a 'clean sheet' project that owed nothing to the 356 or 911s that preceded it is an excellent starting point when attempting to determine why the front-engined coupé holds such great appeal. Then there's the 928's many innovative features. I'm talking about the famous Weissach rear axle that encourages 'tuck in' if you take your foot off the gas during hard cornering (try doing that in a '70s 911!), pop-up headlights, a galvanized monocoque chassis, aluminium body panels, split rear seats, rear sun visors, chunky rotary control switches, powerful air conditioning, a large rear hatch and an instrument binnacle that moves when you adjust steering wheel position. The list goes on.

The 928 is also well-loved for its choice of vibrant OE colours and interior trim options. Regarding upholstery, few can deny the 'wow factor' of Porsche's now highly sought-after psychedelic Pascha cloth (a finish that would look at home inside a vehicle designed for Gerry Anderson's *UFO* television programme!). And then there's that V8 soundtrack...

The UK's 928 scene is populated by passionate, enthusiastic and friendly individuals



dedicated to promoting and celebrating this most excellent of Porsches. All too often, the 928 is dismissed as an underdog, even though its amazing performance, water-cooled V8 and transaxle continue to wipe the floor with a lot of modern motors. With this in mind, it's great to see that our cars are finally on the receiving end of recognition from the 911-loving classic car community. It's just a shame that it's taken forty years for these guys to wake up to what the rest of us have always known to be true: 928s are fantastic Porsches!

I'll finish by pointing out that triple *24 Heures du Mans* winner, John Fitzpatrick (a man I was lucky enough to meet at the Porsche Design Centre in Austria for the launch of his fabulous autobiography, *My Life at the Wheel*), told me that when it came to an urgent need for him to travel swiftly along America's west coast from San Diego to Los Angeles, the 928 was his Porsche of choice. If it's good enough for 'Fitz', it's good enough for me!

Above No other Porsche can lay claim to a European Car of the Year award (or a sticker that announces the fact)



The 928 was a 'clean sheet' project that owed nothing to the 356 or 911s that preceded it



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Driven

FORCE OF NATURE

It was going to take a lot more than a violent downpour of rain and a sea of mud to stop us from having fun with Porsche's last great V8 coupé - the 928 GTS

WORDS Dan Furr PHOTOGRAPHY John Matrix



As you've probably already surmised, we advocate the use of classic Porsches regardless of whatever weather temperamental Mother Nature decides to shower upon us. That's just as well, because the cow has thrown a helluva lotta rain our way whenever we've decided to head out to take photographs for inclusion in this first edition of *Ultimate Porsche!*

She tried her best to thwart our efforts to enjoy time with the 928 GTS we were kindly loaned by Oxfordshire-based Porsche restoration

and sales centre, Autofarm, by filling the sky with heavy black cloud before soaking us in bucket loads of falling water. That same deluge created a mudbath hellbent on covering every corner of the 5.4-litre super coupé we were trying to keep clean.

Her distaste for our activities was plain to see, but a defiant waving of fists (and polishing cloths) upwards signalled our determination to carry on in spite of her protest. Admittedly, there was little our detailing products could do to counter the brown spray flicking up from the road and coating the car's solid black paintwork, so throwing caution to the wind - there was



plenty of that too – we dispensed with our polishes, microfibres and drying towels and made merry with the last great Porsche V8.

KICK UP A STORM

The concept was simple: create the final word in 928s before the model was discontinued to make way for a new generation of Porsches (including water-cooled 911s and the Boxster range). A target of 340bhp was set, a figure that saw the 928's 32-valve eight-pot increase in displacement through the appointment of a longer stroke crankshaft. Lightweight pistons with a compression ratio of 10.4:1 were

developed to match the new stroke, as was a set of connecting rods that owed much to the guts of the three-litre inline-four being simultaneously produced to power the 968.

Free-flowing waterways, reduced valve lift, milder camshafts, updated Bosch engine management and enhanced airflow helped to keep emissions low (even though some early examples were sold without catalytic convertors), while modified body styling included flared rear quarters, door mirrors shared with the 911, a colour-coded rear wing and a reflective boot lid fill panel. Additionally, there were big Brembos at the

Above It might be a quarter-century old, but the GTS looks as modern today as it did when unleashed upon an unsuspecting world in 1992





EVEN IN THE POURING RAIN, THE CAR PULLS HARD WITHOUT LOSING TRACTION

» nose end of the cool cruiser. These four-piston stoppers were introduced in order to rein in horses desperate to turn their canter into a gallop. Cast Cups surrounded the kit's 322mm performance discs.

After factory engineers flirted with the idea of a Getrag six-speed manual gearbox for the GTS, a strengthened five-speed manual unit with an upgraded oil pump and a front-mounted oil cooler was decided upon. This trick transmission was offered as an option in place of the more popular automatic gearbox, whereas creature comforts such as heated mirrors, heavy soundproofing and cruise control were listed as standard equipment.

For all its bells and whistles, the GTS was still recognisable as a 928, even to those who couldn't tell their S2s from their S4s. As one Porsche executive put it, "we were simply polishing the diamond." As many will know, the 340bhp mentioned in official promotional literature was eclipsed by a claimed 350bhp by the time the GTS was displayed at the 1992 Geneva Motor Show, although it's widely believed that the actual figure achieved by the model's engine was just north of 345bhp.

Playing it safe, Porsche is thought to have toned-down the figure in its press releases, whereas sales executives keen to shift product around the world listed power up to the nearest 10bhp. Cheeky, eh?!

Less than three thousand GTS-badged 928s were produced. This low number makes the model relatively unheard of outside of enthusiast-driven communities, but those that are aware of the existence of the car have made their appreciation known in the form of steadily increasing purchase prices. Ironically, it's the GTS's cost that hampered success at its original point of sale; at the height of economic recession, the mighty mile-muncher was offered with a towering starting price, one that rose to almost £75,000 by the time the car was removed from main dealer showrooms.

GONE WITH THE WIND

The GTS was the only 928 available to buy from 1992 until it was discontinued in 1995. With a power-to-weight ratio capable of making many race cars green with envy, it was able to produce a 0-60mph sprint time of close to 5.4secs. This made its lofty price tag justifiable to »





Above and right In addition to a raft of powerful mechanical components, the GTS came supplied with a selection of styling updates that make it instantly recognisable to those who know their 928s





Driven



V for victory

When engineers set about increasing displacement for the GTS's 32-valve V8, the cylinder bores of the engine's block were left unchanged. Instead, a crankshaft with an 85.9mm stroke was put to use. This gave a boost to the desired 5.4-litres. The GTS retained this engine displacement for the whole of its time on the production line. The end of the model's run signalled the closing chapter in the first era of Porsche's production V8s.

» supercar buyers looking for an alternative to bloated Prancing Horses.

Like most Porsches, the GTS underwent many changes throughout its lifespan; 'Dynamic Kickdown' provided better throttle response for autos, firmer suspension delivered a sportier ride, bigger wheels enhanced the overall look of the car. At its heart, however, this last hurrah for the 928 was an advanced GT cruiser built for relaxed long journeys, high mileage and rapid pace. So how does it fare today?

It's worth remembering that the GTS was used briefly as a Formula One safety car. This trivia alone should support our assertion that the '94-plate left-hooker we found ourselves playing with is no slouch! In its day, 369lb/ft torque from a road car was immense – a force of engineering that doesn't fail to raise a smile in the present. Even in the pouring rain, the car pulls hard without losing traction, and it's able to maintain grip whilst convincingly throwing itself into tight corners under load. It took only a few minutes for us to feel totally trusting of our black beauty's ability not to leave the narrow, twisty, greasy lanes we chose to punish it on before experiencing all 5.4-litres of grunt at full chat on empty dual carriageway.

The car's delivery of power is remarkably linear throughout the rev range, resulting in a smooth and steady ride. Of course, this is a Porsche capable of retaliating to bad behaviour with a bite as severe as the bark emanating from its back end, but driven with respect, the GTS rewards with responsive handling, easy steering and comfortable cruising. We'd love to have tried



a version with a manual gearbox, but Porsche's pitch of the GTS as a luxury cruiser means that the vast majority of those manufactured have no more than two pedals to play with. Meh!

Clearly, the 928's fortieth birthday celebrations will generate renewed interest in every incarnation of the model, with prospective buyers seeking out peachy examples of whatever trim or engine specification takes their fancy. It's a given that the GTS will rank high on the wish lists of many, and a simple case of supply and demand will undoubtedly see prices rise even more than they have done in recent times. Our advice? Buy one while you still can – just keep it quiet from Mother Nature!

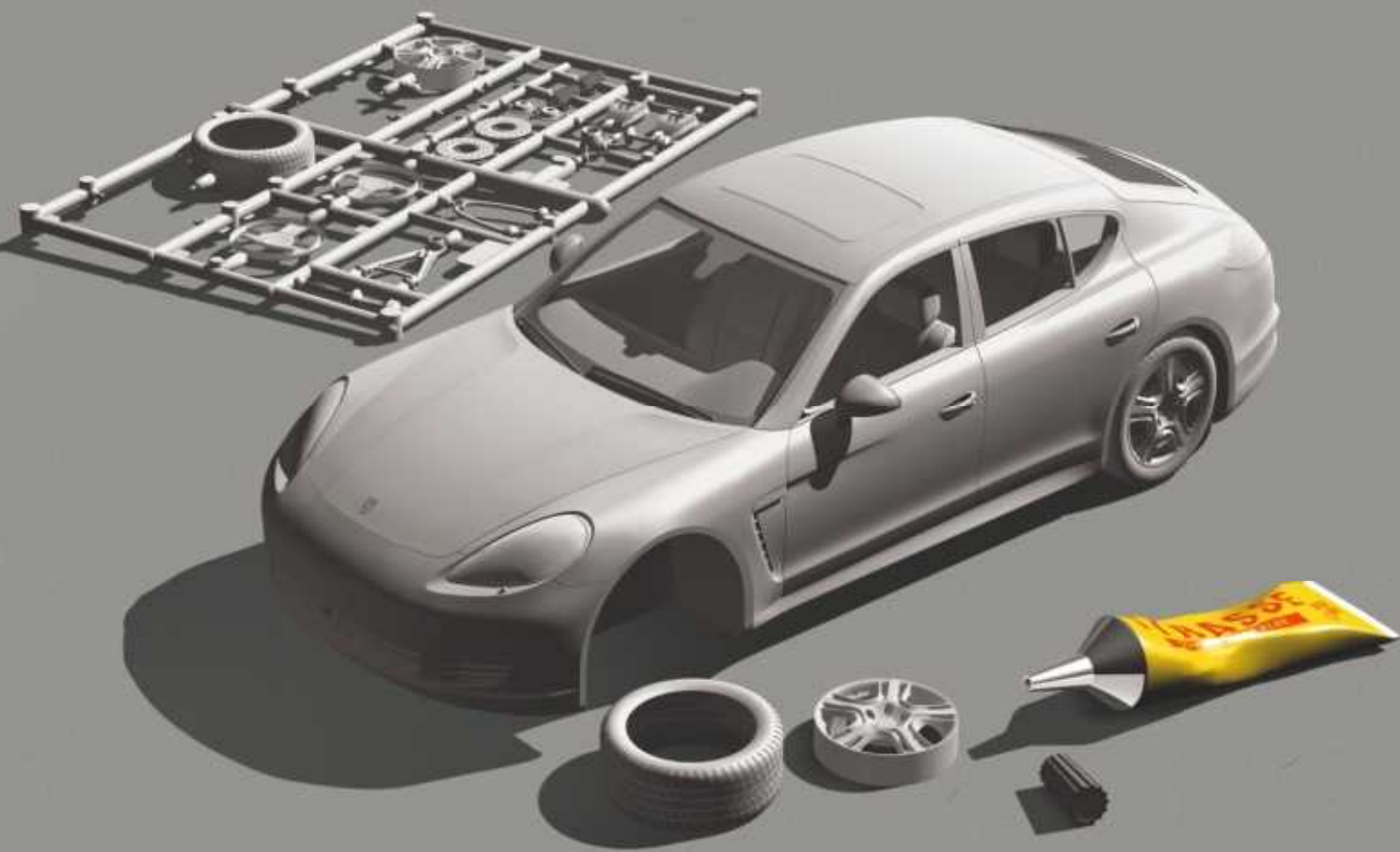


Above Cruising in comfort is what the GTS is all about

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Builds

PURPLE REIGN

The story of the last-ever right-hand drive 911 RS 2.7 involves matching numbers, modifications and murder in the Caribbean

WORDS Dan Furr PHOTOGRAPHY Ben Richards







Builds



Paper chase

Thanks to time he spent piecing together the car's history, Josh has been able to list almost every owner who has been lucky enough to have his name on this significant 911's logbook. Amazingly, one of the car's former custodians (John Everard Warrell, a Trinidad-based businessman with interests in the UK), recently arrived at Autofarm with a box of the car's old paperwork and a mountain of invoices relating to jobs carried out on his instruction!



Have you ever taken a trip overseas in search of winter warmth? If so, you'll be able to appreciate just how liberating basking in glorious sunshine can be after bidding farewell to the dark, damp days of Britain's cold season. That said, the likelihood is that after enjoying a stint in the sun (while the rest of us shiver in our thermals), you'll be reluctantly packing your bags and heading home to the very same weather you were attempting to evade.

If this sounds like a familiar tale, then spare a thought for the peculiarly purple Porsche currently sitting in an anonymous storage facility deep in the Oxfordshire countryside. After spending the first few years of its life in and around Teesside, the now tired-looking 911 was whisked away to the tropical climes of Trinidad. Four decades later, the car has made its way back to Blighty, but unlike the complaint you or I might register as a consequence of being torn away from toasty temperatures, a return to the United Kingdom is the best thing that could have happened to this dust-covered globetrotter.

"It's a wreck, but I love it!" grins the car's new owner, Adam Reynolds. He has every right to be chuffed – not only has he bought a 911 with a past that could provide enough material for us to fill every issue of *Ultimate Porsche* for the next umpteen years, but the car in question just so happens to be the last-ever right-hand drive RS 2.7. Ooosh!

At this point in our story, those of you familiar with what is considered to be one of

Porsche's best air-cooled special editions will be eyeing our photographs with suspicion. Those wheels. That whale tail. Not exactly traditional RS gear, but look a little closer and you'll see that this "wreck" is the real deal; despite a bewildering number of questionable cosmetic and interior updates, this is a genuine 'matching numbers' RS 2.7.

Josh Sadler, founder of independent Porsche restoration outfit, Autofarm, is the man responsible for bringing the car back to where it was first registered in 1973. "I'd returned from where it had been living in the USA where I'd attended 2015's Rennsport Reunion V at Leguna Seca with my ex-works 2.5-litre 911 S/T," he recalls. "I'd left my car in storage at Klub Sport Racing which is situated close to Florida's Riviera Beach, so you can imagine my surprise when I received an email from a chap in nearby Fort Lauderdale asking if I'd be interested in buying the purple 911 he'd recently imported to America from Trinidad," he says.

DAYS OF WILD

The email came from Rikard Asbjornsen, a Porsche fan who had spent time working in the Caribbean. He'd heard about the curiously dormant 911 from associates in the region who pointed him in the direction of column inches highlighting the violent death of the car's owner fifteen years earlier. "He was shot dead," confirms Josh.

According to reports in the *Trinidad Guardian* newspaper, local businessman, Leon Paria, left home on the morning of October 13th 2002 in order to fetch ingredients for the dinner he was planning to cook for his wife and two infant daughters. That was the last time they saw him alive – Paria's decomposing body was discovered in undergrowth a fortnight later. To date, nobody has been charged with his murder.

The air-conditioning specialist's Porsche had thrown in the towel long before its master's disappearance. "An inspection of the car following its arrival at Autofarm highlighted a stuck injection pump drivebelt," says Josh. "Judging by the terrible condition of the engine's oil and the ghastly contents of its



Anti-clockwise from above left

Damaged rear end features a whale tail, impact bumpers, and a reflector fill panel that sits above a Trinidadian number plate; comically large black circles wrap around BBS lattice wheels; damage; yet more damage!



Builds

METALLIC PURPLE PAINT THAT APPEARS TO HAVE BEEN ‘DETAILED’ WITH A BRILLO PAD

► petrol tank, my best guess is that Paria left his 911 out to pasture after it broke down.”

A number of interested parties made attempts to buy the car in the months following Paria’s untimely demise. Recognising that she might be in charge of a Porsche worth a fair wedge, the wife of the deceased decided to shun offers in favour of bequeathing the static sports car to her daughters as a form of inheritance. Even so, the enquiries kept coming, leading the family to hide their ride behind a wall, a stack of old furniture and a trio of guard dogs.

Long grass soon shielded the car from prying eyes, but no amount of concealment would prevent determined prospective buyers from forgetting about the rare Rennsport’s whereabouts. Furthermore, the value of RS-badged 911s had rocketed skyward in the years that followed Paria’s death, a fact that compelled his daughters to seek a serious buyer who would help them to release money tied up in what they saw as a knackered old Porsche. Enter Rikard.

“He asked me if I’d be interested in taking the car on as an Autofarm project,” confesses Josh. “At the same time, Phil Bagley at Klub Sport Racing got in touch to tell me that one of his customers had spotted my S/T in storage and wanted to know if I’d be prepared to part with it. The sum Rikard wanted for the RS was the same as I was being offered for my S/T, so from my perspective it was the equivalent of a straight swap!” he roars. The deal was done, and ‘Trinidad’ was soon being shipped back to the country it left in the late 1970s.

Porsche built three batches of its first-gen RS, each totalling close to five-hundred units (a figure dictated by the homologation rules of the day). Such was the RS’s popularity that every one of the first cluster of duck-tailed, wide-wheeled wonders was sold within a week of the model’s unveiling at the 1972 Paris Motor Show. The second round of lightweight Rennsports was designed to meet the demands of the Group 3 rulebook, and those included in the third and final quota were kitted-out with fast-road furniture on the Porsche production line. By then, the manufacturer was making plans for its RSR programme, meaning that last-of-the-line RSs feature late homologation parts including short trailing arms, revised rear geometry and super-strong silumin crankcases. Aces!

Facing page

Less-than-standard interior features a Personal steering wheel, chunky cloth Recaro sports seats, an aftermarket Blaupunkt cassette player and various other oddities that were added to the car during the decade that Shakin’ Stevens ruled the airwaves

The car we’ve been cooing over in Autofarm’s secret storage centre is one of the few RSs that were factory-finished in Royal Purple. “There were twelve more RSs built after this one, but this is most definitely the last right-hooker,” rubber-stamps Josh. “I’m certain that it was sold new with a ducktail-decorated engine cover and a separate standard lid that allowed for a rear window wiper. I’ve been trying to trace the spoiler-free part after I remembered seeing it advertised for sale on owners club forums a few years ago,” he sighs.

SIGN O’ THE TIMES

Crucially, the car has retained all of its other number-stamped equipment, even if those iffy aesthetic updates may lead uninformed observers to assume to the contrary; in its time, this remarkable RS has been painted black, it’s been dressed in giant Fuchs five-spokes, a fibreglass rear fill panel (“possibly an Autofarm part!” laughs Josh), window tints, a third brake light that looks like a periscope, USDM headlights, impact bumpers, the aforementioned whale tail and loads of other bits and bobs that serve to hide its true identity. There’s a Personal steering wheel, non-standard cloth Recaros and Blaupunkt cassette player too. Eighties-tastic.

In its current guise, the car wears all of the above plus metallic purple paint that appears to have been ‘detailed’ with a Brillo pad. Colour-coded BBS lattice wheels also feature prominently, as do arches filled by Goodyears that are more suited to a John Deere tractor than they are a classic Porsche.

There’s a big hole in the offside rear quarter, colour falling off every panel and bodywork blistering that owes more than a passing nod to time spent exposed to the Trinidadian sunshine, but even with these flaws taken into account, the presence of those all-important factory-fitted components saw Josh invite offers in the region of a half-million. “It’s an incredibly solid car,” he says sincerely. “It requires a front crossmember and a repaired jacking point, but the restoration will be a reasonably straightforward affair.”

Adam was already known to Autofarm due to the restoration work the firm carried out on his lightweight RS 2.7 Touring. He’s also the proud pilot of a 1992 Ferrari F40, a 1972 Jaguar E-Type, a 1960 Mercedes 190 SL and a 1963 split-screen VW ►►





Next step

Porsche was preparing for its 1974 product range while 'Trinidad' was being assembled. The evolutionary nature of the 911 means that there was a fair number of crossover parts fitted to the '73 line-up just as it was coming to its conclusion. As if to prove the point, Josh references the fibreglass cover on top of the car's engine. The cowl has been shaped to accommodate K-Jetronic fuel injection, a system not introduced until a year after 'Trinidad' rolled off the production line. As for that flaking red and blue paint, it's definitely not a Porsche design!





Builds



OWNER

Q&A



ADAM REYNOLDS

Occupation

Chairman and major shareholder in one of the UK's leading car valeting businesses

First Porsche

A used 911 SC that I bought in the late 1980s

Favourite Porsche

The 911 RS 2.7 Touring

Best thing about the 'Trinidad' 911

A 'matching numbers' RS is incredibly rare, let alone one with a such a rich history

Worst thing about the car

Other than the cost, absolutely nothing!

» Camper. He caught wind of the recently imported RS and asked Josh if he could have a butcher's. "It's tremendous," hollers the 54-year-old petrolhead. "I wasn't sure whether to buy it at first, but Autofarm co-owner, Steve Wood, asked me what my thoughts were when I bumped into him at a recent track day. The outcome of our conversation was me selling my Ferrari 458 and agreeing to buy 'Trinidad!'"

When asked what the next chapter in his four-wheeled acquisition's history will look like, Adam tells us that he wants to drag the car to as many summer shows as he can in the hope of generating interest in the project. He refers to it as his 'Rasta 911', and he intends to equip it with a machine that produces clouds of smoke whenever its doors are opened. "My guess is that'll attract more attention than if I rolled up in a concours RS!" he jokes.

At year end, he intends to commission the car's return to standard specification, keeping its removed aftermarket parts behind a clear Perspex screen in his garage as a tribute to a unique automotive history. "My other cars are great, but they don't inspire anywhere near the same level of passion as my purple 911 does," he smiles. Bring on some fun in the sun - we can't wait to see what's in store!





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FLYING COLOURS

Finished in rare Mint Green, this immaculate 968 drop-top delivers just as much 'go' as it does 'show'

WORDS Dan Furr PHOTOGRAPHY Eros Gosub



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Left and below As Dan found out when driving Derick's Mint Green 'vert, the 968's naturally aspirated three-litre straight-four makes light work of hitting high speed... whatever the weather!

Right Cups were originally Mint Green, calipers were originally black, both have changed for the better



Despite the colourful variety of hot hatches and sporty saloons that car manufacturers have laid before us over the years, one body style manages to exude glamour like no other – the cabriolet. It's a simple idea that has remained popular throughout automotive history, and it doesn't take much to bring to mind images of the rich and famous cruising about in exotic drop-tops while ole Joe Public pootles around in comparatively drab machinery.

It's safe to assume that a Porsche is what most will visualise when asked to picture a roofless sports car, but how many will tell you that a 968 is what's pervading their grey matter? We'll wager that the answer to that question is

'not very many', and even fewer will be thinking about a Mint Green 968 soft-top.

The fact that less than 4500 968 cabriolets rolled off the production line (with more than half that number finding their way to the USA) explains why the casual car fan might not be familiar with the model. Moreover, it won't take long for you to count the number of Mint Green examples built – just three of these distinctively styled 968s were sold in North America, and only one of the trio was a cabriolet! It's a similar story here in the UK – just 218 968 cabriolets landed on British shores.

The Minter you see on the pages before you is in the possession of 57-year-old aviation buff, Derick Gunning. He bought the car as a gift for his wife back in 2013, and to say that he struck lucky with his find is something of

Rare breed

When it comes to brightly-coloured Porsches, Derick's cabriolet is one of the best, but his isn't the only pretty 968 worthy of your attention; have a look for photos of any one of the four RS-badged 968 Turbos that Porsche's Motorsports R&D team built specifically for racing. None of the cars were Mint Green, but all looked the bee's knees. These four formidable track weapons are the rarest 968s ever produced, and one of 'em is road legal!





I WAS SO IMPRESSED BY THE **HISTORY** THAT I DECIDED TO BUY THE CAR WITHOUT SEEING IT **IN THE METAL**

» an understatement. “Its previous owner was a perfectionist who forked out a lot of money in order to have many of his pride and joy’s mechanical components overhauled,” he explains. “The same level of care and expense was extended to its folding roof. A replacement part was made to order and shipped over from Germany. In contrast, the car’s striking paintwork is factory original,” he confirms, pointing out its fantastic cosmetic condition.

First registered at the height of Britpop, Derick’s 968 was originally sold by his local dealer (then known as Lancaster Porsche) in Harston whereupon it went to live in Newmarket before passing through six owners, the last custodian handing its keys to Williams Crawford in Saltash shortly before Derick started sifting through the dealer’s classifieds. “Truth be told, I was on the hunt for a 993 cabriolet,” he admits. “I’ve owned a couple of 993s over the years, my favourite being a Speed Yellow Carrera 2 with a manual gearbox. I was keen to find a drop-top version of the same Porsche, and it was while looking at Williams Crawford’s stock list that I spotted the 968. As you’ve probably guessed, that was end of my search for a 993!” he chuckles.

Advertised as a low mileage Mint Green

Above and right The 968’s styling is a clear evolution of the 944 (itself a step forward from the 924) and can be easily linked to the look of the 928 S4, but aside from gorgeous looks, it’s the 968’s sheer practicality that has made it such a popular Porsche for those in the know – just look at the size of that luggage area!

cabriolet packing a stock-spec, three-litre straight-four joined by a six-speed manual transmission that had been subjected to a nut and bolt rebuild, the car was being offered complete with a mountain of paperwork that highlighted a number of other pleasing plus points. For example, its status as a vehicle previously owned by a fussy enthusiast yielded receipts for a serious amount of genuine Porsche interior trim (including a new gear knob, handbrake cover, gaiters, floor mats, cigar lighter and a rear luggage compartment carpet supplied by Porsche Centre Hatfield).

“I was so impressed by the exhaustive history on offer that I decided to buy the car without seeing it in the metal. I really was that confident in the 968 that was being described to me by the guys at Williams Crawford!” continues Derick. Company boss, Adrian Crawford, helpfully arranged to have the soft-top delivered to the Gunning residence in rural Cambridgeshire, after which the new arrival was presented to the lady of the house, Julia. Needless to say, she was over the moon with her new toy, and understandably in awe of its extraordinary paint job. Well, who wouldn’t be?!

GREEN FLASH

Interestingly, the car was supplied to its first owner with wheels colour-matched to its bright bodywork. At some point in the recent past, the very same Cup-style rims were reconditioned and painted in a more sedate shade of silver. This move has arguably improved the overall look of Mrs Gunning’s ride, as has the decision to powdercoat its calipers in an arresting shade of yellow following their refurbishment.

A suitably satisfied Derick tells us that a complete rebuild of the braking system has ensured that the car’s stopping power is just as potent as its rev-tastic sixteen-valve lump’s performance when the pedal hits the metal. »



DRIVER

Q&A



DERICK GUNNING

Occupation
Director at Modern Air

Favourite Porsche
Speed Yellow 993

Best thing about your 968 cabriolet
The engine, a very advanced bit of kit for its time





THE FORGED POWERPLANT DELIVERS A SWIFT CLIMB TO 60MPH



» In part, the engine's ability to effortlessly make use of its factory-prescribed 240bhp – a fantastic power figure from a mid-1990s production car free of forced induction paraphernalia – is down to its good-as-new gearbox. “The bill for the transmission work alone came to three and a half grand!” reports Derick. Yup, he bought a 968 worthy of the oft-misused ‘no expense spared’ tag, a characteristic evident when we grabbed the car’s keys and took it for an eagerly awaited spin.

It’s commonly noted that the 968 is an incredibly well balanced machine; what turned out to be the last front-engined Porsche prior to the arrival of the Cayenne handles better than many modern sports cars! Derick’s Mint Green cabriolet is solid proof of this claim. The car takes great delight in ably tackling the sharp corners, technical turns and long straights that make up the roads surrounding the hangar housing his collection of light aircraft. There’s no discernible body roll (chunky anti-roll bars, cast alloy lower arms and stiff dampers are at play), and the naturally aspirated, forged powerplant

Above The 968 is a comfortable place to be, and Derick’s minty fresh, leather-laden cabriolet is no exception

up-front delivers bags of torque and a swift climb to 60mph, rewarding open throttle with strong performance bolstered by VarioCam variable valve timing (the 968 was the first Porsche to feature the technology).

“It’s an easy car to live with,” muses Derick. “I’ve enjoyed Porsches all my adult life, dating back to time I spent in the pilot’s seat of a 914 I bought when I was nineteen-years old. Since then, I’ve owned fifteen different 911s. I’m aware of the fact that the 968 isn’t regarded as a ‘proper Porsche’ by many motorists, but I can assure you that this is one of the best cars I’ve had the pleasure of driving,” he attests.

We don’t doubt him. Our time with the gorgeous green cabriolet served to prove what we’ve always believed: the 968 is a great car, and one that can be rightly regarded as one of the best equipped, best performing production Porsches to date. Of course, its sublime styling is part of the attraction, yet if you hear anybody speaking to the contrary, simply show ‘em pics of this Mint Green topless glamour model. Who could resist her charms?!



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If you think the damaged leather seats in your classic Porsche are in need of a retrim, then upholstery repair and restoration specialist, Simon Walters, encourages you to take another look...

Hide and seek

WORDS **Dan Furr** PHOTOGRAPHY **Matt Woods**





Left and right Cleaning and degreasing leather prior to the application of sealants and balms can have a dramatic effect on the appearance of the surface being treated, particularly if the leather is light in colour. This is also a key stage in more involved restoration work.



Tired leather. We've all seen it. Unsightly cracks, bolster damage, scrapes, scuffs and fading colour. Sadly, when it comes to classic cars, the hide in your ride is very often only as good as the level of care and attention it has been subjected to by previous owners. Contrary to popular belief, being presented with rips, tears and scratches doesn't mean you need to dig deep for a retrim, as we discovered during a recent visit to see Simon Walters, the man behind leather restoration and detailing business, Cambridge Concours.

"You'd be surprised at how superficial a lot of serious-looking leather damage can be," he suggests. "I'm continually presented with cracks and splits for repair, but many owners fail to realise that the unsightly condition of the seats, door cards, dashboards or other furniture that they're unhappy with is really just down to a breakage in pigment." He uses a more familiar complaint to illustrate his point. "It's like scratches on car bodywork. What might look like



a deep cut down to metal may just be a surface nick in clearcoat that traps polish and reflects light awkwardly."

The remedial work he carries out on a daily basis has earned him a reputation as the 'go to' guy for many owners of Porsches, Ferraris, Aston Martins, Rolls-Royces and Bentleys. He's refreshingly open about the process and products he uses to achieve the outstanding results that keep him in work, going as far as to host regular training courses at his premises near Bishop's Stortford.

"I supply correction kits to those who want to have a go at improving the cosmetic condition of their cars from the comfort of ➤➤

Before



WEARING THIN

The 928's leather was in a bad way, a condition that was made clear after Simon stripped it back. Dodgy repairs and deep creases added to the wear and tear the car's seats had been suffering from, but the work he carried out proved that a retrim isn't absolutely necessary when it comes to tired hide - much can be done given a little time and the right combination of products.





Above and left Simon had finished work on the 928 before our arrival at his Bishop's Stortford premises, but we were keen to see what the job involved, a curiosity he was able to satisfy by demonstrating stages of the process on Austin Mini Clubman upholstery offloaded by one of Cambridge Concours's customers



Above and left After carefully cleaning and sanding the damaged leather, Simon painstakingly filled cracks, nicks and rips with flexible filler designed to withstand heavy traffic; colour-matching faded leather can be tricky, but our man Walters came up trumps with the perfect pigment

The 928's piping required a lot of masking, plus the use of a brush small enough to get into creases that have formed over time

wouldn't realise by looking at the car's finished interior today, but there was a fair amount of damage to it as a consequence of poorly executed repairs that have taken place at some point in the distant past. It kinda goes with the territory, but I frequently find myself spending many hours having to deal with damage I discover that has to be corrected before I can get on with the job I'm being asked to do!"

PIPE DREAM

The hour count also increases when he's being asked to change the colour of leather. Again, the 928 that stars in the photographs accompanying this feature is a good case in point, where the owner requested navy blue piping to run around his restored seats. Obviously, a switch from light to dark is less labour-intensive than the other way around, but this was still a job that had to be carried out by hand using a small brush after the sponging of a mist coat. There was also a high level of focus required in order to avoid undesirable colour bleed!

The 928's piping required a lot of masking, plus the use of a brush small enough to get into creases that have formed over time. Fine art brushes were used during the final stages of colouring. All in all, it took Simon close to eight hours just to complete this part of the lengthy restoration. ➤➤

➤➤ their own homes," he continues. "It makes sense to equip my customers with the knowledge that will help them to get the very best out of the products they've bought, hence my regular 'how to' classes," he says.

As with most things automotive, the key to successful leather repair is the preparation of the parts that have come under scrutiny. Simon explains that a liberal application of degreaser coupled with a careful sanding of damaged areas is the first step towards restoring the look of cracked hide, a stage closely followed by the use of expandable flexible filler. The tricky job of colour-matching oft-faded pigment comes thereafter, with "a minimum of three coats of colour" applied subsequent to any necessary adhesion primer.

The 928 leather inhabiting his workshop during our visit required no fewer than five coats of colour. "It was pretty bad," he recalls. "You



DETAILING

Detailing is generally broken down into two categories: exterior and interior. Interior detailing involves a deep cleaning of a car's cabin, an environment that can feature synthetic carpet, vinyl, leather, plastic, natural fibres, glass and carbon-fibre composites. Different techniques and products are used to clean each of these materials, although not every bottle of foam, liquid chemical or goo that says it's up to the job should be accepted as suitable for your Porsche. If in doubt, hop online and ask opinions from detailing enthusiasts in dedicated online forums or Facebook groups. You'll be surprised at how much you'll learn.

After



He tells us that the repair of a car's leather-trimmed steering wheel can also be very time consuming. Much stronger degreasers are needed, products that have an extended drying time. Extra hardener has to be applied to clearcoat, and a non-slip additive must be used to ensure the safety of the driver and passengers – the last thing one needs is to have a beautifully restored leather steering wheel, but serious front end damage due to leaving the road without any warning!

The use of oil-based products during the 928's long-forgotten alterations presented Simon with a challenge. "It can be difficult to key surfaces coated in poor quality dyes, but at the same time, I can't simply add new product on top of whatever has been used in the past! In fairness, a lot of detailers and amateur restorers don't realise that they're doing something wrong, but it's worth bearing in mind that specially formulated leather cleaners aren't the same as generic all-purpose cleaning products!" he crows unremittingly.

HARD AS NAILS

Stubborn brushes are also the cause of much of the damage he sees; nail brushes are a particular hazard to smooth leather surfaces. Simon advocates the use of a soft natural hair brush to avoid damaging clearcoat. Taking heed of his advice should enable you to lift dirt out of grains and impressions in leather that can be wiped clean with a microfibre cloth. He suggests using white cloths to help detect unwanted colour transfer ("if this happens, you're past the clearcoat!"), and he also stresses the need to apply a sealant barrier between cleaned leather and your clothes.



Above It's difficult to believe that the exquisite leather occupying the cabin of the 928 is the very same worn hide that we laid eyes on during our earlier trip to Cambridge Concours (see p73); not only has Simon revitalised the 928 interior and added navy blue piping, he's extended the reconditioning work to the car's door cards and rear inner quarter panels

Balms are also high on his list of 'must have' leather treatment products. "Many enthusiasts use conditioning cream without realising that they might be applying an emulsifier that does nothing but make leather look shiny. A good resealing balm will revive the look of your car's hide, but it will also work as a feed if the product being used has been manufactured correctly. This approach to protecting leather is much the same as when working with exterior bodywork – balm over a protective coating has a similar effect as wax when it's applied over paint sealant," he explains.

If you want to learn the tricks of the trade (including how to identify previous repairs, the differences between vinyl and leather treatments, sealant and balm know-how, repair techniques and product knowledge), or if you want to get hold of a Cambridge Concours leather care kit, then give Simon a call on 0800 032 2918 or visit his website at www.cambridgeconcours.com





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FROM THE
VAULTS

935/78 'MOBY DICK'

WHHALE TALE

Porsche's domination of sports car racing during the 1970s resulted in the design and development of a Martini-liveried monster

WORDS **Robert Smith** PHOTOGRAPHY **Porsche AG**

Porsche won both the World Sportscar Championship and the FIA World Championship for Makes in 1976, but the ease with which it did so convinced the works team that there was a lack of serious competition on the grid. The hunch was a correct one; Porsche withdrew from the Sportscar Championship, a move that preceded the series' demotion to 'Europe only' status before it was discontinued altogether.

The team took part in the following year's World Championship for Makes with the unreliable 935/77. The car won only four of the nine events it participated in. As frustrating as this was for Porsche, it was widely accepted that the manufacturer's focus was set firmly on dominating the rapidly approaching 1978 *24 Heures du Mans*.

In advance of its planned campaign in France, a final version of the 935 was developed. Labelled as the 935/78 (clever, huh?!), it was designed and built specifically for ➤



The 935/78 was based upon the 911 Turbo, as can be seen from that sloping rear end



1970 1971 1972 1973 1974 1975 1976 1977

1978





endurance racing at Le Mans. Due to the unreliability of the 935/77, Porsche parted with its tradition of air-cooled flat-sixes and introduced water-cooled cylinder heads to the project, a move that mirrored what it was doing with its production cars at that time (hello to all you 928 fans out there!). Displacement was enlarged to 3.2-litres, with a twin-turbocharged power output of up to 845bhp. The car's weight was reduced to less than 1030kg, and its driver's seat was moved over to the right in order to achieve better weight distribution. This change also had the benefit of giving drivers a better view of the clockwise racing circuit's right-hand corners.

This page Cutaway illustration reveals the DNA of a racing legend; the 935 was so dominant in the hands of Porsche and privateers that new racing rules were introduced to curb its success; 935/78 during a recent blast around Hockenheimring

FIVE STAR

The new car took full advantage of a loophole in Group 5 rules that had been introduced for the benefit of BMW. Essentially, it allowed Porsche to cut the floor of their new car



A RECORDED SPEED OF 228MPH ON THE MULSANNE STRAIGHT PROVED ITS POTENTIAL





Sing star

The success of all versions of the 935 can be attributed to Porsche's chief racing engineer, Norbert Singer. His first job for the works team was to cool the gearboxes of 917s which kept overheating at Le Mans in 1969. He completed his task with great success, and the 917 went on to dominate the competition in 1970 and again in 1971. Singer was then charged with turning the 911 into a capable racing car. In doing so, he created the 935, the most successful competition car that Porsche has ever campaigned and sold to customers. After the 935/78 'Moby Dick' was retired, the 935 won the *24 Heure du Mans* outright. Not a bad effort for a modified road car approaching its fifteenth birthday!

Below The 935/78 was built with sleek aerodynamics and detachable lightweight panels at both ends



FROM THE
VAULTS

935/78 'MOBY DICK'

1969 1970

to accommodate a rerouted exhaust. The result of this rule-bending was the removal of the car's floor pan and a ride height lowered by ten centimetres! The car's gearbox was then mounted upside down in order to reduce stress on driveshafts.

Group 5 rules regarding aero packages were vague at best, so Porsche took advantage of this 'grey area' and added door fairings that bridged the gap between the front and rear quarters. In fact, almost every part of the car's already-sleek body was stretched in an attempt to reduce as much drag as possible. The resulting 935/78 was quickly given the nickname 'Moby Dick' in recognition of its long tail shape and bright white paintwork.

With this version of the 935, Jochen Mass and Jacky Ickx won the Six Hours of Silverstone, achieving the fastest lap with a time only four seconds slower than that registered by James Hunt in the 1977 British Grand Prix. The Silverstone race was a good test for Porsche's new track weapon's abilities, and with the car proving just how competitive it could be (by winning seven laps clear of a 935 in private hands), the works team were confident that it would do well at Le Mans.

The car 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 proved the car's potential, and it even managed to overtake the Group 6 prototypes that had come out to play.

Sadly, the flat-six powering the car began to complain, leading to an engine swap before the race. ➤

**THE CAR'S
LONG TAIL
SHAPE
AND WHITE
PAINTWORK
EARNED IT THE
NICKNAME
'MOBY DICK'**



1970 1971 1972 1973 1974 1975 1976 1977 **1978**



Above and left 911 underpinnings are plain to see; in a first for the 911, the 935/78's powerful 3.2-litre engine found itself loaded with water-cooled cylinder heads


FROM THE
VAULTS

935/78 'MOBY DICK'



► Problems with the replacement unit cost the team dearly, with Porsche having to settle for an eighth place finish behind Renault and privateers piloting their own 935s.

Before being retired to the Porsche Museum, the 935/78 was campaigned by Ickx and Schurti at the Six Hours of Vallelunga. The car was way ahead of the pack, but registered a DNF just seven minutes before race end. Ickx hopped back inside the car for a one-driver effort at the Norisring (the highlight of the Deutsche Rennsport Meisterschaft). The challenging, anti-clockwise street circuit's sharp corners are a far cry from the high-speed straights at Le Mans (don't forget, the 935/78 was made specifically to win in France), so it didn't come as a huge surprise when the Porsche works team was rewarded with yet another DNF. Bah!

Ickx competed twice more with the 935/78, both outings proving unsuccessful. With that, the car was put to one side, and the works team switched their attention to developing the 924 Turbo into a formidable track weapon. 



**THE WORKS
TEAM WAS
REWARDED
WITH YET
ANOTHER DNF**

Above The 935/78's outlandish body styling captured the public's imagination like few racing cars can, a remarkable feat when one considers how few races it competed in (and how many of those it managed to finish without error!)

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Buy & tune

PORSCHE 928 S2

The 928 S2 exudes power and cuts an imposing figure on the road. Perhaps it's time to treat yourself to a modern classic?

WORDS Paul Lacey PHOTOGRAPHY Ray Owens

Intended to be the replacement for the 911, Porsche's 928 was light years ahead of the output of other manufacturers when it was launched in 1977. Even today, the 928 has the look of a car that could be mistaken for a current production model! With its front and rear impact-absorbing bumpers (the first of their

kind), it's a car that oozes aerodynamic appeal, not to mention 310bhp and a top speed in excess of 150mph from the S2 variant. The 928 is truly a Grand Tourer capable of taking you great distances in comfort and style.

Not only that, but the car has a surprising amount of boot space and individually folding rear seats that provide

ample room for large suitcases, shopping and even a bicycle. Admittedly, the size of the rear seats are more suited to children than adults, but anybody lucky enough to sit on them will adore the luxurious feel of the 928's plush upholstery.

For those of you determined to lay your hands on a 928 S2 to call your own, we hope this handy guide helps you in your quest.

COLOUR

The car's original colour should be printed on a silver sticker located half way up the nearside B-pillar. In our example, the paint colour code is 33P/S3 (aka Iris Blue Metallic). The other numbers seen here relate to the colour of interior trim.



Gorgeous curves at a time when most sports cars were being designed with a ruler? Yup, it's the 928, a Porsche that seemed to get better with each successive generation. Many think that the S2's style and power is as good as the 928 gets.



40
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IDENTITY

A 'build sticker' is located under the boot carpet above the fuel tank. A duplicate can be found on the inside cover of the Driver's Handbook Service Record (which should accompany the car you're looking at). These stickers show the vehicle's VIN

number and a code that can be read to give the date of manufacture, engine type (for an S2, this will be M28/22) and transmission type. There will be a separate list outlining options specified at the car's original point of sale. For example, C16 denotes a car

destined for the UK domestic market. The VIN number can also be found stamped in two other locations: a plate attached to the offside wing (visible when the bonnet is open), and an identity panel above the bonnet closing latch. Ensure the numbers on both panels match.



BODY

The Porsche 928's monocoque shell is constructed from fully galvanised mild steel. The front wings are bolted into place. Pop-up headlights are a key characteristic of all 928s, much to the amusement of all those who see them spring into action! The front wings, bonnet and doors are made out of aluminium in order to keep weight down and corrosion low. A near-perfect 50/50 weight distribution (due to the gearbox living at the rear) gives the 928 excellent handling abilities.

disaster; moisture finds its way onto the aluminium, causing 'white powder' corrosion which lifts paint. This isn't the same as rust, and it won't encourage holes in bodywork. It is ugly, though, and will need a specialist to correct properly.

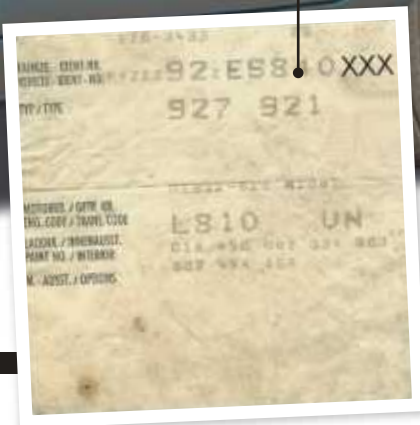
Check the rear of the sills, just in front of the back wheels. Corrosion here is often missed due to it occurring beneath plastic sill covers. While you're on your knees, have a poke about behind the rear wheels. These areas are known for trapping dirt.

It's common for paint to bubble on the aluminium panels. Pay close attention to the front wings and the area surrounding door mirrors. Signs of imperfection are not necessarily a

Look below the rear windows for rust. If you find it, don't be convinced that the problem is superficial - most instances of this kind of corrosion are symptoms of a more serious issue.



Much can be gleaned by deciphering the digits on a 928's accompanying handbook. Identifying a car's colour, engine, transmission and original sales territory can all be done by cracking this handy series of reference numbers and codes.





Buy & Tune

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Q&A

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My 944 Turbo - it's faster than other road users give it credit for!

Best thing about your 928 S2?
Unlike a 911, I can use my S2 as a practical daily driver

Worst thing about your 928 S2?
Some see it as a being a poor man's 911!

**TRANSMISSION**

Most 928s are equipped with an automatic gearbox befitting the nature of a Grand Tourer. Early 928s feature a three-speed, but the S2 was blessed with a four-speed that continued to be used all the way through to the 928s produced during the 1990s. Not many people know that the S2's automatic transmission was developed by Mercedes-Benz for its SL range.

In normal driving conditions, the S2's four-speed auto is a lazy gearbox that will pull away from a standstill in second gear unless the driver tells it to do otherwise. The unit should be used properly, and not simply left in 'D'. If an S2's automatic transmission is used to its full potential, an equivalent 928 with a manual gearbox will require an extremely skilled driver to keep up the pace!

As mentioned elsewhere in this issue of *Ultimate Porsche*, manual gearboxes were an option on the S2. The offered unit is a five-speed with a dogleg racing change pattern (reverse is where first would ordinarily sit). Like the automatic, the manual 'box is a robust bit of kit. A limited-slip differential was also offered as a cost option. This is a desirable upgrade.

The 928s' clutch is a twin-plate part. It's not cheap to replace, but it can be changed from underneath the car without disturbing the engine or gearbox. The clutch pedal is somewhat heavy, and can be a pain if you're stuck in traffic.

“Not many people know that the S2's automatic transmission was developed by Mercedes-Benz for its SL range”

Late 928 S2s were equipped with the same four-piston front calipers that bring S4 models to a sudden halt. These hugely efficient brakes are just one of a number of desirable upgrades introduced towards the end of the S2's production run.





ENGINE

Porsche designed the 928's V8 from scratch. Initial models were deemed to be underpowered, resulting in the S designation, a version of the 928 that included a V8 with an increase in displacement from 4.5-litres to 4.7-litres. With the advent of digital fuel management, the S2 arrived with a higher compression ratio whilst retaining the 4.7-litre lump.

The most obvious change when comparing the engine bays of an S2 and those of earlier 928s is the twin head distributor required for the later car's high-output ignition system.

Incidentally, this was the final version of the Porsche V8 to include only sixteen valves. Hydraulic tappets are used, and the camshafts are belt-driven, resulting in what was the longest timing belt

ever seen on a mass production car engine!

The block is made from Alusil, a material that makes for tough cylinder bores and low wear. These engines will achieve huge mileage with ease, and the S2 will reward regular servicing with 310bhp and 410lb/ft torque.

Fuel pipes wind their way around the rear suspension mounts on the driver's side. These are prone to corrosion.

SERVICING

When buying a 928, good service history is vital. Check to make sure that there's a complete stash of paperwork and no unexplained periods of being 'off the road'. These cars hate not being used.

The 928's V8 was developed long before synthetic oils came to be, so don't be impressed by a seller who claims to have used fully synthetic lubricant - this isn't necessarily a good thing. The grade and content of the oil being shoved into the engine is of far greater importance.

Ensure brake fluid and coolant changes have been observed, and be sure to find out when the last cambelt change took place. This can be an expensive job if you need to pay a specialist, although it's worth keeping in mind that belt changes fall squarely in the 'DIY' school of motor mechanics. That said, some specialist tools will be required.

When cambelts are swapped, the tensioner rollers and water pump should also be changed.





Buy & tune

INTERIOR

The 928's interior has always featured leather – seats are usually half-leather with cloth centres. Full leather was offered as an option, an upgrade that included a trimmed dashboard, centre console, roof lining and sun visors. This is an incredibly rare feature and cost a huge sum of money when new.

928 seats are hard-wearing, but driver's bolsters can show signs of damage. Check to make sure that the claimed mileage of the car ties in with the condition of its upholstery. Sports seats were offered as a cost option. These were lighter, a quality which equates to fewer electric motors for adjustment. Larger bolsters

offer superb support, although it's worth noting that these seats can be difficult to get in and out of if you're 'bigger' than the average person!

A complex luggage cover and a fully stocked tool tray should be present in the boot. An electric tyre pump should also be seen. These are very expensive items to replace, so make sure all are present and correct.

Most importantly, check for signs of water damage. Warped headlinings are a tell-tale sign, but also examine door cards, boot side panels, the car's centre console, foot wells and the spare wheel well. If you find anything untoward, be sure to walk away.



BRAKES

In late 1986, Porsche started to fit four-piston calipers and bigger discs to the S2. This car is commonly referred to as the '86-and-a-half' S2. In the eyes of many, these are seen as the most desirable of all 928s due to a 310bhp power output (only 20bhp less than a 928 GT) without the complexity of the 32-valve V8 engine.

The same hydraulic (twin circuit) servo-assisted four-pots were used on the S4, and are a substantial improvement over earlier anchors. ABS is a standard feature.





“Check to make sure that the claimed mileage of the car ties in with the condition of its upholstery”



SUSPENSION

The car's suspension consists of coilover shock absorbers. Ride height is configurable, but even the 928's optional sports suspension lacked adjustment for damping. The standard shocks are well manufactured and long-lasting. They should provide little in the way of complaint. Sports suspension is considered to be too crashy for many owners. To find out what suits you, drive before you buy!



Buy & tune



TUNING

If you're prepared to use premium grade fuel at all times, then decent chips are available for the S2's twin ECUs. This would enable the car to hit 340bhp without too much effort. A more cost-efficient route to more power would be to reduce the 928's overall weight - its front seats weigh 60kg each!

Braking can be greatly improved with performance pads from the likes of EBC. Suspension can be enhanced with Koni adjustable dampers.

The 928's exhaust is a surprisingly quiet system designed to muffle the V8's burble in order to provide comfort and easy GT cruising. Original exhausts are high quality and not prone to excessive corrosion, although they can be difficult to remove thanks to oft-stuck fittings which may need to be cut free (connections to the downpipes/headers can be particularly troublesome). A rear muffler bypass (RMB) is often fitted to release the sound of the V8. Be mindful of the fact that this does nothing to improve power, unlike the fitting of aftermarket 'X-pipes'.

A range of more extreme modifications can be applied to 928s being prepared for track use, but the changes outlined here will keep your S2 optimised for fast-road fun.



PRICE

The cost of good 928s has been trending upwards in recent months. Fortunately, the prospective S2 buyer can sleep easy knowing that massive premiums are usually associated with low mileage racing cars. Even so, if you're after a decent S2, then you'll need to act quickly to secure one at a sensible price.

With the exception of late examples (mid-1986 onwards), the age of an S2 will have little impact on its value. Here's what you should set aside:

1984 S2

Good condition, full service history, in need of work:

£8500 - £12000

1984 S2

Very good condition, full service history, everything working, air-conditioning:

£10500 - £15000

1986 S2

(four-piston brakes etc.), manual, full leather, full service history, everything working:

£18500 - £24950

1986 S2

(four-piston brakes etc.), non-runner, off the road for a decade, looks solid:

£4000 upwards plus understanding bank manager and/or wife

CONTACTS

Paul Lacey, 928 specialist: www.928gt.net John Speake, 'JDS Porsche' 928 ECU and electronics specialist: www.jdporsche.com 928org mailing list (free technical support): www.bit.ly/928list

FOR SALE

Like what you see? The S2 featured in this buyer's guide is available to buy! Viewings in Herts. Call 07973 175882 for more info.



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20/80-15	TB15, TB5R	11 - 13	210/60R15

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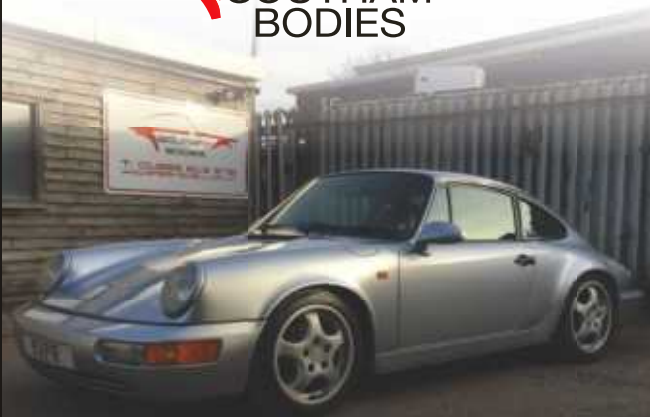
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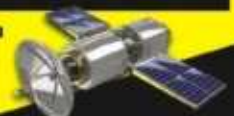
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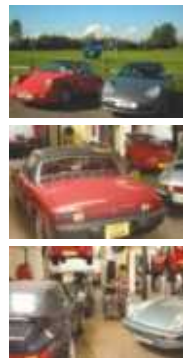
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