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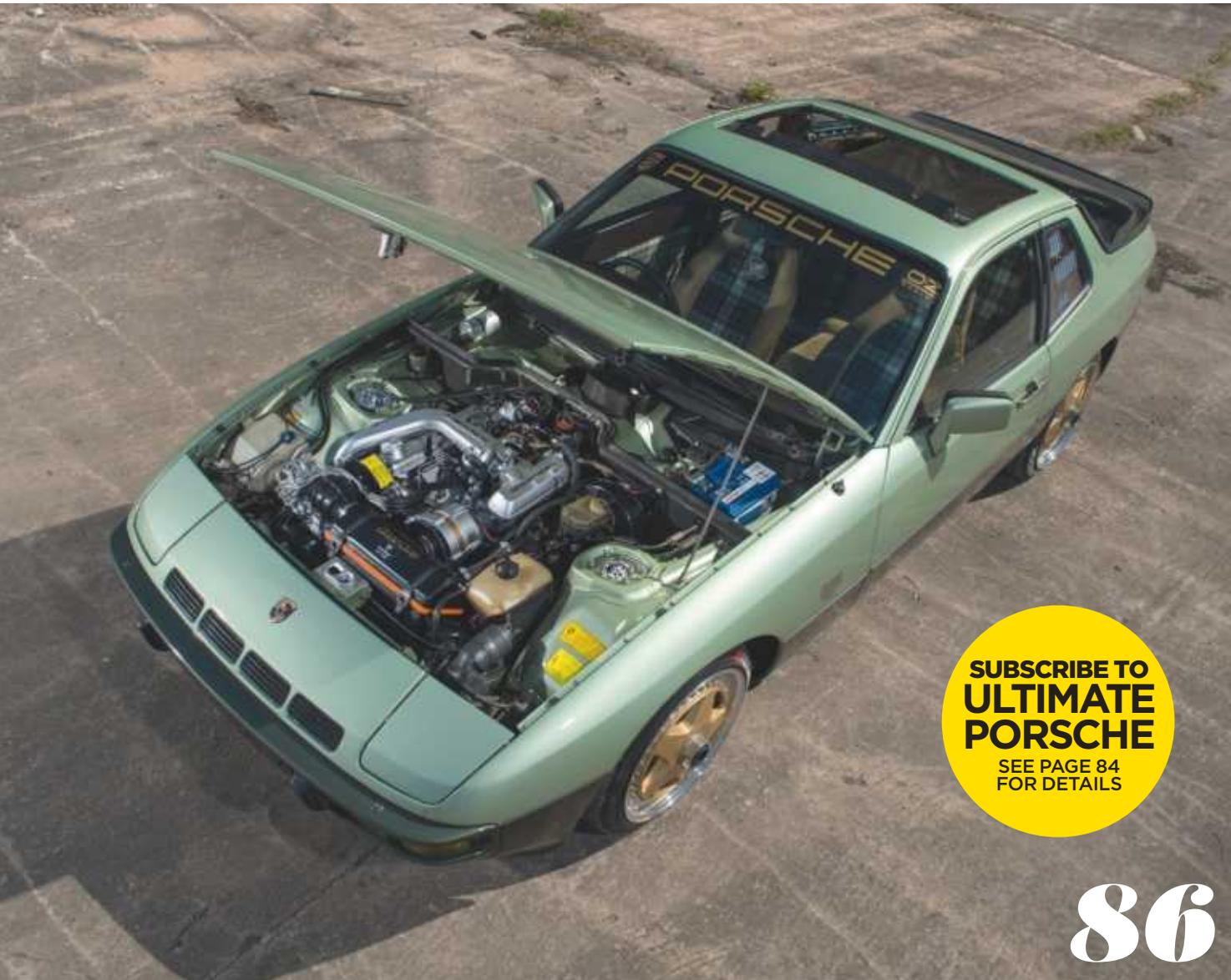
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Ultimate Porsche

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ONWARD WE CHARGE...

HANDS UP IF you've ever installed a new head unit in place of outdated factory audio equipment (which, in truth, probably wasn't up to much when it was first wedged into the dashboard of your classic Porsche!). I'll wager there's a high number of you pointing your digits skyward right now. What about heated, electrically operated seats from a Boxster or newer Porsche into a classic 911? Thought so. Retro-fitting modern technology to older cars is nothing new, and is often a task carried out in the interests of driver safety. After all, modern brakes, suspension and transmission upgrades not only improve performance, but they ensure you stick to the asphalt securely at speed.

More ambitious retro-fitting can be observed when it comes to engine swaps. Countless powerplants boasting large displacement and forced induction (primarily units originally fitted to turbocharged 964s and 993s) have been pulled apart and put back together again before finding a new home in earlier, lesser-powered 911s. This applaudable automotive surgery, however, pales into insignificance when you're eyeballing Robert Leitão's extraordinary 1979 SC. At first glance, the tidy Targa appears to be a nicely presented OEM+ example of the classic 911, but then the car takes off at warp speed without making a noise. What is this sorcery?!

Flick to the feature we've presented in this issue of *Ultimate Porsche* and see for yourself. In short, Robert is in possession of an old-school Porsche running a modern electric engine. See how I resisted referring to it as *current*? Perhaps I should have resisted saying *resisted* too?! Ahem...

The work was carried out by Electric Classic Cars, a Wales-based concern forging a reputation for converting vehicles (those built during the period spanning the 1950s through to the 1980s) with modern power, including the option of a full Tesla drivetrain. With Porsche's impending participation as a major player in the fantastic Formula E series, not to mention the manufacturer's Mission E concept study finally evolving into a production sports car (the daftly-named Taycan), Robert's retro ride goes some way towards proving the classic 911 really is a car for all ages, and one just as capable of promoting performance-led e-mobility as whatever Elon Musk happens to be working on right now. Fully charged? You betcha!

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SERIOUS CHARGE

This extraordinary classic 911 is powered by
a thoroughly modern electric engine

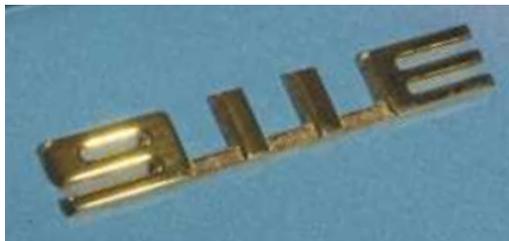
WORDS Dan Furr PHOTOGRAPHY Dan Sherwood





Right and facing page

HPEVS AC34 engine is fed by eighteen Tesla batteries (nine in the SC's luggage area, nine where the rear seats usually sit), ensuring plenty of range and instant 220lb/ft torque



A short while ago, I found myself in the fortunate position of being asked to test the UK's quickest (and quietest) go-karts. Unlike conventional mini motorsport machines, the low-slung pocket rockets I was invited to trial were kitted-out with electric engines. There was nothing linear about the delivery of power, no rising through the rev range in search of the sweet spot. Maximum torque was delivered in an instant. Pedal to the metal, it was as though I'd been fired out of a gun. Massive fun, and an experience which left me excited about the idea of a classic car making use of a similar setup on a much bigger scale.

Rally enthusiast, Richard Morgan, had the same thoughts after his son's BMX-sized OSET electric trials motorcycle was being put to good use whenever the family's GT-spec 914 mud machine was patiently waiting in the paddock for its next round of off-road action. "The bike was a brilliant tool. It delivered a huge amount of power from an engine about the same size as a classic 911's starter motor! You could blip the

throttle and it'd send you flying," says the man many know as Moggy. "The bike was practical too. I could throw it in the back of my service van without worrying about petrol or oil spilling out."

Richard's career in the energy efficiency sector has seen him spend more than twenty years helping some of the world's biggest brands reduce their carbon emissions. The combination of knowledge he's gained in the workplace and inspiration provided by his son's bike encouraged him to establish Electric Classic Cars, a company now regarded as the leading specialist in the field of converting vintage vehicles ("primarily those built from the 1950s through to the 1980s") to run power delivered by electric engines.

"A red Volkswagen Beetle my team and I converted a couple of years ago was featured on *Fully Charged*, a show presented by *Red Dwarf* actor and electric vehicle enthusiast, Robert Llewelyn," continues Richard. "One of the show's viewers immediately got in touch with me with a request for a conversion. At first he suggested converting a Jaguar XJS, but after I expressed my personal preference for cars from the 1960s and 1970s, he sent me a link to a 1979 911 SC Targa he'd spotted advertised for sale. ➤

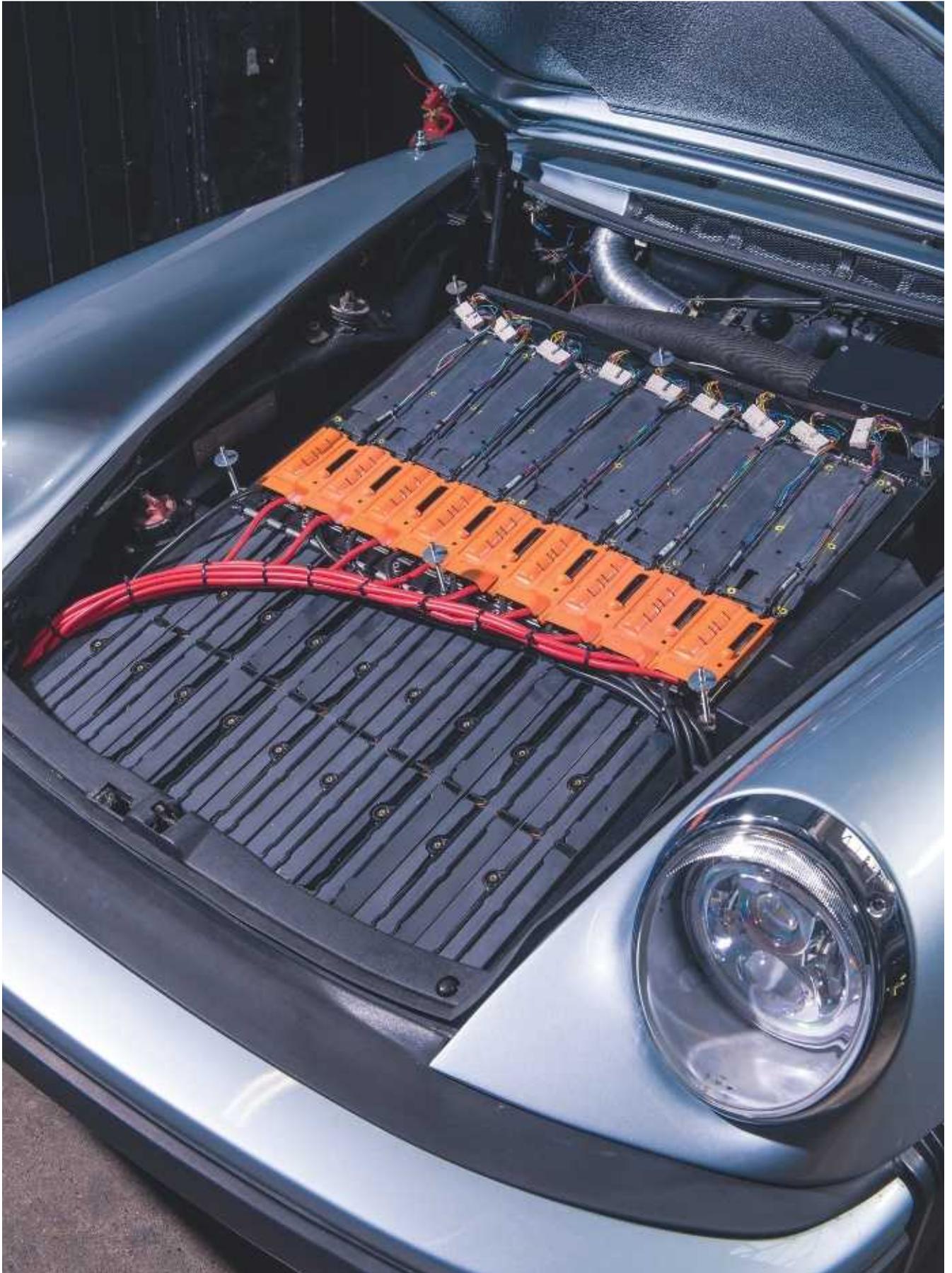
DRIVER**Q&A****ROBERT LEITÃO**

First Porsche
Panamera

Favourite Porsche
This one!

Best thing about your
electric 911
It's beautiful and a very
interesting build

Best thing about
Porsche ownership
I've owned Panameras,
Cayennes, this car and
a 991 GT3, and they're
all brilliant cars



THE SAME BATTERIES ARE USED TO GREAT EFFECT IN THE **TESLA ROADSTER**



» He asked if this was the kind of car I'd be excited about converting. As a Porsche fan, I replied in the affirmative. To my amazement, the very same SC was delivered to my workshop in Wales a few days later. I hadn't even sent out a quote for the job!"

Totally standard, but tired in all the usual places, the car required complete restoration. "We tend to focus on engine or full drivetrain conversions, but we do have one or two bare builds on the go at any one time," confirms Richard. This was one such undertaking. The shell was stripped, media blasted, treated to new metal where necessary and reassembled with sensible upgrades sympathetic to the car's impending new lease of life. "We added electric power assisted steering, LED exterior lighting, uprated Bilstein suspension and Carbon 12 six-piston calipers supplied by Early 911." Fuchs-aping Braid two-piece staggered fifteen-inch wheels with nine inches of width at the rear vastly increased tyre contact patch at the same time as enhancing the car's overall appearance,

which is dictated by a freshly polished Targa hoop, gold badges, a flawless lick of paint and the removal of a previously fitted 'whale tail'.

Inside the car, Boxster electrically adjustable leather seats and a MOMO Prototipo steering wheel set the tone, while an E-xpert Pro battery monitor hints at what this car is really all about. "The brief was to build a classic 911 with an electric engine producing the same or marginally more power as the flat-six installed at the factory. Additionally, the car had to have a range of 150 miles," confirms Richard.

STAYING CURRENT

There are two different approaches when it comes to an Electric Classic Cars conversion. The first option is an engine swap, where the car in question's original powerplant is ditched in favour of an electric motor, which is attached to the factory transmission by way of a bespoke adaptor plate. Ordinarily, the gearbox will be up to the task of managing the torque being delivered – power is in keeping with factory-prescribed figures, albeit delivered instantly – but an uprated clutch (the part Richard used was supplied by our friends at Design 911) may be added for good measure. Battery packs are stored in place of the standard fuel cell. The second option is to replace the entire drivetrain with Tesla equipment, including engine, differential and single-gear transmission. In stock form this is a 400bhp configuration, with massive tuning potential. Wowsers!

Richard's customer opted for the former of the two choices available. Consequently, an HPEVS AC34 electric motor running at 96V and producing 220lb/ft instant torque sits at the

Left Modern electrical kit improving functionality and safety can be found throughout Robert's classic 911, chiefly EPAS and LED lighting



Right Interior features battery monitor, Boxster leather and carpeted boot space where the car's flat-six used to live, but no sign of a Flux Capacitor

rear of this sensational SC, although you'd have a hard job spotting it when lifting the engine lid. The unit is so small it has been hidden from view, with a carpeted luggage area in the space you'd ordinarily find a flat-six. And yes, the lid's grille has been blanked to prevent ingress of pesky rainwater!

Less subtle are the nine Tesla batteries at the nose end of the car. They're the same units used to great effect in the manufacturer's Roadster model. Another nine batteries are tucked away where the rear seats usually live. "We wanted to optimise the balance of weight across the car after removing so much bulk from over the rear axle," says Richard. "We could have positioned the batteries in what was the engine bay, but our customer liked the idea of gaining customary boot space. He didn't intend to have passengers in the back of the car, which enabled us to refine front-to-rear weight distribution by utilising the space where the supplementary seats usually live." A tiny Odyssey Extreme 12V battery takes care

of sending charge to the windscreen wipers, lights and the retro-look Porsche Classic radio navigation system.

HILL STREET BLUES

As alluded to in the opening paragraph of this feature, the driving experience is totally different to that of a petrol-fed classic 911. Whereas most drivers aim for 4,000-6,500rpm to experience optimum power, an electric engine's maximum torque is at 0rpm and can be enjoyed all the way to 6,500rpm. The comparison is clear: the equivalent petrol engine delivers considerably less in the way of truly usable performance. Instant torque is much more than just a plus point for thrill seekers, though. Try pulling away in fourth gear at 1,000rpm on a steep incline from behind the wheel of your petrol-powered Porsche. It's not going to happen, is it?

Richard's creation will do so happily, making it as practical as it is potent. Furthermore, in his educated opinion, he



THE ABILITY TO CHARGE FROM A PUBLIC PLUG-IN POD OR A DOMESTIC THREE-PIN SOCKET



believes the revised distribution of weight, precision geometry, alignment and corner weighting showered on the car have ensured its handling characteristics are as effective as those of his rally-spec 914. Being fast around corners and quick to accelerate is exactly what most Porsche owners aspire to, but zero emissions, the elimination of expensive fuel bills, no required maintenance and the ability to charge from either a public plug-in pod or a domestic three-pin socket are also this amazing SC's major attractions.

"I love it!" beams the car's current owner, Robert Leitão. "I was looking for an old 911 I could use for city driving," says the banker living in London. "I was attracted to this particular Porsche due to its ability to provide true 'get in and go' motoring. The car is easy to control, and it suits my needs perfectly. It's a lot of fun, and even though I've owned it for less than a year,

I'm enjoying covering many miles. Besides, if an electric Jaguar E-Type is good enough for Harry and Meghan, then an electric 911 is good enough for me. Perhaps I should let them know I owned my car first?!" he laughs.

MIX AND MATCH

Richard's conversions extend beyond the Porsche scene, as evidenced by the BMW E9, Ferrari 308, Land Rover Defender, VW split-screens and Fiat 500 projects his team are currently working on, although he's keen to continue converting Stuttgart's finest. "We're in the process of modifying a 914 to make use of a full Tesla drivetrain," he reveals. The altered roadster promises ballistic power, and we can't wait to see finished build when it hits the rod in the not too distant future. In the meantime, we're heading back to the karting centre.

On your marks. Get set. Go!

Above Exhaust tailpipe was added by the previous owner and is for show purpose only

Below Central London's emissions restrictions are no longer a concern for Robert, who enjoys using his electric 911 for zipping around the city



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Porsche 993 Carrera 2S 3.6L Coupe 1997, Tiptronic, LHD, Silver with Black leather interior



Porsche 993 Carrera 4 Cabriolet 1998, 6-speed Manual Gearbox, LHD, Black leather interior



Porsche 356B 1600G Cabriolet 1962, Manual Gearbox, LHD, Ruby Red with Black leatherette interiors



Porsche 930 Turbo Carrera 3.0 1997, Manual Gearbox, LHD, Black with Dark Brown leather interior



Porsche 964 3.6L Carrera 4 Turbo Look M491 3.6L, Manual Gearbox, LHD, Midnight Blue

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Gunther Werks 400R enters production

First remastered 993s to land in Q3 2018

Regular readers will remember the Gunther Werks 400R from its star turn on the cover of the December 2017 edition of *Ultimate Porsche* (order a back issue copy at bit.ly/issuesup). We were the first British magazine to showcase the reimagined 993, a car which wowed us with its naturally aspirated, 430bhp four-litre flat-six, hand-modelled carbon-fibre bodywork and awesome options list.

Many of you were amazed at what we presented you with, as evidenced by Gunther Werks beginning production of the 400R at the company's Southern California facility following orders placed. Consequently, the first three completed vehicles will be delivered in the third quarter of 2018, with additional cars being shipped when rate of production increases towards the end of the year.

"Following the feature in *Ultimate Porsche*, we've completed

final testing and are extremely excited to deliver the first 400R conversions to our clients," said Peter Nam, Gunther Werks founder and the man most often associated with his luxury vehicle customisation company, Vorsteiner. "Like a handmade suit, each 400R is tailored to its owner. From the interior and exterior combinations to the suspension damping rates, these remastered 993s are built to match specific wants and needs."

993s subjected to a 400R conversion are fully disassembled down to the frame before thorough inspection. The frame is then media blasted and coated in primer before the application of lightweight carbon panels to create a distinctive sculpted body. Custom-valved JRZ coilovers and various other bespoke suspension components are installed, increasing track width by over six inches, resulting in a 63-inch square track inspired by classic Porsche works race cars.

Rothsport Racing's Jeff Gamroth (an acclaimed Oregon-based engine builder with more than three decades of Porsche tuning and racing



experience) creates the heart of each 400R by assembling and dyno testing each four-litre unit and by creating bespoke ratios for the six-speed transmission. Impressively, each finished engine delivers power all the way to a 7,800rpm redline.

"Working with Gunther Werks has allowed me the opportunity to build what I believe is the ultimate naturally aspirated Porsche powerplant," he told



us. "There's no expense spared when it comes to the 400R, and I take great pride in building each engine safe in the knowledge that some of the world's most discerning car collectors will enjoy their reimagined 993s on the street and the racetrack for many years to come."

For more information about Gunther Werks and the 400R, point t'internet at guntherwerks.com



Controversial MOT changes take effect

The rules concerning the UK's MOT test changed on 20th May, with new defect types, stricter rules for diesel engines and exemption for many vehicles more than forty years old coming into effect. Defects found during the test are now categorised as either dangerous, major or minor, depending on how serious the tester determines the problem to be. Advisories remain as complaints you need to monitor, while diesel cars with particulate filters are subject to test failure if smoke of any colour emanates from the exhaust, or if there is evidence

to suggest the particulate filter has been tampered with. Owners of classic Porsches are most likely to be interested in the decision to eliminate the need for vehicles over four decades old needing an MOT, a controversial decision that we're not entirely convinced makes sense. We'll discuss this in more detail in the next issue of *Ultimate Porsche*, along with information regarding the change and what you need to do to ensure your classic meets the rules for not needing an MOT each time you apply for road tax (even if you don't pay a fee).



Popularity of Porsche Classic contributes to rise in employment

Porsche has much to shout about this year, but while attention is poured on the brand and the 356's seventieth birthday celebrations, keener eyes will be noting the manufacturer's landmark employee quota, which has tipped 30k for the first time. Key drivers in the company's recent expansion include the development and production of the ridiculously named Taycan (the first purely electric-powered production Porsche), as well as the global popularity of Porsche Classic, a division of the business dedicated to the supply and remanufacturing of parts for older cars. This welcome expansion corresponds to an astonishing 130% growth since 2010. Long may it continue!

See you there...

SIXTIES FEST

Revisit the swinging Sixties by enjoying live music and an enjoyable display of classic cars at Sixties Fest 2018, planned to take place along the North Yorkshire Moors Railway on Saturday 14th July. You'll be transported to Memphis (Go on, pretend you've alighted in Mephis!) thanks to the fun renaming of ol' Levisham to Elvisham, while Goathland (also known as Aidenfield thanks to its use as the setting for *Heartbeat*, ITV's popular television series starring Nick Berry) is taken over by what's hoped to be close to a hundred classic cars. Hop on and off the steam train at various stops to explore and enjoy what's on offer. Visit bit.ly/sixtiesfest

THE SCOTTISH CAR SHOW

The Scottish Car Show is scheduled to take place at the Royal Highland Centre, Edinburgh, on Sunday 15th July. From concours classics to bonkers-spec hot rods, hot hatches to supercars, JDM to American muscle, a wide range of cars will be on display. There will be a high number of performance motorcycles to gawp at too! Visit bit.ly/scotscars for tickets.

SHELSELY WASH CLASSIC CAR & NOSTALGIA SHOW

The Midland Automobile Club's Shelsley Wash Hill Climb plays host to a spectacular mix of classic cars and period dress on Saturday 28th July. Bands, club stands, food and drink promise to provide excellent atmosphere at a venue steeped in rich motorsport history, with many classic cars available to view alongside the site's fully working water mill. Visit bit.ly/classicnost

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ALLOYGATOR WHEEL PROTECTORS

AlloyGator Limited is the global market leader in the design and manufacture of alloy wheel protection systems. The family-run firm from Worcestershire launched its award-winning products to market during 2010 following many years of research and development. Initially satisfying those who wanted to prevent kerb damage to new rims, the company caught the attention of modifiers and the motoring press who saw the potential for AlloyGators to enhance the appearance of wheels whilst simultaneously protecting them from sustaining accidental damage.

Today, AlloyGators are sold by main dealers, body shops and automotive styling firms worldwide. Popular with owners of premium sports cars, these wicked wheel protectors are available to buy in a choice of thirteen different colours (from jet black to radiant red) and can even be ordered with a 'glow in the dark' finish! AlloyGators are a universal fit, suiting all wheels measuring between twelve and twenty-four inches.

Each set of AlloyGators comes complete with six-colour matched joining clips, stainless steel securing clips, application-specific glue and a handy cleaning tool attached to a keyring. "Over the years,

AlloyGators have saved me hundreds in knackered wheel repair bills. They're brilliant, and I wouldn't be without them," commented motoring journalist, former *Top Gear* presenter and professional alloy scuffer, Quentin Willson.

AlloyGators are made out of super-tough nylon. They sit between the rim and the tyre, ensuring a tight fit and the ultimate in rim protection. This contrasts with the inferior 'stick on' wheel protection systems offered by rival manufacturers.

It costs just £71.94 per pack for the original Apex-edged AlloyGators, or £89.94 for a pack featuring the superior rounded-edge Exclusive design. That's an agreeable price point when you consider the oft-expensive cost and inconvenience of alloy wheel repair. Crucially, AlloyGators can be installed by a competent DIYer, although many of you will prefer to visit one of the many officially approved fitters located across the country. Visit the AlloyGator website to view the full range of colours, and to find your nearest fitter.

Price: £59.94

alloygator.com or call 01527 909801



HEADCASE HELMET CARRY CASE

Safety comes first at the circuit. Obviously, you want to protect your bonce with a crash helmet, but what protects the crash helmet? Headcase is on hand to help with its individually moulded carry cases. Made from high quality lightweight materials, each plain or patterned design is available in a range of colours and comes equipped with carrying handles for ease of transportation. You'd be a *headcase* not to buy one (see what we did there?!).

PRICE: **£38.95** headcaseurope.com



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AIR SUSPENSION THREAD SEALANT

A reliable air suspension install must be free of leaks. To achieve this, AirRide has introduced a liquid-based air suspension thread sealant, providing installers peace of mind regarding the longevity and reliability of the systems being fitted. Designed for use on metal thread (typically steel or brass), the sealant can also be used where metal fittings are screwed into plastic, such as modern airbags. The product retains its sealing ability between -50°C and 150°C, will seal quality unions and fittings up to 250psi and can be used with bead seal bags, as found on some front struts. Easy to apply and far exceeding the demands of most air suspension systems, AirRide's thread sealant is available to order directly from the company's website.

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Keeping your four-wheeled friend's interior plastics and dashboard free of dust and dirt can be a challenge during periods of heavy use. Thankfully, car care specialist, ChipEx, has developed a special formulation designed to not only remove contaminants, but also to prevent re-soiling. Antistatic properties provide the magic, repelling dust and producing a satin finish with a fresh 'new car' fragrance. Solvent-free and safe to use on all interior trim surfaces, this simple spray-and-wipe solution is supplied in 500ml bottles and can be easily applied with no buffing required.

Price: **£12.95**
chipex.com
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BG RACING TOE MEASURING PLATES

We all like to improve the handling characteristics of our cars, and the modern motoring world makes it continually easier to do so at home. These toe measuring plates from BG Racing are a case in point. Simply rest one of the high-strength, lightweight plates flat against the tyre on each side of your Porsche and use the supplied 3.5m magnetic tape to accurately measure toe. Kicked-out bottoms hold the T6 aluminium plates flat against your car's wheels, while a durable black powdercoated finish and an optional protective carry bag ensure longevity and ease of transportation, making these tidy toe measuring plates ideal for those who like to take tools with them to the track.

Price: **£107.99**
bg-racing.co.uk or call **01268 764411**



AEROFLOW ALUMINIUM POWER STEERING RESERVOIRS

Aeroflow's square-fabricated aluminium power steering tanks hold 810ml of fluid and come complete with integral mounting brackets. Available to order in a choice of black or polished finishes, each tank is baffled to prevent surge. Supplied with a 1.5-inch billet filler cap and removable -10ORB and -6ORB fittings (with the option of ORB to AN fittings for custom applications), these tidy tanks are pleasingly priced and a nifty performance upgrade that'll enhance the appearance of your car's engine bay.

Price: **From £155.99**
b-gdirect.com or call **01268 764411**





SHINING MONKEY 360° DETAILER

As vinyl wraps become increasingly popular, car care specialist, Shining Monkey, has joined forces with Gymkhana master, Ken Block, to deliver its 360° Type II detailer. Formulated for use on matte paint and vinyl, it cleans and protects surfaces without the addition of wax or silicone. Block claims this gorgeous-smelling cleaner is safe to use on all hard surfaces (hence 360°) and won't leave streaking, darkening or any other unwanted colour alteration.

PRICE: £19.99 shiningmonkey.com



OBP PEDAL BOXES

OBP has worked closely with race teams to ensure its excellent pedal boxes offer drivers the highest level of front to rear brake bias adjustability. Each pedal box is fabricated with lightened steel pedals and oil impregnated spherical bushes to ensure longevity and efficiency, and you can rest assured the guys at OBP are die-hard petrolheads with their own colourful racing backgrounds. These really are the bee's knees of pedal boxes.

PRICE: From £350 obpita.com

RECOMMENDED READ

CARS & CURVES: 70 YEARS OF PORSCHE

2018 brings with it no shortage of books celebrating Porsche's seventieth anniversary, but few are as gorgeously illustrated as Stefan Bogner's latest effort. Documented with stunning original photography and text presented in both German and English, Bogner's adventures lead us on a journey where he drives a 918 Spyder to Germany via the snowbound passes of northern Italy, runs a lap of the Nürburgring in Stefan Bellof's 956 and pilots a 906 to the Rennsport Reunion in Laguna Seca. This may sound like a shimmering daydream, but Bogner's efforts combine to present a fitting tribute to seventy years of brand history on the road and at the track.

Price: £35 hardcover

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BRAUM RACING ELITE-X SEATS

Designed and manufactured in the USA, BRAUM Racing's range of Elite-X reclining sports seats are perfect for those who wish to improve the looks and comfort of their car. Featuring a strong, lightweight tubular frame complemented by injection-moulded foam, each Elite-X bum-hugger provides a winning combination of comfort, performance and durability. The bolsters are pronounced and strategically shaped without being intrusive (no dragging across them when hauling yourself in and out of the host vehicle), enabling you to stay locked-in, free of the discomfort that you might experience from a traditional fixed bucket seat. The firm, high-density foam provides excellent support whilst being resistant to heat and pressure. A massive range of colour options is available for you to consider, including custom trimming and stitching in a range of materials over base model leatherette. Sold in pairs with dual lock sliders for front-back adjustment, weighing just 25lbs each and provided with a lifetime warranty, Elite-X seats - along with other exciting designs from BRAUM Racing - are ready to order in the UK from performance parts retailer, Torqen.

Price: £959.99

torqen.uk or call 07599 139999



MOMO HORN BUTTONS

MOMO accessories are such a perfect and popular pairing with classic Porsches that many would be forgiven for thinking the legendary Italian automotive styling company's Prototipo or California steering wheels were a factory fit! As any self-respecting Singer fan will tell you, however, personalisation is the name of the game, which is why MOMO has released a selection of custom horn buttons to ensure you're able to tailor your car's new steering wheel to your preferred style. Colour-coding is easy thanks to button bodies finished in gloss blue, red, black, chrome and anthracite with a choice of yellow or chrome 'arrow' or 'heritage' logos, and at under twenty quid a pop, these brilliant buttons represent a low cost, big impact upgrade for your Porsche's interior.

Price: £19.95

momo-uk.co.uk or call 01268 764411

ROOSE MOTORSPORT 'ROOSE RACING' HOSES

Following the success of its recent UK Time Attack Championship efforts, premium silicone hose manufacturer, Roose Motorsport, has introduced a new series of over-engineered Nomez/aramid silicone hoses under its Roose Racing banner. Designed in direct response to feedback from Time Attack competitors, this all-new Roose product is aimed specifically at the track day, race and rally sector. Presented in a red oxide colour, each coolant and ancillary hose boasts a gloss finish, while boost hoses feature a classic cloth wrap. Rated at a huge 240°C and able to withstand extreme pressures, they're the ideal hose solution for those building capable cars likely to be used in competitive driving environments. Any existing Roose Motorsport hose kit can be made to Roose Racing specification, and heavy-duty fitting clips can be ordered at the point of purchase.

Price: From £38.85

roosemotorsport.co.uk or call 01522 682646



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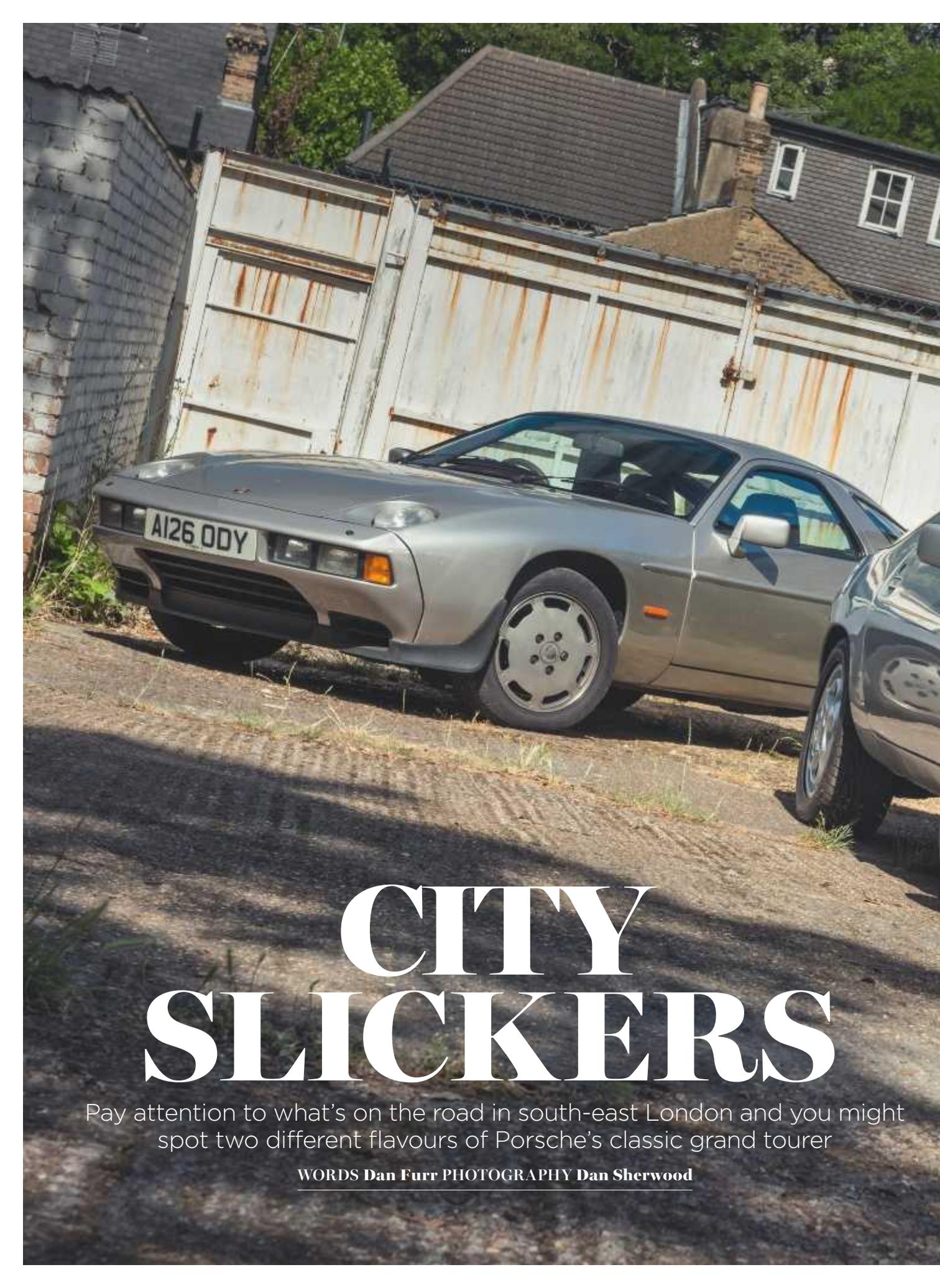



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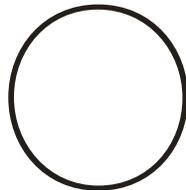


CITY SLICKERS

Pay attention to what's on the road in south-east London and you might spot two different flavours of Porsche's classic grand tourer

WORDS **Dan Furr** PHOTOGRAPHY **Dan Sherwood**





verlooking the River Thames and host to one of London's most iconic views, Greenwich Park is an amazing mix of seventeenth century landscape, stunning gardens and a rich history dating back to Roman times. Set in 183 acres, the park offers a plentiful supply of attractions to tourists and those wanting to get away from the hustle and bustle of the capital's busier quarters. The Prime Meridian and The Royal Observatory are just two of the site's draws, and you won't find a shortage of commentators keen to tell you how the park's views of Canary Wharf and the Royal Hospital constitute some of the best in England. Not that anybody was looking anywhere other than in our direction when the peace and tranquillity of the famous World Heritage Site was interrupted by the attention-grabbing roar of the eight-cylinder powerplant propelling Alistair Walter's early 928 at a rate of knots along the park's perimeter!

"I bought the car as a gift for my father-in-law in 2003," says the forty-year-old digital

marketing consultant living within kicking distance of the green space we've invaded for the day. "It's a German-spec 4.5-litre car which was delivered to Porsche's Japanese outpost, Mizwa Motors, for collection by the original buyer. Later, it was fitted with a since-removed chin spoiler and various add-ons more in keeping with the specification of much newer 928s."

FRENCH FANCY

The car covered little in the way of mileage during its time in the Land of the Rising Sun, but that didn't mean the well-travelled transaxle wasn't in need of attention when Alistair first laid eyes on it. "The interior was tatty to say the least," he groans. "It was obvious the car had been regularly smoked in. The factory Pascha seats had seen better days, and every surface was grubby." At least the J-Pop cassette left in the car's head unit kept him entertained when it came to giving the T-plater a thorough clean during the six months it remained at his residence before being handed to his father-in-law, a Porsche enthusiast living in France.

Much to Alistair's dismay, the car's original

Four tops

In the same year Alistair's S2 was built, the special edition Porsche 942 (often referred to as the 928-4) was presented to Ferry Porsche on the occasion of his seventy-fifth birthday. Giving rise to the notion of a full four-seat 928, the car's 'shooting brake' body gave factory designers the inspiration to develop the one-off H50 concept, a four-door 928 with an extended roof, suicide doors and a long wheelbase similar to Ferry's 942. Not seen for two decades, the H50 prototype took on new significance when the Panamera was launched in 2009. Parallels were immediately drawn between the two cars.



THE CAR COVERED LITTLE IN THE WAY OF MILEAGE DURING ITS TIME IN THE **LAND OF THE RISING SUN**

seats – much cleaner than they were when the V8-powered Porsche arrived off the boat from Japan – were promptly removed and replaced with Pascha-trimmed parts his father-in-law removed from a 911. Admittedly, the air-cooled car's cabin furniture was in better condition than that of the 928, but the low mileage and interesting history of the grand tourer demanded originality. "I attempted to correct the change when I bought the car for a second time after my father-in-law expressed his desire to part with it in 2014," continues Alistair. Contrary to how people viewed Porsche's psychedelic trim not so long ago, the iconic design is now highly sought after, meaning getting hold of Pascha seats in excellent cosmetic condition can prove to be something of a challenge. "I ended up having to buy a pair of front seats from a seller in Portugal! They're a slightly different colour to the original Pascha trim remaining inside the car, but at least they're period-correct 928 seats, and the difference isn't that noticeable unless I point it out to interested observers," he smiles.

While in France, the car's left-hand drive configuration made perfect sense. ➤➤



DRIVER Q&A

ALISTAIR WALTER

First Porsche
My 928 S2

Favourite Porsche
Early 928

Best thing about Porsche ownership
The driving experience and quality of cars you encounter at club meets

If you could only keep one of your 928s?
Definitely the '79 car

Facing page Replacement Pascha seats were sourced from a seller in Portugal after Alistair's father-in-law ditched the car's original seats for those out of a 911

➤➤ Less so now the silver stunner is settled in the UK, although Alistair intends to use the classic grand tourer for regular trips to see friends living in the Netherlands. That said, he's less than keen to pile on the miles. "My father-in-law rarely used the car. It sat in his barn for most of the time it was in France. Such little action meant I handed the car to Paul Anderson at 928 Spares in Stroud for recommissioning, work which included new belts, fluids, filters, brakes, fuel lines, the removal of a restrictive exhaust emissions-controlling kit (fitted to meet Japanese domestic market road safety legislation in period) and the switching of headlights to those suitable for use on British roads." A set of sixteen-inch 'Teledial' alloy wheels were also fitted, replacing the BBS RS multi-spokes Alistair inherited when he first bought the car fourteen years ago.

HEAD SOUTH

He's kept the classic two-piece forged rims for use on his 1984 928 S2, another example of a silver transaxle sold to him with a dodgy interior. "It was really bad!" he laughs. No Pascha this time around, just lashings of burgundy leather with colour-coded plastics. "I handed the seats to Porsche upholstery specialist, Southbound Trimmers, with an instruction for a retrim to factory specification. I'm thrilled with the results, and I love the combination of rich burgundy with the car's Pewter Metallic paintwork, which isn't in the best condition, but polishes nicely and is perfectly adequate for the car's status as my daily driver."

Where his early 928 is reserved for sunny days and the occasional club meet, the S2 is put through its paces whenever Alistair gets the opportunity to put the pedal to the metal. The car has covered 172k miles from new,

although most of that distance was achieved during time spent in the possession of the same family for two decades. While not formerly treated as a cherished vehicle, all the evidence points towards this being a classic Porsche which has led a life being well-used and properly maintained in accordance with the manufacturer's instruction.

An engine overhaul, new suspension equipment, a replacement front bumper ("the original part was damaged"), fixed leaking sunroof seals and a full service quickly followed the car's arrival at Chez Walter. Alistair says the recommissioning work has been straightforward, and he likes comparing and contrasting the differences between his duo of land sharks. "To my mind, the beauty of the 928's exterior design lies in its simplicity, which is why I prefer the uncluttered bodywork of the earlier car. I'm not a fan of the S2's bump strips, but I appreciate that both cars are of their time, with the splitter, flat-faced wheels and rear spoiler of the newer 928 being very much in keeping with what one expects from a sports car built during the 1980s," he muses.

There are mechanical differences too, not least of all when evaluating the transmission of the two transaxles. "The three-speed automatic gearbox of the '79 car is fantastic. There's a surefootedness about it, and it's solid through the rev range. It'll overtake with little effort. The later 928's four-speed is punchier, resulting in the invitation to drive aggressively. Additionally, the S2 has more engine displacement, but in truth, I find little noticeable difference between the power produced by the earlier 4.5-litre and later 4.7-litre V8s in real-world driving environments." Alistair continues by commenting on experiences using his 928s at speed in the wet. "The elimination of ➤➤



Left Early 928 looks factory fresh thanks to a respray and refurbished sixteen-inch Teledials, which replace the BBS RS multi-spokes fitted to the car when it was in Japan

Facing page S2 cabin is a comfortable place to be, more thanks to the work of Southbound Trimmers



THE LATER 928'S GEARBOX IS **PUNCHIER**, RESULTING IN THE INVITATION TO **DRIVE AGGRESSIVELY**



Above Imagine seeing Alistair's S2 rocketing into your rear view mirror!



» lift-throttle oversteer as a consequence of the fantastic design and effect of the 'Weissach' rear axle makes for idiot-proof fun on the road. Both cars hunker down in all weather, although it's fair to say the 928 isn't the most waterproof Porsche ever built!"

PARK LIFE

Fortunately, the day of our photo shoot is awash with warm, bright sunshine. Bombing around the outskirts of Greenwich Park, each of Alistair's 928s provides an unexpected

soundtrack to leisure time being enjoyed by city-dwellers escaping to one of the largest single green spaces in south-east London. The wonderful tone produced by healthy examples of Porsche's classic eight-cylinder engine design is amplified as it bounces off stretches of brickwork bordering the park. As it does so, those nearby point their peepers in the direction of what is a fantastic pair of Stuttgart's legendary land sharks. Practical, powerful and pretty. The 928 may well be the perfect Porsche.

Above and below 1984 928 S2 performs as Alistair's daily, munching the miles and proudly wearing dinks, scuffs and stone chips earned through 172k-miles of regular road use in and around London



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An **Eibach** adjustable Anti-Roll Bar Kit

Equip your G Series 911 or your 964 with this new-to-market handling kit from our friends at Eibach



How season is upon us, and what better way to start the summer than by focusing on an exciting new automotive project? Perhaps you're a G Series 911 or 964 owner who fancies tightening up your classic Porsche's handling and body roll? If this sound familiar, then you're in luck thanks to the work of suspension giant, Eibach, and the full set of brand new adjustable anti-roll bars being offered as an *Ultimate Porsche* competition prize fresh from the firm's American factory.

The legendary Eibach Anti-Roll Bar Kit – made with Eibach hollow technology – offers a dramatic reduction in weight. In fact, it's a minimum forty-five percent lighter than offerings from the German company's competition! Benefits include dramatically improved handling and reduced body roll thanks to increased stiffness over the OEM setup. Not only this, but both the G Series 911 and 964 kits can be tuned to match your driving style and specific chassis balance needs.

First to market is Eibach's offering for the 964. Comprising a 25mm two-way adjustable hollow front anti-roll bar and a solid rear 22mm two-way adjustable anti-roll bar, the kit is followed by Eibach's handling kit for the G Series

911, a package comprising a 24mm solid front anti-roll bar with three-way adjustment and a 25mm rear anti-roll bar with two-way adjustability. This kit also includes droplinks and front attachment parts to enable perfect fitment and ease of tuning to your requirements.

All you need to do to win one of these awesome anti-roll bar kits is answer the following simple question:

What year was Eibach founded (helpful hint: the answer can be found by visiting the company profile page at eibach.co.uk)?

- a) 1951
- b) 2001
- c) 2011

Head over to mediajustice.co.uk/eibach and register your answer. It really is that easy! We'll announce the winner a forthcoming issue of *Ultimate Porsche*. Good luck!

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Porsche Classic Oil Service. Caring for the heart of your classic 911.

The Porsche Classic oil service for all air-cooled 911 models, including Porsche Classic Motoroil and a genuine Porsche Classic red oil filter*, is now available at participating Porsche Centres. Prices start from £299** for 911 models (up to 2.7l G model) and £330** for 911 models with an engine capacity over 3.0l (up to 993 generation). For more information visit www.porsche.co.uk/classic



PORSCHE

*Porsche Classic 'red' oil filter not applicable to 993 generation models. **Participating Centres only. Fixed price Classic Oil Service tariffs may be withdrawn or varied at any time. Oil Service includes Classic Motoroil and oil filter and associated parts. Excludes any additional items and checks.

Torque Specialist

Gary Barnes

Few companies give their employees the chance to get involved in projects as engaging and exciting as the restoration, maintenance and racing of iconic classic Porsches...

My role as Diagnostic Technician at Porsche Centre Hatfield affords me the opportunity to work on some fantastic cars. I joined the company in 1990, just after the launch of the 964.

Fast-forward to the present day, and what was groundbreaking technology is now looked after by those of us working at any one of four Porsche sites (Hatfield, Leeds, Swindon and Glasgow) given special status as Porsche Classic Centres.

This enviable accreditation has brought with it the invitation to get involved in some fantastic projects initiated by Porsche Cars Great Britain (PCGB). *Ultimate Porsche* readers will remember 924 Carrera GTP chassis 002 from the cover of the August 2017 issue (order your copy at bit.ly/issuesup) and the 928 raced by Le Mans winner, Richard Attwood, from its spot in the following month's edition of the magazine. Both were cars worked on by Porsche Classic Centres, with Hatfield taking a leading role when the 928 required preparation and support for the Brands Hatch rounds of last year's '70s Road Sport Championship. It was a privilege to spend time working on both cars, but little did I know the best was yet to come!

In recognition of Porsche's seventieth anniversary, the guys at PCGB have blown the cobwebs off the 1965 911 2.0 coupe being stored at the Porsche Experience Centre, which is located at Silverstone Circuit. Reborn as *Project 70*, the car was sent to Road & Race Restorations for light recommissioning and engine work in advance of planned race meets at Donington, Spa, Le Mans Classic and Silverstone Classic. Road & Race Restorations partnered on the previous Porsche Classic Centre projects, but where a revolving cast of technicians took up diagnostic and spanner duties to support the 924 and 928 projects, PCGB recognised the benefit in sticking with a dedicated hand-picked team when it came to managing the 911's maintenance, servicing and trackside support requirements.



Along with some of my colleagues at Porsche Centre Hatfield, I'm pleased to be one of the five technicians in the core team responsible for the upkeep of the car, ensuring it remains competitive at all times. Of course, we're talking about a 911 originally assembled in 1965, so there are challenges to be met when it comes to ensuring reliability and maintained performance for long periods, but my personal experience working with rally teams in challenging driving environments – coupled with my status as a long-serving Porsche technician with decades of valuable product knowledge regarding models of all ages – contributed to the decision to make me one of the chosen few.

As the time of writing, we're preparing the car for its trip to Le Mans. Qualifying is set to take place at night, with the near hour-long race following during the day. British Touring Car Championship veteran, Sam Tordoff, is taking up driving duties before we head home and get ready to compete at the Silverstone Classic towards the end of July. Be sure to come and cheer us on, and feel free to pop in to Porsche Centre Hatfield, where the car is due to be displayed in our showroom between meets. 

Above 1965 911 2.0 coupe is in the capable hands of Gary and his colleagues at Hatfield

www.porschetatfield.co.uk



There are challenges to be met when it comes to ensuring reliability and maintained performance for long periods





911 3.2 Carrera £64,990

This is a stunning example of a 1986 911 3.2 Carrera in Guards Red with 84,590 miles. It features Sports seats with electric height adjustment, Black leather interior, rear seat belts, graduated top tinted windscreen, Can Can piping to front seats, sunroof and rear wiper.

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PORSCHE



Simon Lloyd

Porsche describes its new wine, Cuvee 356, as “the perfect balance”, but the only balance brand devotees should be concerned with is the one on their bank statement after buying yet more highly priced merchandise...

Porsche has designed, developed and assembled some of the world’s most impressive road and race cars in its seventy-year history. The geniuses in Stuttgart are always pushing the envelope, so much so that it appears when Porsche sneezes, the rest of the automotive industry catches a cold. Rival car makers are regularly caught out trying to imitate the company’s success, but where others follow, Porsche wholeheartedly leads the way.

This unparalleled success isn’t restricted to the race circuit or dealer showrooms, though. It seems as though any item of clothing or a piece of moulded plastic with Porsche script printed on it is guaranteed to sell in huge numbers. Ice cube trays which freeze water in the shape of the 911, 356-silhouetted pedal cars challenging London house prices, audio equipment housed in exhaust pipework, paperclips bent to resemble an air-cooled classic... you name it, Porsche is flogging it, and there is no shortage of buyers.

I’m all for supporting a brand and wearing its (corporate) colours with pride, but there are many Porsche fans whose love of what the wizards in Weissach have produced over the years manifests itself in an unhealthy desire to buy any accessory Porsche is offering, no matter the cost. And cost it does. ‘Porsche tax’ is rife, with items that clearly cost naff all to produce being sold with a colossal mark-up. No wonder the company’s coffers are looking so healthy!

I’m uncomfortable with what I sometimes see as exploitation of Porsche’s fanbase. There are people I know who are obsessed with the brand, people who are dedicated to spending huge sums of money on items that would cost a fraction of what they’re being sold for if they didn’t have the Porsche name printed on them. Perhaps I’m missing the point? I realise that all monies being generated because of the sales of Porsche accessories are probably benefitting the wider Porsche community through reinvestment and brand reinforcement, but I’m not convinced the long-term future of Porsche’s manufacturing



Above Vinters, Alexander Baron von Essen, Manfred Tement and Holger Schramm, savour the “exclusive symphony of wine” that is Porsche’s Cuvee 356

facilities is being propped up by the sales of 911-mimicking paperclips, so does official merchandise have to be sold at such expense regardless of whether buyers are feeling flush?

It’s not just Porsche that’s charging the earth for Porsche-themed accessories, but during a year where the brand celebrates its seventieth anniversary, the onslaught of product coming out of Stuttgart seems to have reached a record high. And now we have Cuvee 356, a “delicate blend of pinot blanc, chardonnay, sauvignon blanc and pinot gris grapes to celebrate seventy years,” following 2011’s launch of Carrera red (yes, really) and various Porsche champagnes.

Alcohol and driving make little sense as bedfellows, but my friends are already ordering cases of Porsche’s new wine. It’s fair to say these are people who don’t know their IPA from their John Smith’s, but they’ve suddenly announced themselves as sommeliers and are buying gallons of Porsche plonk to go with their paperclips. Well played, Porsche. Now, pour me another, would you? Cheers!

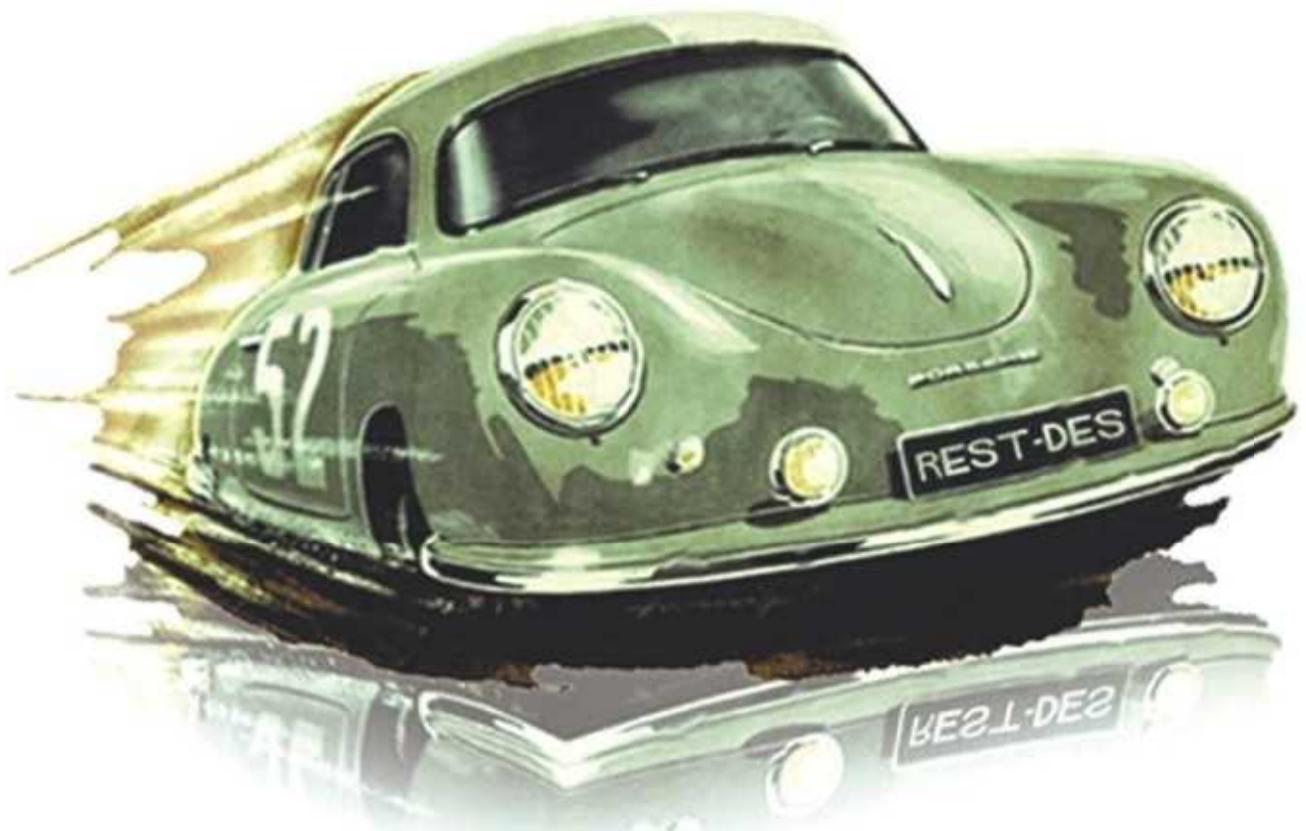


The onslaught of product coming out of Stuttgart seems to have reached a record high



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PORSCHE



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'91
und
'92

FROM THE
VAULTS



MYTHICAL MONSTER

Inspired by one of Porsche's most formidable motorsport machines, the Schuppan 962CR is an ultra-rare 600bhp road racer

WORDS **Richard Gooding** PHOTOGRAPHY **Viktor Benyi**

1983 1984 1985 1986 1987 1988 1989 1990 **1991**



Cast your eye over the selection of retina-popping classic Porsches highlighted in the Luftgekühlt 5 event report published in the July issue of *Ultimate Porsche* (order a copy of the magazine by heading over to bit.ly/issuesup) and you could be forgiven for missing the Schuppan 962CR languishing menacingly in the accompanying photographs. Thankfully, more than a few of you eagle-eyed Zuffenhausen devotees didn't fail to clock the mysteriously curved car, although we did receive a raft of requests asking us to explain what a 962CR actually is.

If you watched Group C sports car racing in the 1980s and 1990s, then you'll know how the 956 and 962 crushed the competition. The boys from Stuttgart bagged prizes aplenty, not least of all after 1983's 24 Hours of Le Mans, one of Porsche's most memorable races. The Rothmans-liveried 956s of Al Holbert and Derek Bell battled for overall victory, with Holbert's car crossing the finish line seventeen seconds ahead of Bell, who shared driving duties with Porsche racing legends, Hurley Haywood and Vern Schuppan.

As you can probably guess, it's Schuppan who created the spectacular 962CR. Keen to celebrate his success in France – and his achievement winning the 1983 Japanese Sports Prototype Championship – the former Formula One driver's vanity project looks like the lovechild of a 959 and 962 with elements of the Ferrari Testarossa thrown in for good measure! In truth, the car is a thinly-veiled street-legal 962, and while unequivocally 'unofficial', the 962CR has direct links to Porsche through its creator, a man who bought and tuned a handful of 962s for his Team Schuppan racing outfit before going on to score a thirteenth place finish at the 24 Hours of Le Mans in 1989.



Top The zero-mile Schuppan 962CR cutting a fine figure at Patrick Long's Luftgekühlt 5

Right These super-menacing exhaust tailpipes have yet to make a sound!

**FROM THE
VAULTS**

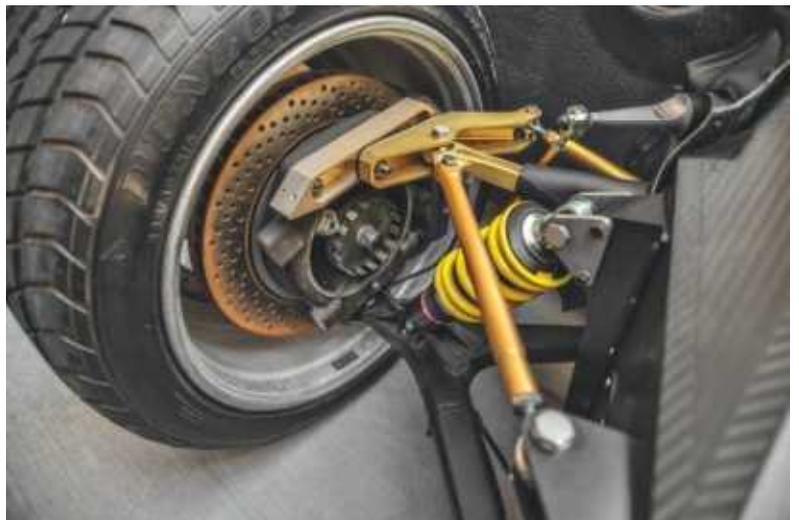


With financial support from Japanese backer, Art Sports, Schuppan's project first surfaced in February 1991. A small run of cars was set to roll out of the former Modena workshop in High Wycombe in July of the same year. Intended to knock the wind out of sails being flown by Jaguar and its technical partner, Tom Walkinshaw Racing (TWR), in the wake of the completed XJR-15 and XJ220 projects, the 962CR had been imagined as the ultimate incarnation of a race car for the road, albeit limited to low volume production. Witnessing Schuppan's 1991 Le Mans effort from behind the wheel of a 962C, however, Art Sport's head honcho, Toshio Terada, had other ideas; the man

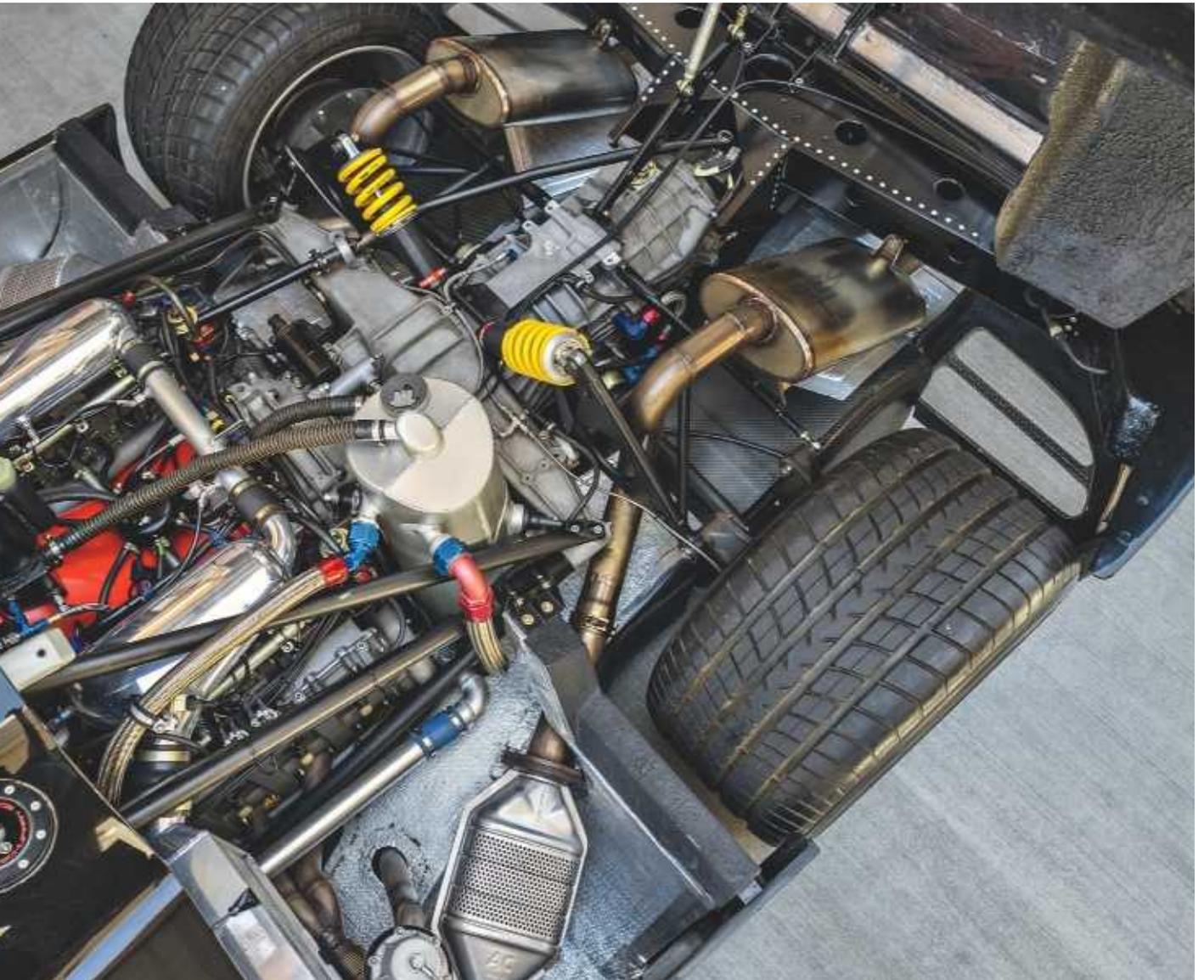
from Japan was prepared to back the build of no fewer than fifty 962CRs, providing a third of those assembled could be reserved for sale in Japan, the remainder split between buyers in Europe and the United States.

BIG NUMBERS

The £750,000 price tag was as jaw-dropping as the car itself. That's \$1.9 million or 195 million Yen. Don't forget, we're talking 1991 money. £750k back then is the equivalent of more than £1.5 million today. Make no mistake, the Schuppan 962CR was one of the most expensive cars ever offered for sale, but why the big numbers? Unlike TWR's efforts with the



1983 1984 1985 1986 1987 1988 1989 1990 **1991**



XJR-15, the 962CR (the R stands for *road*, fact fans) was to be fully crash-tested, emissions-controlled and fully type-approved like a production Porsche. A big ambition, but one which attracted big names; the first five carbon-fibre monocoque chassis were built by Advanced Composite Technology, while the rest of the run was scheduled to be produced by Reynard.

Alcon supplied the four-piston brakes, Koni developed the suspension, Dunlop the tyres. Porsche shipped engines reserved for the project to respected independent marque specialist, Andial. Official 962 powerplants were also built by the Californian motorsport outfit (before it was swallowed up by Porsche Cars North America), making it the obvious choice for Schuppan's dream of big bhp. Consequently, the 962CR's 935-derived 3.3-litre, twin-turbocharged, air-cooled flat-six was



Far left Schuppan-branded Alcons are intended to bring 3.3-litres of twin-turbocharged firepower to an abrupt halt

FROM THE VAULTS

cranked up to near-600bhp. That's 182bhp per litre! 497lb/ft torque was produced at 6,800rpm, while top speed was a stratospheric-for-the-time 229mph. The 0-60mph sprint was completed in just 3.5 seconds. The 962CR also benefitted from a higher ride height than the race car it took inspiration from, and, of course, it included street-focused creature comforts, such as air-conditioning.

There were many more differences between the two cars. For example, Porsche never campaigned a carbon monocoque 962 (the manufacturer preferred an aluminium chassis). It's also worth noting the fact that by the time of the 962CR's arrival, the 962's glory years were behind it; Porsche's legendary sports machine was being outclassed at the track after many years effortlessly dismissing challenges from rival car makers. Schuppan, however, raced a custom carbon 962C as early as 1990. The catalyst for his road-legal 962 project, he commented that the resulting 962CR was "as docile to drive as a Volkswagen." The jury's out regarding which Wolfsburg wonder he was referring to!

There's no getting away from the similarities in appearance between the 962 and 962CR, but Schuppan's work featured elements of the 959 (more specifically, the 961 racing version), including the model's famous rear hoop spoiler; the basic composite monocoque shell and canopy followed the design of the all-conquering



Porsche racing machine penned by factory engineer, Norbert Singer, but the 962CR's freshly-designed front and back ends have a look all of their own (the nose punctuated by 959-influenced headlights), even if you can easily identify the back light bar as being from an air-cooled Porsche! Those air-sucking side intakes provide more than a hint of aggression, while ex- Holden stylist, Mike Simcoe, introduced an arresting mix of exotic curves to the proceedings.

DEVIL IN DISGUISE

Overall, the 962CR boasts an intriguing shape, and while we know it's largely based on that of the 962, it's not unusual for onlookers to be stumped when trying to work out what it is they're staring at. Perhaps this is down to how rare Schuppan's beast is; Art Sports pulled the plug early on, citing declining sports car sales and two failed payments from 962CR purchasers as the reasons for withdrawing from the project. Needless to say, Schuppan's dream didn't have the fairytale ending he'd hoped for. Only six 962CRs were built between 1992 and 1994. The model is very much a rare beast, especially when one of those assembled was destroyed in a fire. Yep, there are only five 962CRs left.

Long shot

The Luftgekühlt show has garnered a reputation for being the go-to Porsche event in the USA. Fans and owners attend in their thousands. Primarily concerned with air-cooled Porsches ('luftgekühlt' is literally translated as 'air-cooled' in German), the show is a celebration of much of what is good in the world of classic Porsches, including rare motorsport machines, massively modified road cars and special guest appearances from celebrity Porsche owners and their cars. Organised by Le Mans winner, Patrick Long, the event is known for presenting unusual Porsche-derived creations, such as the Schuppan 962CR you see here.

1983 1984 1985 1986 1987 1988 1989 1990 **1991**



The Schuppan pictured on these pages is chassis number six. Interestingly, it was destined for action at Le Mans in 1993, but a lack of financial support for the idea saw the car remain in street trim. Not being able to wage war at the track meant the original owner left his purchase in storage, a decision that means the car has covered zero miles from new. Even the tyres are date-stamped as being manufactured in 1992!

In 2009, the car was sold to a buyer in America (hence the appearance at Luftgekühlt 5), but what happened to the other 962CRs? Coys offered chassis number one at auction in 2012, while the remaining three cars are said to have remained in Japan. One of these – chassis number two – features genuine 956 and 962 racing componentry, as well as Rothmans-liveried 962C bodywork. Visit bit.ly/streetlegal962 to view a video demonstrating how awesome it is!

Another of the three residing in the Land of the Rising Sun was recently sold by Tokyo-based specialist sports car dealer, Bingo Sports, for an undisclosed sum, proving the 962CR's enduring popularity. Less favourable was the fate of Schuppan's bank balance. Unfortunately, the premature end to the \$7m project forced him to declare bankruptcy. His racing team folded too.

Eager beavers may well be ready to write to use pointing out the existence of road-going 962s built by Dauer, yet there's no denying it's Schuppan's cars which are the more distinctive, both in terms of their appearance and technology. They're rarer too, making them pant-wettingly desirable. After all, who wouldn't want to drive a race-bred Porsche on road?! 



Right Porsche origins are clear to see when viewing the back end of a 962CR



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Five minutes with...

Gary Conway



Who are you and what do you do?

I'm Gary Conway, managing director at performance vehicle maintenance, modification and service specialist, GCAP Performance.

When was GCAP established?

I founded the company in 2012. Prior to that time, I'd forged a reputation for tuning a high number of desirable sports cars. These projects led to demand for my services. Subsequently, I established GCAP. The business has gone from strength to strength, serving many owners of air-cooled Porsches as well as those with more modern motors, including the latest 991 GT3 RS.

Where is your company based?

Notting Hill, which is within kicking distance of the A40 in West London. The workshop is easy to get to from any direction, and GCAP customers like the fact they can go sightseeing or shopping while their car is being worked on!

How many people work with you at GCAP?

We're a team of five, including myself, two mechanics, an automotive electronics specialist and an expert engine builder.

How has the GCAP changed over the years?

The biggest difference has been the amount of research and development the business is now concerned with. When I started the company, requests from customers revolved around regular servicing and the supply and installation of bolt-on performance enhancing parts, but as time has progressed, owners of luxury sports cars have wanted more bespoke tuning. As a case in point, we've found ourselves modifying many 993s, increasing the displacement of 3.6-litre engines to 3.9-litres and replacing stock-spec turbochargers with uprated bhp boosters from trusted German forced induction specialist, LOBA Motorsport. GCAP is now LOBA's exclusive UK distributor.

Does your base in Notting Hill entice celebrity clientele?

We see a lot of famous faces in and out of our workshop. We look after cars for Formula One drivers, actors, comedians and television presenters, including Jonathan Ross. We even look after the 1987 Ruf CTR 'Yellowbird' owned by a member of the football fraternity. That said, GCAP can provide a full mechanical overhaul of any Porsche for any customer, regardless of whether they happen to be famous!

What's your favourite Porsche?

I love the 993 Turbo, but if money was no object, then I'd be on the hunt for an original Ruf CTR. Finding an example available to buy is easier said than done, though!

Can we follow your adventures online?

Ultimate Porsche readers are invited to visit the GCAP Facebook page and our website, which can be found at gcaperformance.co.uk

Thanks for your time, Gary. It's appreciated!

Right Genuine 1987 Ruf CTR 'Yellowbird' and the electric 911 featured on the cover of this edition of *Ultimate Porsche* are just two of the desirable Stuttgart speed machines Gary and his team maintain for GCAP Performance customers





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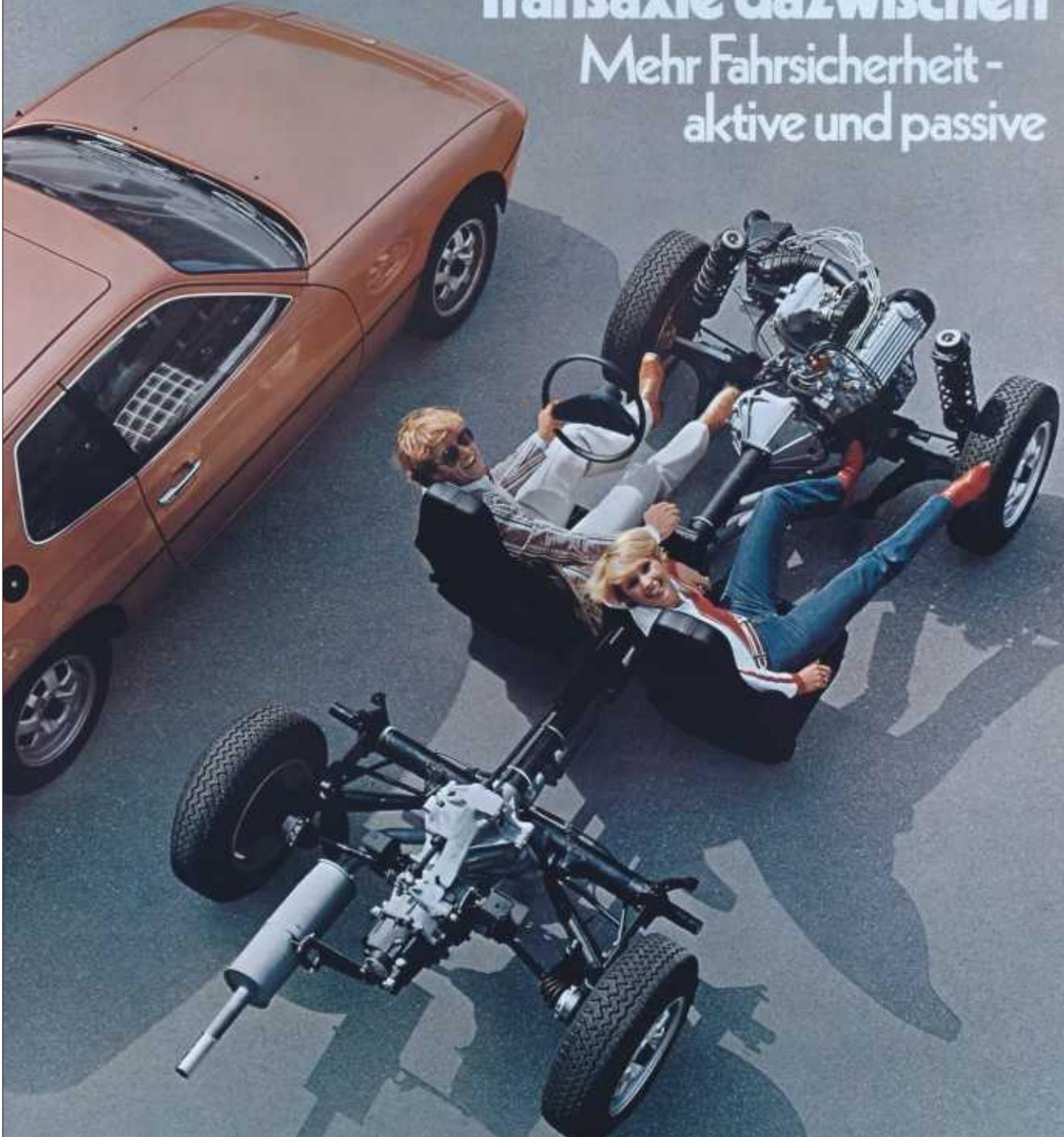
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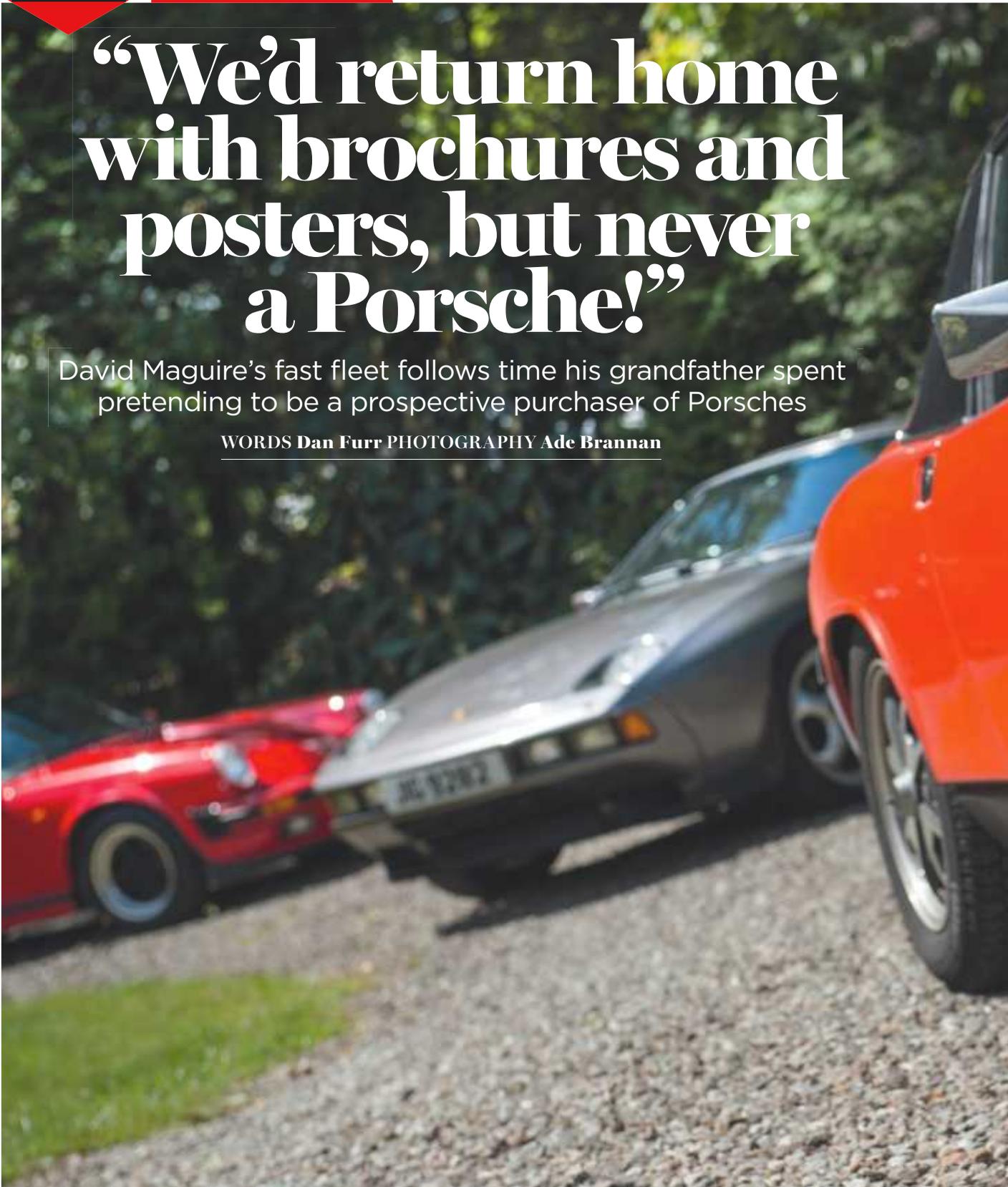


Porsche people

“We’d return home with brochures and posters, but never a Porsche!”

David Maguire’s fast fleet follows time his grandfather spent pretending to be a prospective purchaser of Porsches

WORDS **Dan Furr** PHOTOGRAPHY **Ade Brannan**







Porsche people

We'll bet there's many of you reading this who share our habit of constantly viewing the classifieds for retro rides.

It's the modern day equivalent of window shopping, where sifting through eBay auction listings or the summaries of what's on offer at *carandclassic.co.uk* provides us with as much frustration as it does joy. Yep, the danger of casual mouse clicking is that you unexpectedly stumble upon the right car at the wrong time.

Wind the clock back thirty-odd years and the same exercise required you to leave the house, visit the seller at their showroom or home and view the object of your desire in the metal. Clearly, this pursuit required far more effort than sitting on your sofa and enthusiastically swiping the screen of a smartphone, but there were folk only too happy to take time out of their schedules if it meant they could spend in the company of an exotic four-wheeler. Folk like David Maguire's petrolhead of a grandfather.

"He was car mad!" laughs the data specialist living near the Firth of Clyde. "As a child in the mid-1980s, I'd regularly find myself accompanying him on trips to Porsche Centre Wilmslow, where he'd pose as a buyer in order to take new Stuttgart-crested sports cars out for test drives. We'd return home with brochures



and posters, but never a Porsche!" David has kept many of the printed materials his grandfather was presented with all those years ago, and he's inherited a passion for Porsche that has seen him own an eclectic mix of modern classics from our favourite manufacturer.

"I played with Nissans, Jaguars and Jeeps before buying a 2005 997 Carrera S five years ago," he tells us. "I enjoyed driving the car, an experience made even more pleasurable by the fact my then-neighbours, Paul and Sue, are Porsche nuts who owned a 912, 993 and 987 Boxster. My husband, Adam, and I would get together with them, hopping in and out of each other's cars for regular B-road blasts and club meets on sunny days. I liked how quick the air-cooled cars felt, even though my later Porsche was far more powerful. Inspired by time behind the wheel of the older Porsches, it wasn't long until I was on the hunt for a classic of my own."

A fan of pop-up headlights, he was immediately drawn to the idea of buying a 928, but horror stories regarding electrical problems and expensive mechanical repairs encouraged him to buy a 914 instead. A 1971 car mistakenly

Above and facing page An air-cooled Porsche which is often overlooked, the 914 is a lot of fun and goes like stink!

A FAIR AMOUNT OF LUGGAGE SPACE MAKES IT A **SURPRISINGLY PRACTICAL** PORSCHE



given a later plate at the point of import, the rare roadster was promptly liberated of its Volkswagen badges and hubcaps before being put to good use.

“It’s such a brilliant car,” continues David. “It has a low centre of gravity, which ensures fantastic handling. The option of having the roof up or down, plus a fair amount of luggage space, makes it a surprisingly practical Porsche.”

MOVING STORY

A short while after acquiring the low-mileage left-hooker, he swapped his 997 Carrera S for a 997 Turbo. A quick car that enjoyed being driven flat-out, it was another example of a powerful Porsche which had covered few miles. Therein lay the problem. “Adam and I moved to Scotland from our home in Hertfordshire. We have amazing driving roads and stunning scenery on our doorstep, but I began to feel trapped by the Turbo’s lack of distance covered. Everyone was telling me I shouldn’t let the odometer creep past the 50k mile mark, which in truth, took the fun out of driving. I was worried about devaluing the car simply as



DRIVER

Q&A



DAVID MAGUIRE

Occupation
Account director for a consumer credit reporting agency

First Porsche
997 Carrera S

Favourite Porsche
Gulf-liveried 917

If you could keep only one?

It’d have to be the 911

Best thing about Porsche ownership?

There’s a Porsche to suit all budgets



» a consequence of it being used as Porsche intended!” Fortunately, help was at hand. Not only did independent Porsche specialist, The Modern Classic Car Company, facilitate the sale of David’s turbocharged 997, the Killearn-based business lined up the force-fed four-wheeler’s replacement, an early 911 Carrera 3.2. Before more air-cooled joy landed in his lap, however, there was the matter of obtaining a front-engined, water-cooled classic.

“I hadn’t been able to abandon the desire to own a 928. The car I ended up acquiring is a late S2. I’d intentionally avoided buying the launch edition of *Ultimate Porsche* due to its heavy 928 content. I was afraid I’d be tempted to rush out and buy a V8-powered transaxle after reading the S2 buying guide printed on the pages within!” He accepts the accusation he was



delaying the inevitable, and admits he wishes he could complete his *Ultimate Porsche* collection by getting hold of a copy of our first issue, which sold out in all retailers almost as quick as his 997 Turbo managed the sprint from Hatfield to the Highlands. “Adam thought I was crazy, but I knew I had to buy my S2 from the moment I laid eyes on it,” he smirks.

MATTERS OF THE HERTS

It’s easy to see why David felt so strongly about the gorgeous grand tourer; sumptuous black leather with colour-coded piping, excellent mechanical and cosmetic condition, low miles covered (“not few enough to make me afraid to use the car as daily”) and a growling large-bore stainless steel exhaust system join bright red stoppers peeking out from behind chunky five-spokes wrapped in Toyo Proxes T1 Sport rubber. The 4.7-litre land shark’s Meteor Grey paintwork perfectly complements Porsche’s futuristic styling, yet even this S2’s iconic front splitter and rear spoiler seem subtle when compared to a classic 911’s ‘whale tail’!

Having covered 128k miles from new, David’s Guards Red Carrera 3.2 “isn’t what you’d call a museum piece”, but that’s exactly why he enjoys driving it. Not worrying about preserving low mileage means he’s able to take pleasure in much guilt-free fast-road fun. “It goes like stink and has been brilliantly maintained

» Above and facing page The right colour (and wheels!) can take years off a car, as proved by the anti-aging effect of the Meteor Grey paint covering David’s 928 S2



IT'S EASY TO SEE WHY DAVID
FELT SO STRONGLY ABOUT THE
GORGEOUS GRAND TOURER



Porsche people



by previous owners,” he beams. “It’s a car I love driving in and around the Highlands, and I’ve been amazed at the reaction I get from other road users when compared to how I used to be treated when I was behind the wheel of either of my 997s. People seem genuinely pleased to see an old 911 being used. They make way for me to pull out of junctions, something they’d actively try to prevent happening when I was in a much newer Porsche!”

We wonder if there’s a chance of his trio of modern classics will expand into a foursome in the not too distant future. “As much as I’d love to buy a brand new 911, I’m content with my older Porsches. They feel fast, even when travelling at sixty miles per hour. In my experience, you just don’t get that with a new sports car. There are too many driver aids and creature comforts getting in the way of what should be a totally engaging driving experience. Besides, it’s all very well having a car managing

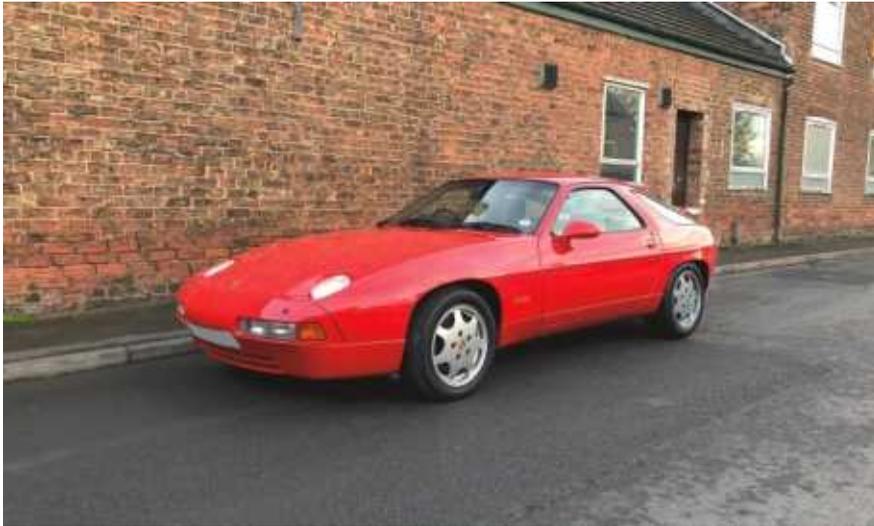
the zero to sixty dash in just over two seconds and a top speed of 193mph, but when do you get the opportunity to access such monstrous power on the road?”

SWEET TEMPTATION

It’s a valid question, and one we ponder as we return to online listings advertising classic cars begging to be bought. They might not be as fast, they might not be as technologically advanced and they might not be as quick around corners as more modern attackers of asphalt, but they’ve got bags of charm, tonnes of character and comparatively straightforward underpinnings, allowing competent home mechanics to keep on top of regular maintenance and repair work. The only thing you need to worry about is the availability of time, space, money and whether you’re strong enough to resist hitting the *Buy It Now* button. Perhaps it’s time we stepped away from the keyboard?!

Above and below Dressed in Guards Red, David’s 911 Carrera 3.2 is a classic 1980s poster car





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Builds

REINVENTING THE WHEEL

A steering wheel is one of the only components you're in direct contact with when driving your classic Porsche. Choosing a part which feels right and suits the overall look of your car is key.

WORDS AND PHOTOGRAPHY **Dan Furr**

After delivering my 944 Turbo's half-leather seats, door cards, carpets and dashboard to Glenn and Greg Ward at Cambridgeshire-based automotive upholstery specialist, Awesome (view the company's sterling work at awesome.eu.com), where efforts are underway to transform each part from a less than desirable state to custom specification, I began to question the sense in returning the car's original steering wheel to action, regardless of whether Greg works his

magic and improves the part's appearance to match the rest of the updated cabin furniture. My thinking stems from the fact I think the stock steering wheel is a horrid design, and though I'm a fan of OEM+, I'm not sure I want to see such a dated component alongside freshly-trimmed cockpit equipment. Knowing whatever replaces the original part would be covered in fresh leather and/or Alcantara with red stitching, I began looking at some of my favourite steering wheels from other OEM manufacturers.

Those of you who know me will be aware of my love for the Lotus Carlton, a 3.6-litre



Far left Glenn wonders whether he has enough paper to list everything that's wrong with the car's original seats, carpets and door cards

Left MOMO Champion and Lotus Carlton/GSi3000 steering wheels were considered as replacements for the dated factory part before an order was placed for a MOMO Prototipo with a Turbo-friendly boss kit





twin-turbocharged Vauxhall-based super-saloon producing 377bhp in stock trim. It's an outrageous car which politicians argued about in parliament following GM's decision to ignore the gentlemen's agreement between many European car makers who limited the top speed of their autobahn stormers to 155mph. Throwing caution to the wind, GM launched the Lotus Carlton with an unrestricted top speed of almost 180mph!

There are plenty of modified Vauxhalls and Opels riding around on Porsche alloys or finished in Porsche paint. I liked the idea of switching things around and fitting a Lotus Carlton steering wheel to my 944 Turbo. There's only one snag: Lotus Carlton parts are highly sought after, with owners of the Imperial Green giant stockpiling any spares they can lay their hands on. In other words, even if I was lucky enough to find the right part, it'd more than likely cost a bomb.

Then again, save for the model-specific badge (an emblem I'd be removing before Greg was given a chance to work his magic) on the steering wheel, the very same part was fitted to

the Carlton GSi3000, the large barge the Lotus Carlton was based on. A friend pointed me in the direction of a GSi3000 steering wheel being offered for sale on eBay, and a tenner later, I was the part's new owner.

Along with a MOMO Champion steering wheel lifted out of a Vauxhall Cavalier Turbo 4x4 (well, one likes to have options!), I despatched the GSi3000 part to Awesome. Differences in spline count between the Vauxhall and Porsche parts was immediately apparent, although a special hub adaptor or the machining of the GSi3000 steering wheel would have countered the problem. There was no doubting how good the part looked, though. Greg and I talked about smoothing the recess where its badge sat before imagining how the finished part might look when paired to the rest of the revived interior. The Cavalier Turbo's MOMO steering wheel looked on, wondering when I was going to suggest the inevitable...

"You know what the quintessential aftermarket Porsche steering wheel is, don't you?" I asked Greg. I was, of course, referring to the MOMO Prototipo. What





Builds



in addition to a black-spoked Prototipo, I ordered a MOMO hub boss kit to enable seamless integration with the Turbo's dash. I didn't realise it at the time, but MOMO is the company which invented and market-launched the first collapsible steering wheel hub, a design which continues to be used in the Italian automotive styling firm's products today. Compared to a rigid hub, a collapsible hub is able to absorb impact thanks to deformation qualities introduced at the point of manufacture. Obviously, this means in the unfortunate occurrence of a collision, driver safety is observed. Good to know.

Given its history, it's unsurprising MOMO has the largest hub kit application catalogue in the industry, offering fitments for hundreds of different vehicles, including most Porsche models. It didn't take long for me to identify the correct part for my 944, which will ensure quick, precise fitment of the new steering wheel as soon as the retrimmed interior is ready to roll. In the meantime, do any of you have use for GSi3000 cabin equipment...?! 

➤ seems like more than half the cars we feature in *Ultimate Porsche* change direction thanks to instructions from the driver sent via MOMO's classic leather-trimmed three-spoke! Measuring 350mm in diameter with a 39mm grip section and a 30x29mm dish, we've seen Prototipos in 911s, 944s, 914s and pretty much every other classic Porsche you care to mention, no matter how tuned each vehicle may or may not be.

A MOMO Prototipo steering wheel looks fantastic in its stock state, and can be ordered with either black or silver drilled spokes to accompany the standard black leather rim and its accompanying white stitching. As already described, Greg was planning to retrim an old steering wheel – be it from a Carlton or otherwise – for my car, yet there's nothing to say the same treatment can't be applied to a brand new part. Excited by the idea, I visited the website of MOMO's UK distributor, Brown & Geeson (b-gdirect.com) and placed my order. In

Above MOMO boss adaptor kit enables quick and easy fitting of the Italian styling firm's range of steering wheels

Right Horn button comes packaged with each MOMO steering wheel, and can be swapped with an alternative part to suit your car's colour scheme (see page 22)



THANKS

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We take a look at aerodynamics, including the design and effect of splitters, wings, spoilers, canards and diffusers...

Split seconds

We've all seen race cars and seriously quick road cars decorated with fancy carbon-fibre aerodynamic aids, but far from simply giving the vehicle in question an enhanced appearance, these weird and wonderful add-ons are intended to act as function over form. Their job is to

control the direction of air, ensuring it is channelled in such a way that increases the host vehicle's aerodynamic performance. Get it wrong, however, and all you'll do is increase your Porsche's drag coefficient, resulting in the car not fulfilling its potential to cover ground quickly.

In the world of motorsport, improving the design of aerodynamic aids has been a challenge taken on by racing teams for almost as long as cars

have been driven in anger. It's work that's constantly developing. That said, you don't need to be Adrian Newey or have a team of engineers at your disposal if you want to influence airflow in such a way that enables your classic to corner more effectively and travel distances faster than before. In this article, we take a look at the benefits of equipping your Porsche with easily obtainable devices designed to increase aerodynamic performance.



THE LOWDOWN

Aerodynamics refers to the study of moving air, with particular focus on when air comes into contact with an object. The movement and behaviour of air over the object (in this case, a Porsche!) inspires highly technical studies, but in essence, how your car moves through air is a critical combination of events that have a direct impact on performance, stability and safety at speed. At the simplest level, the air at the

nose end of your car while it is travelling is forced over or under; the point on your Porsche's front bumper at which airflow is divided to go over or under the car is called its 'stagnation point'. From here, the air underneath the car has to deal with objects that create drag (items in the way of uninhibited airflow). Wheels, exhaust pipework, driveshafts, suspension components. They're all lumpy, drag inducing objects.



WHAT IS DRAG?

Aerodynamic drag is the force which directly opposes the motion of a car. More specifically, about a third of your car's overall drag comes from its underside, while another third is generated as air travels over the car (its whole exterior). The remaining third is recognised as being airflow obstruction through your car's grille, radiator, intercooler and in the engine bay. Whodathunkit?!

Every production car goes through extensive aerodynamic testing, ultimately resulting in the awarding of a drag coefficient number, also referred to as Cd. The lower the number, the lower the registered drag. When you consider the fact that close to half your car's power is required to overcome

drag and maintain speed when travelling along a motorway, it's easy to see how important it is to keep the number low, and that's before you consider the effects of drag on fuel economy.

Typical figures for Cd are in the region of 0.3-0.4 for production road cars. Models like the Vauxhall Calibra (the planet's most aerodynamic production car for more than ten years) or Nissan R35 GT-R score low numbers, although the legendary Vauxhall still beats the Japanese joy toy's higher Cd of 0.27! At the other end of the scale, open-wheeled race cars have a much higher Cd thanks to the rotation of wheels causing significant drag. A Formula One car, for instance, has an average Cd of 1.0.



REAR WINGS

Just as splitters are intended to increase downforce at the front of a car, a rear wing produces downforce at the rear. These parts are often referred to as spoilers, which is technically incorrect. A spoiler is there to 'spoil' any undesirable flow of air over the rear of the car in a bid to reduce lift or in an attempt to increase fuel efficiency. A wing is a device which proactively creates downforce at the rear to increase stability through rear wheel grip.

The attack angle of the wing blade is crucial. It has a large impact on aerodynamic drag and affects the way downforce is distributed. For example, a four-wheel drive Porsche's rear wing has a different angle of attack to that fixed to

the butt of a rear-wheel drive Porsche.

Many aftermarket wings allow user adjustment. If you're serious about travelling fast at the track, the buy a wing which comes with Computational Fluid Dynamics (CFD) data. This information can link the amount of downforce, drag and power consumption generated at speed. In other words, you'll know that at 100mph, you have the equivalent of three Derek Bells sitting on the back of your car. Or something.

In the ideal world, you'd be able to invest in a session at a wind tunnel. Sadly, you'll need big bucks! Simply buying a decent, well manufactured, lightweight adjustable rear wing is your best bet if watching your pennies.

A device known as a Gurney Flap (named after its inventor, the recently deceased Dan Gurney, a hugely successful American racing driver and the only man to win a Formula One race from behind the wheel of a Porsche) is sometimes fitted to the rear wing seen at the rear of a competition car. Essentially, a Gurney Flap is small tab projecting from the trailing edge of the wing. Typically, it's set at a right angle to the pressure surface of the wing, helping to achieve a clean separation of air from the wing, thereby maximising downforce. This simple, trailing edge component can improve the performance of a simple wing to nearly the same level as a complex, high-performance design.



CANARDS

Bumper canards (also referred to as 'dive planes') are a common sight on the modified motor scene. Like a front splitter, they increase downforce at the front of a car. Usually constructed from carbon-fibre, they're bolted into the sides of the bumper, ordinarily in sets of four. These small fin-like parts direct airflow away from underneath the car, which is highly desirable when it comes to reducing lift. They do, however, increase drag, albeit a complaint only noticeable at high speed. Canards are best used to fine tune the aerodynamic characteristics of a track car. Canards on a road car are questionable as anything other than cosmetic styling.

SPOILERS

Many Porsches come fitted with a spoiler as standard equipment. Contrary to popular belief, these parts aren't simply bonded or bolted into place for aesthetic purposes. Of course, we'd be lying if we said manufacturers weren't adding spoilers without considering the positive impact on the appearance of whichever model was being decorated, but safety is a key consideration when it comes to integrating spoilers into the overall design of a performance vehicle. For

example, consider the Audi TT. When launched, there were numerous reports of high speed crashes due to the coupe's lack of stability at speed. Investigators concluded the likely cause of the majority of the accidents was Audi's decision not to fit the TT with a rear spoiler. Inevitably, the car was the subject of a major recall. Likewise, *Top Gear* presenters experienced a 'brown trouser moment' with the Koenigsegg CCX, a car with blistering pace, but no rear spoiler,

and therefore, no stability at speed. As we can see, spoilers are used to reduce turbulence at the rear of a car by creating clean separation of airflow, thereby reducing unwanted lift. This might be worth considering before you go unbolting your Porsche's stock-spec spoiler! Active rear spoilers – those which automatically react to speed and braking conditions – double up as air brakes, offering stability when on the move, but also by introducing huge amounts of halt-encouraging drag.



UNDERTRAYS

Big gains can be had by optimising airflow underneath your car. Various techniques have been exercised over the years, particularly at the track where race teams have experienced massively quicker lap times by 'smoothing' the underside of their cars. The goal is to create an area of low pressure so that no opposing upward force fights the downforce being created by the splitter and wing you've just fixed into place!

The main way to create an area of low pressure is to accelerate the flow of air beneath your car. This is linked to *Bernoulli's Principle*, a law in fluid dynamics which states that an increase in air speed results in a reduction in pressure. With this in mind, an entirely flat floor completely bypassing the drag-creating underfloor of your Porsche would be the best solution. This technique is usually only adopted in the motorsport environment, but you can fit a splitter or undertray that extends further back than one might ordinarily expect it to. This would help to minimise drag created by engine components. Indeed, many manufacturers are starting to introduce extended front lips to their vehicles in order to help meet ever-stricter fuel efficiency laws. Your main concern here will be to ensure the engine bay is subjected to enough airflow to avoid overheating issues.





DUCTING

Ducting is vital in any car, but especially turbocharged performance vehicles where positive heat management is a key concern. Be it an intercooler, radiator, oil cooler or brakes, having efficient ducting is the only way to ensure enough fresh air is being directed towards the parts you're trying to keep cool. For example, if you've got a front-mounted intercooler fitted with large gaps between its end tanks and your car's front bumper aperture, incoming air will always take

the path of least resistance (as opposed to flowing through the intercooler core). If you offer the air no choice but to travel to the item you want cooled via carefully considered ducting, however, then you can rest assured airflow is being directed efficiently.

Carefully positioned ducting is also crucial to cars trying to achieve seriously high speeds, such as big-power drag machines or those attempting flat-out runs across America's Bonneville Salt

Flats. It's also common to see duct tape covering panel gaps and bonnet shuts, ensuring air doesn't travel anywhere but over or under the affected race car. It might not look pretty, but it does the job, although careful attention needs to be paid to ensure the engine bay isn't being starved of cold air! Of course, we wouldn't expect you to start wrapping your classic Porsche in duct tape, but the effectiveness of the method is an interesting observation nonetheless!

FAN CARS

While reducing the air pressure beneath your car is desirable, a technique used in Formula One during the mid-1970s advanced the idea by introducing large fans into flat undertrays. The effect was to 'suck' the car downwards as it flew along the asphalt. Combined with the appointment of Lexan side skirts, this intriguing experiment ensured a super-low pressure area between the car and the track surface. The weird-looking Chaparral 2J was one of the first F1 cars to make use of the development, utilising twin seventeen-inch fans powered by a small engine robbed from a snowmobile. Later, Brabham used a much larger suction fan on the BT46B, which won the 1979 Swedish Grand Prix with Niki Lauda at the controls. F1 fan cars were banned soon after.



DIFFUSERS

A diffuser is a rear-mounted or front-mounted component designed to aid high-speed airflow by encouraging fast-paced air beneath the car to join slower moving air in the car's wake. This mixing of different air speeds often gives rise to unwanted drag, so a diffuser's job is to expand and slow the air at the rear before it is expelled. The use of longitudinal fins is common practice in the design of

diffusers. It promotes rear end high-speed stability too, ensuring airflow pace and direction is kept under control.

Diffusers are often fitted to track cars, but not always at the correct angle. There is a window of effectiveness for a diffuser, which although a subjective calculation, is said to be between seven and ten degrees. Go and experiment!



EFFECT ON TYRES

It may come as a surprise to learn that the condition of your car's tyres can have a negative impact on overall aerodynamic performance. Research has proved that airflow is considerably affected by tyre deformation, where the separation point of the flow at the base of the tyre sidewall changes direction. In other words, airflow which moves around the body of your car is redirected to flow beneath the vehicle,

thereby reducing the effect of underbody aerodynamics. Whether your classic Porsche is being used on the road or at the circuit, quality tyres are essential. Take a look at Nankang's AR-1 and NS-2R offerings. Both are street-legal, both are track friendly (the AR-1 being more track than road and the NS-2R being more road than track), and both are used by professional racing teams.



AERO FAIL!

Want to see how aerodynamics can go badly wrong? Have a butcher's at the following videos on YouTube:



This Time Attack Subaru Impreza had a major mishap when its rear wing broke free. Thankfully, the driver walked away unscathed. Search for *Element Tuning STi crash*.



This video dramatically demonstrates what can happen when the air pressure beneath a car overcomes the opposing downforce above it. Search for *Le Mans 1999 Mercedes Flying Crash*, and watch DTM hero, Peter Dumbreck, get the fright of his life!



What happens when you remove the rear wing from your Evo in the hope of achieving a higher top speed? You lose all stability, that's what. Look for *183mph spin at RAF Marham*.





ACTIVE AERODYNAMICS

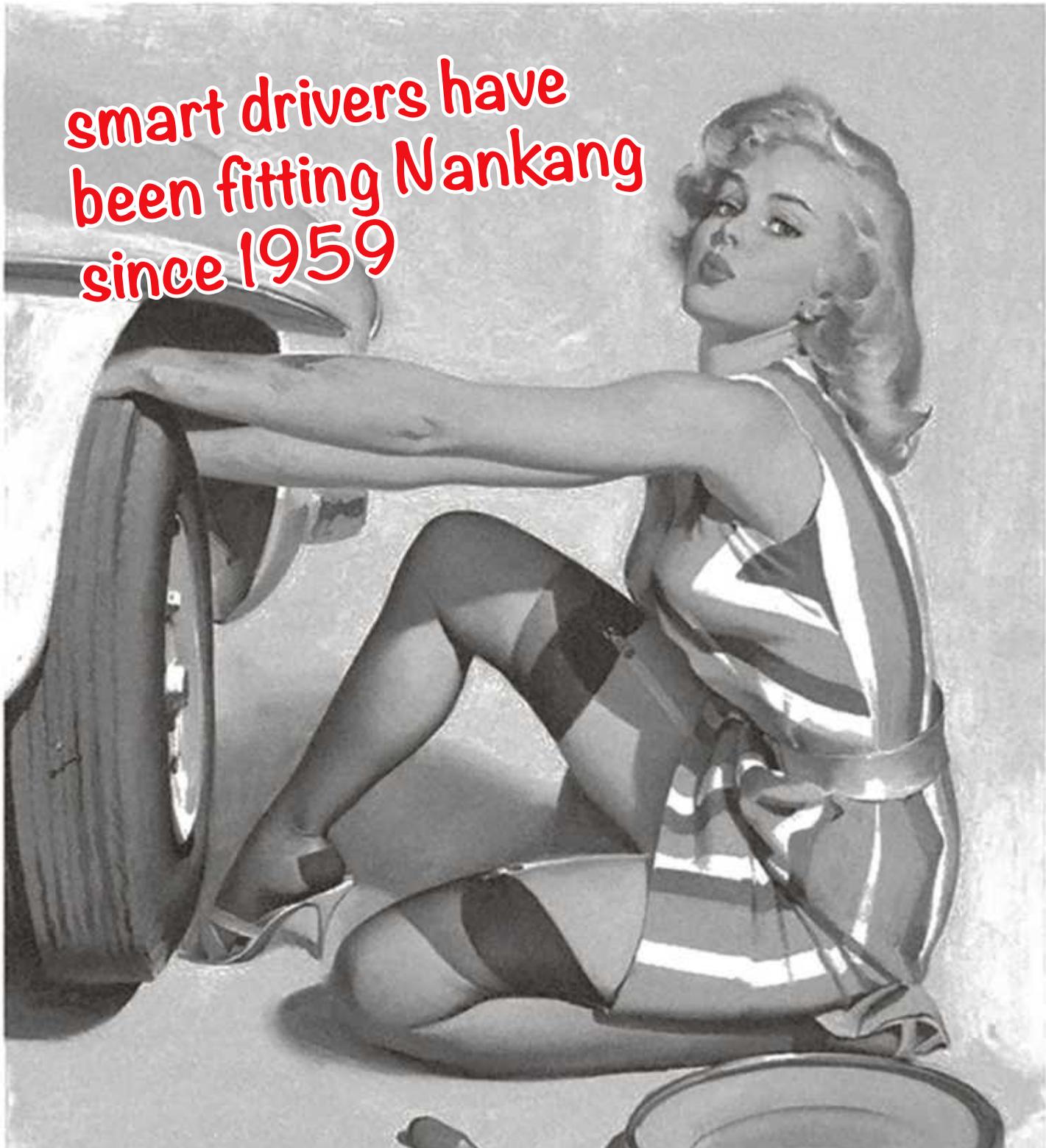
Luxury European sports cars often feature 'active' aerodynamics. In other words, the car's ECU controls aerodynamics on the fly, moving components such as grille vanes or spoilers (such as the Cayenne part pictured to the right), which can be motorised to limit or enhance the amount of air travelling through the grille. This technology has two major benefits. Firstly, it helps the engine to warm quicker, reducing harmful exhaust gas emissions. Secondly, it reduces drag.



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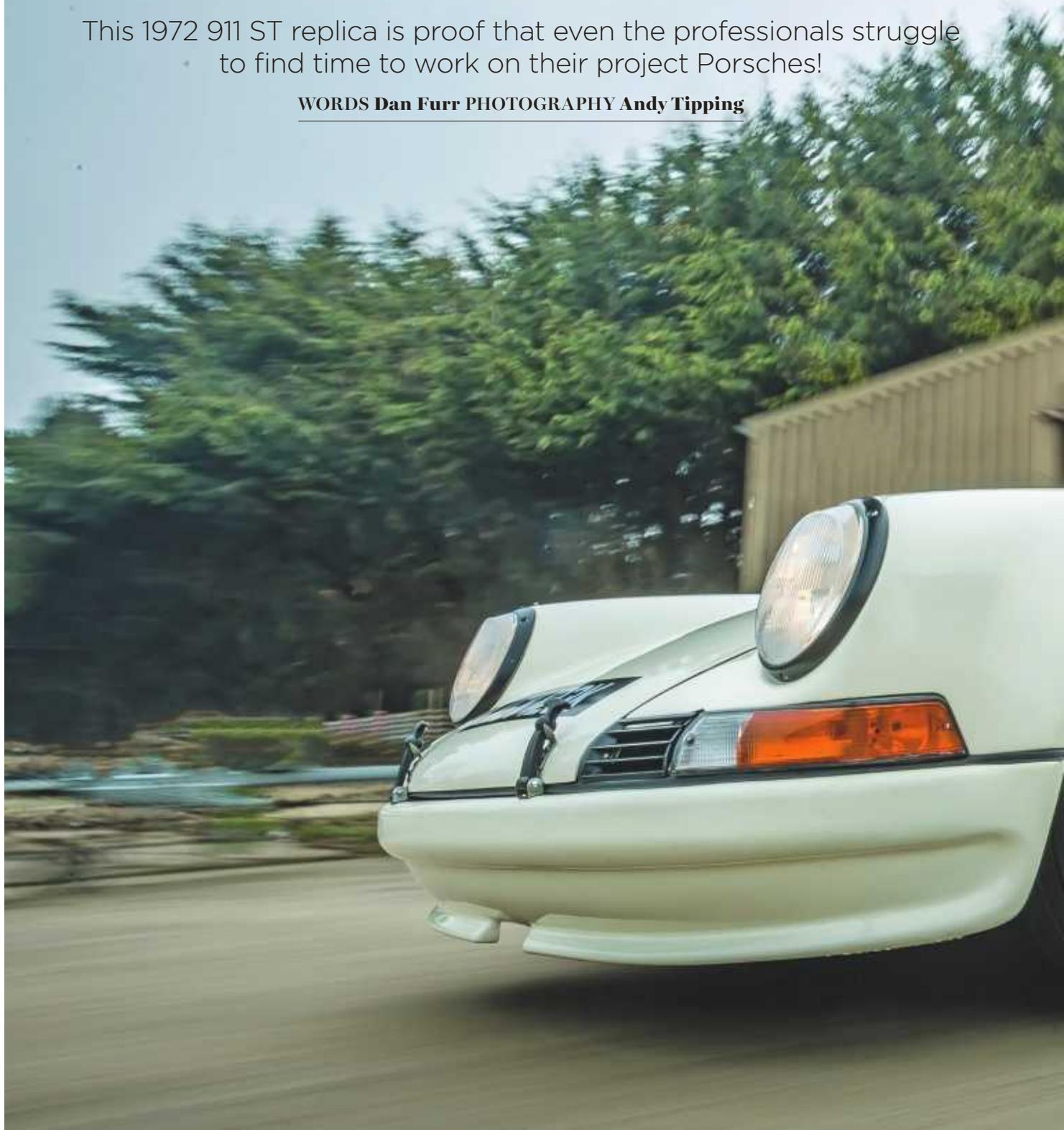


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GREAT ESCAPE

This 1972 911 ST replica is proof that even the professionals struggle to find time to work on their project Porsches!

WORDS Dan Furr PHOTOGRAPHY Andy Tipping





W e've all experienced a car best described as 'the one that got away'. Perhaps it was a Porsche you weren't in a position to buy when it was available for purchase? Could it be a treasured four-wheeler you were forced to let go of prematurely? Maybe it was simply a project car you didn't have time to invest in? If the latter of these three scenarios sounds familiar, then spare a thought for Paul Stephens, owner of the specialist classic Porsche business bearing his name. "It was the runt of a litter of cars I bought in Switzerland a decade ago," he sighs, referencing the left-hand drive 1972 911 we've come to view at his premises in Essex. "Back then, the car wore a full RSR body kit, which sounds like a bonus, but this was definitely one of the more scruffy air-cooled 911s I've brought back to Britain after shopping overseas!"

Cosmetically, the modified coupe left a lot to be desired, yet it was equipped with a tired-but-genuine 1974 Carrera MFI engine and was ready to be recommissioned. There was only one snag: Paul and his team were too busy with other in-house projects and numerous customer cars to find the time required to work on the wide-arched curiosity. The proprietor of a garage local to his workshop, on the other hand, was ready and waiting to get stuck in.

"He'd always fancied modifying an old 911," recalls Paul, a man gearing up for his twenty-fifth year buying, selling, restoring and racing classic Porsches. "He wanted to assemble his own interpretation of an RSR. He approached the project bit by bit, carrying out key parts of the restoration whenever time outside of work permitted. He made good progress, and he found enough hours to replace earlier white paintwork



with bright yellow, but he was forced to part with the car when the recession hit. Sadly, he had to close his business, and the sale of the 911 seemed like a good way to free up cash, even though air-cooled Porsches weren't worth a great deal when compared to the money being asked for the same cars today."

THERE AND BACK

Almost a decade had passed since the RSR-kitted classic first landed at Paul's premises, yet here it was again, brightly coloured, but less complete than when it first arrived in the UK. "A good customer of mine spotted the car after I wheeled it into the corner of my workshop. He was looking for a suitable 911 to use for hill climb competitions, and reasoned the incomplete state of the car I'd bought for a second time would serve as the perfect platform for his project," smiles Paul. A deal was struck, and the car was promptly stripped of its RSR exterior decoration before the 2.7-litre flat-six, its accompanying gearbox and ZF limited-slip differential were sent to Tuthill Porsche in Oxfordshire for a strip and rebuild. "We were simply too busy to assist!"

Retro power

Paul Stephens has petrol running through his veins and the 911 in his heart. He learned to drive at the age of six and drove his first 911 at nine, reaching 100mph on a disused airfield. By twenty-one years of age, he'd bought and sold enough cars to be able to buy a 2.4E, a variant of the 911 he still owns today. The Paul Stephens business started quarter-century ago, specialising in sports car sales and restoration with special focus on Porsche. The company took off in spectacular fashion, resulting in Paul taking to the track at the Spa Classic in a 911 ST, finishing third in class, an achievement he matched at the Le Mans Classic in 2016.



Classic car restoration specialists close to the buyer's residence were called upon to assist with the transformation of the peculiar Porsche from an incomplete fast-road racer to an ST-aping sprint machine. A low volume competition-oriented 911 which found considerable success in circuit racing and rallying during the early part of the 1970s, the ST was essentially a 911S or 911T production model treated to a cost-option performance package. This approach allowed Porsche to offer its customers cars eligible for Group 4 competition use without the factory having to comply with homologation rules. "Porsche produced a few works cars, but most STs built went to privateers," explains Paul. "Originals featured highly developed engines producing between 230bhp and 250bhp, which was impressive power from displacement of 2.3-litres to 2.5-litres at the time of manufacture," he says.

The not-so-mellow yellow sprinter-in-waiting was stripped to a bare shell before being treated to new steel rear wheel arches and a stack of composite body panels, including front arches, bumpers, bonnet and engine cover, all

mirroring ST style. A coat of classic *creamweiss* followed, as did a three-tailpiped stainless steel exhaust system, a Rollcentre half roll cage, stripped door cards, lightweight carpets, racing seats and a MOMO Prototipo steering wheel. Staggered fifteen inchers (Fuchs at the front, genuine Minilites at the rear) wrapped in Nankang race rubber also joined the party.

GET GOING

The adopted *Sports Purpose* theme meant the car soon benefitted from restored suspension, overhauled brakes, 930 track rods and chunky anti-roll bars in readiness for precision geometry and alignment. The left-hooker was then registered street legal and put to good use in the habitat its ST-mimicking exterior suggested it would be most comfortable in.

"To my knowledge, the finished car has yet to be weighed, but I have no doubt it's lighter than an RS Lightweight," says Paul. "Couple this trait with the rebuilt Carrera MFI engine and the crisp-shifting, magnesium-cased gearbox and limited-slip diff, and you're looking at a fantastic example of a road-legal 911 that'll ➤

Above 2.7-litre Carrera MFI engine was in the car when Paul shipped it to the UK as part of a job lot of 911s he bought in Switzerland



» keep the eyes of you and your passenger wide open on your favourite twisty roads!”

That sounds like a lot of fun to us, but why is the car in his custody for a third time? “My customer wants to go racing in a 964. He’s hoping to sell the ST replica in order to help finance his next Porsche adventure. The knock-on effect of his plan means at a time when genuine STs are in short supply and command super-high sale prices, I’m offering a modified classic 911 which stimulates all of the senses through the look, feel and drama of the real deal, but at a fraction of the cost.”

Don’t bother asking whether his team has carried out any extra work on the car. “No chance!” he roars. “We’ve been busy launching the new Paul Stephens website, we’re preparing a 1965 911 2.0 coupe to go racing with at the Le Mans Classic and we’re making preparations for the reveal of a new signature 911 I’ve been working on in partnership with Automobile Club de l’Ouest. Based on a G50-equipped Carrera 3.2, the car is a 300bhp 3.4-litre coupe limited to just ten units,” he beams. Featuring updated barrels and pistons, shaftless

independent throttle bodies, custom-profile camshafts, a GT3 intake plenum and weighing just 970kg in Lightweight trim (yes, there will be both Lightweight and Touring versions available to order) thanks to a serious diet involving bespoke composite body panels, Lexan polycarbonate windows and even trimmed seat rails, the nifty 911 will be finished in white with green and black accents mirroring features of the famous Le Mans Classic logo.

TEN OF THE BEST

As we hop back inside the ST replica advertised for sale through Paul’s impressive new online presence (take a look by visiting the newly launched paul-stephens.com), we can’t help but be amused by the fact this altered Swiss import has passed through his showroom doors on three separate occasions, each time escaping his clutches. Then again, with projects like the assembly of ten bespoke classic 911s to keep him occupied, others seizing the opportunity to personalise such a cool car is hardly surprising. And who knows? Perhaps you’ll be next in line?!



Below Rare *oil klapper* is clear to see beneath the car’s rear quarter window



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Anatole Lapine

The man who shaped Porsche sports car design for more than two decades

WORDS Mark Stent PHOTOGRAPHY Various

We all recognise Ferdinand 'Butzi' Porsche (son of Ferry) as being the designer of the 911, but the pen ensuring the survival of the model was held firmly by Anatole Lapine, a Latvian-born automotive stylist who succeeded Butzi and developed the G-series generation of the air-cooled pocket rocket.

Born in 1930, Lapine started his career at Daimler-Benz as an apprentice engineer immediately after World War II. He moved to America in the early 1950s, taking up a position at General Motors, where he worked with legendary designer, Bill Mitchell, at GM's 'Studio X', the birthplace of many experimental concept cars, including the 1957 Corvette SS. It was this car which informed the design of the famous C2 Corvette and the Chevrolet XP-87 Stingray.

Throughout the 1960s, Lapine worked with GM stylist, Larry Shinoda, developing ideas for open-seater race cars and various automotive projects many in Detroit hoped would



Seeing what he'd achieved at Opel, Porsche factory bosses invited him to succeed Butzi as chief designer

give Ford's GT40 a run for its money, but transfer to GM's Opel research and development centre in Germany set Lapine on a journey that would see him work on a number of exciting European projects, including *Black Widow*, a 150bhp two-door Rekord C boasting aluminium body

panels and track-friendly race equipment. The car was more than a match for the contemporary 911. The fact was proved when the aggressively styled, Blitz-badged saloon set many fastest lap times over the achievements of Stuttgart-crested creations. Seeing what Lapine had achieved with a 'lesser' brand's output, Porsche factory bosses invited him to succeed Butzi as chief designer in 1969.

Before long, Lapine was asked to give the 911 a much-needed makeover. The resulting 'impact bumper' version of the 911 ensured strong sales continued in North America, where ever stricter road safety legislation dictated the need

for the second-gen air-cooled classic's accordion-esque front and rear 'buffers'. His revised 911 design proved immensely popular, and remained in production until the arrival of the 964 in 1989, making it the version of the 911 with longest production run to date.

He didn't reserve his artistic talent for air-cooled machinery. He was responsible for overseeing the design and development of the 924, 944 and 928 transaxle family of Porsche sports cars. The 924's water-cooled, front-mounted engine and rear-positioned gearbox was as polarising

as it was popular, and the futuristic, Corvette-inspired look of the 928 remains quite unlike anything else on the road. It's a model which has gained cult status, and one which won Porsche the coveted European Car of the Year award in 1978.

Lapine was replaced as the manufacturer's number one stylist when the 964 was readied for launch. He oversaw a number of Porsche's third-party design projects before he passed away at the age of 81 in 2012. Porsche factory stylist, Michael Mauer, paid tribute to Lapine by saying, "he was a talent who didn't follow fashion, but was forever setting new trends with conceptual design."





You've bought a classic Porsche and you have the open road laid out in front of you, but which fuel should you fill up with?

The truth about fuels

We discussed classic cars powered by modern electric engines earlier in this issue of *Ultimate Porsche*, but the reality is that most vintage vehicles are currently running on dinosaur juice. In this bonus tech feature, we take a look at the different

types of traditional fuel available for you to pump into your Porsche.

When mixed with air, compressed and ignited, fuel is what gives an engine its energy. Clearly, fuel is an essential motoring ingredient; an engine will operate for a limited time without oil, but it simply cannot function without fuel, be it petrol, diesel or something altogether more exotic. Tech features concerned with fuel usually

bang on about how the stuff is made, refinement processes and emissions. While explaining the origins and manufacturing of fuel has its purpose, it does little to help you select the right road or race fuel for your car. In this article, we take a look at the different types of fuel available for you to take advantage of and how it is ignited. We also wax lyrical about octane ratings and fuel additives. Let's go!



SPARK vs COMPRESSION

Before we can understand the benefits and advantages delivered by different types of fuel, we must first look at how it is used by the host engine. In short, there are two types of combustion engine: spark ignition and compression ignition.

Spark ignition is the label given to a petrol engine. These powerplants ignite the compressed air/fuel mixture in the combustion chamber through spark plugs. Compression ignition is a way of describing diesels, where spark plugs are absent. Instead, the engine runs a very high static compression ratio and the fuel (diesel) is of a low octane rating, which allows ignition without a separate spark required to initiate combustion.

Another major difference worth noting is what effect fuelling conditions have. Most of you will know that a petrol engine running lean – especially

under load – can lead to high operating temperatures. This condition encourages dangerously hot exhaust gases, leading to severe engine damage. It is with this in mind that many tuners allow their modified engines to run deliberately rich in a bid to promote reliability.

As far as diesel engines are concerned, the leaner they run, the cooler they become. In fact, all diesels run lean in factory specification, which is one of the reasons they're generally more fuel efficient than petrol engines. On the downside, increasing the air/fuel ratio to a richer mix causes a diesel engine to produce black smoke (which is what many think of when asked to bring a diesel to mind). Lean running isn't a problem for diesel engines, meaning they can run high boost pressures when compared to those produced by spark ignition engines.

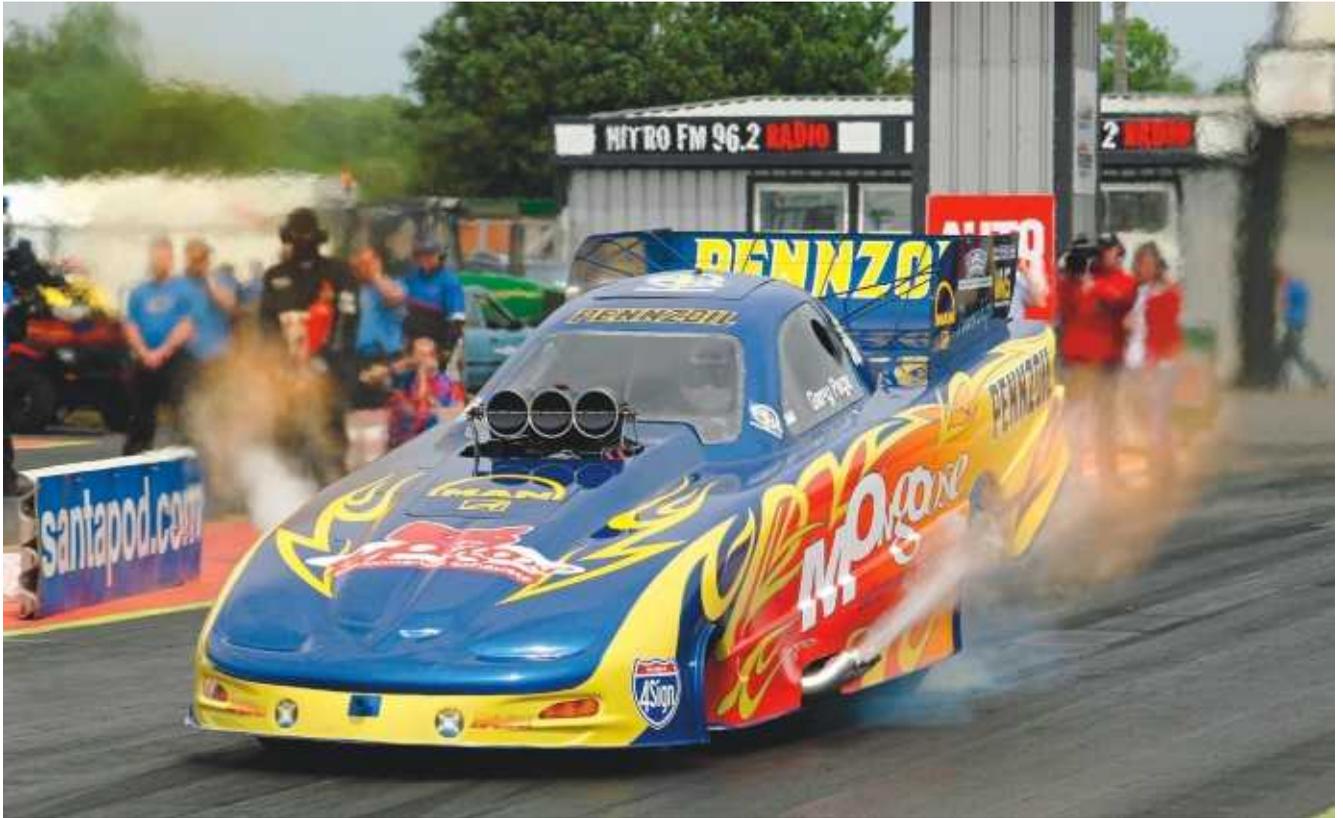


FUEL LONGEVITY

You may not realise it, but fuel 'goes off'. Some fuels expire faster than others. Many of you will have experienced or heard of cars refusing to start after being left motionless for long periods of time. In most cases, this is because octane levels in the old fuel have dramatically dropped.

Generally speaking, due to the evaporation of the chemicals used in them, higher octane fuels lose their potency faster than lower octane fuels. Even premium unleaded pump gas is said to be past its best if left in a car's fuel cell for more than a fortnight! When dealing with an engine operating near its detonation threshold, this can be a serious problem. Take note, people!





FUEL TYPES

Choice at the pumps might be limited to a couple of petrol variants and one or two diesels, but venture away from your local filling station and you'll find a much wider variety of fuel, including happy juice to suit your classic Porsche in fast-road and race environments.

DIESEL

In the wake of the recent Volkswagen emissions scandal (a chain of events triggered when the United States Environmental Protection Agency issued a Clean Air Act notice of violation to the German car maker after discovering it intentionally programmed more than eleven million turbocharged direct injection diesel engines to activate emissions controls only during laboratory testing), diesel has had a bad name. In response to the crisis, Porsche has axed all current diesel variants from its line-up. Even so, there are plenty of diesels left on the road, and we're no longer driving in the age of smoky 1.5-litre Vauxhall Novas pushing 50bhp!

Despite VW's woes, diesel technology has been much improved in recent years. Most manufacturers have an impressive array of turbocharged diesel engines in their product portfolios, and most prove to be viable platforms for tuning projects. As already mentioned, due to the fact that a diesel engine makes use of compression ignition, diesel fuel possesses a low octane rating, meaning it self-ignites with ease. Thankfully, due to the nature of diesel, detonation or pre-ignition isn't a concern (unless operating temperatures are uncharacteristically high), which means a low octane fuel doesn't present the same challenges as it would if being fed into a petrol engine.

Although not massively popular, performance diesel fuels have an increased cetane level, which is a general measure of diesel quality and an indicator of how rapidly the fuel combusts. Many filling stations offer diesel with a higher cetane level, fuel which should offer improved performance at higher rpm.

PETROL

By far the most common fuel. In the UK, forecourt petrol tends to be 95RON for regular unleaded, or 97-99RON for the various brands of super unleaded.

It's recommended that most performance and all tuned cars are powered by super unleaded. While it doesn't compare to a true race fuel, impressive results can still be achieved. We've featured countless tuned cars with over 250bhp per litre using 99RON fuel bought from regular filling stations. If, however, you want to reliably make use of high compression and high boost pressures, then you'll need to consider the benefits of a different blend of fuel, such as many of those listed below.

RACE FUELS

The term 'race fuel' is very broad, but for the purposes of this article, we're referring to high octane petrol-based fuels specially blended with various chemicals for maximum performance. There is a wide variety of race fuels available. For example, C23 boasts one of the highest octane ratings, coming in at more than 130RON. It's hugely resistant to detonation. Many race fuels are oxygenated, which means (go on, have a guess!) the fuel has oxygen molecules suspended within it. In essence, this means more power can be achieved when compared to non-oxygenated fuel with a similar octane rating. Ideal for tuners of naturally aspirated engines looking to unleash every last pony!

LPG

Liquified Petroleum Gas (LPG) is almost always used to save money. It's difficult to ignore pump prices, where LPG is approximately half the cost of petrol. What you may not realise, however, is that LPG has a very high octane rating and is super-cold. In other words, it's resistant to detonation, giving it heaps of performance potential. That said, you can't simply load your car's fuel cell with LPG in the same way you would fill up with race fuel. Instead, you need a completely different injection system, ordinarily fitted alongside standard equipment, enabling the driver to switch between LPG and factory-specified fuel at the touch of a button.

METHANOL

Usually reserved for drag and hardcore circuit weaponry (including Indy Car contenders), methanol is rarely used as a main fuel, but is often injected as an anti-detonation aid for forced induction applications, either to supplement or aid water injection systems. Methanol fuel is consistent, running very cool with a high octane rating. It's also cheap when compared to most race fuels. Unfortunately, it can be highly corrosive to aluminium. Also, when compared to conventional fuels, methanol requires high volume injection and demands more frequent oil changes.

E85

A mix of 85% methanol and 15% conventional petrol, E85 ethanol has proved popular all over the world. It's a cheap alternative to race fuel, presenting similar properties (low operating temperatures and a high octane rating) to LPG, thereby drastically reducing the chances of detonation. This means forced induction engines can run higher boost pressures without the likelihood of damage.

Many performance cars making use of E85 are often freed of their intercoolers and/or chargecoolers because the fuel alone is enough to cool inlet charge temperatures. Additionally, unlike LPG, E85 can be used in conventional fuel systems, although you'll need higher capacity injectors due to the low energy of the fuel. This means more E85 is needed for any given power level.

Use of E85 has been known to advance the deterioration of factory rubber hoses, but most tuned performance engines will be equipped with pressure-resistant silicone pipework, so this should be little more than a minor complaint. Even so, the biggest downside to championing E85 is its current lack of availability; until fairly recently, E85 was available from a limited number of UK fuel filling stations, but it has now all but vanished from forecourts. This has made E85 more difficult to source in Britain, more expensive and less viable as an alternative to conventional race fuels.

AVGAS

Avgas is an aviation fuel used in spark-ignited engines. It comes in various grades, including Avgas 100, which has an octane rating of 100MON. This makes it highly resistant to deterioration and could be considered an alternative to regular race fuels. It's cheaper too, but there are still issues to address when it comes to using Avgas. Firstly, sourcing this tetraethyllead (TEL) loaded fuel isn't easy due to the vast majority of suppliers only selling to aircraft fuellers. Secondly, Avgas is intended for use at low rpm.



The biggest downside to championing E85 is the fuel's current lack of availability

NITROMETHANE

Rarely used outside of the world's fastest drag cars, nitromethane is among the most power-lucrative fuels money can buy. It's rich in oxygen, it's cool, and due to the huge fuel flows required, it drastically reduces the temperature of the inlet manifold and the intake charge within, all of which combines to create a sure-fire recipe for massive power!

Sadly, nitromethane is incredibly expensive and hard to accurately control due to huge power potential and massive flow of fuel. Furthermore, nitromethane is more explosive than TNT! Needless to say, it's not really something you should be playing with unless you know what you're doing with extreme drag weaponry!



High octane fuels enable you to safely make use of higher compression ratios



OCTANE RATINGS

Octane ratings are referred to in one of three main units of measurement: Research Octane Number (RON), Motor Octane Number (MON) and Anti Knock Index (AKI). Most of the world uses RON ratings, yet USA and Canadian drivers use fuel rated by AKI. This is essentially a mix of RON and MON. Due to the fact the MON test is much tougher than that of RON (the former awarding fuels an eight to ten-point lower rating than RON), the overall rating of AKI is close to five points lower than RON.

In simple terms, the higher the octane rating, the more resistant the fuel is to what spanner-wielders refer to as knock, detonation or pre-ignition. Basically, this is the point at which the heat and/or pressure in the engine cause the air/fuel mixture to ignite before it's supposed to. Pre-ignition can

cause serious harm to an engine, sometimes resulting in catastrophic mechanical failure. Melted pistons, blown head gaskets... you name 'em, pre-ignition has caused 'em!

It's desirable to use fuel with a high octane rating when working with petrol engines, but contrary to popular belief, unless the engine is mapped for higher octane fuel (many modern sports cars utilise fuel management software to this effect), power won't be increased by any significant amount. Conversely, if an engine has been mapped to take advantage of higher octane fuel than what it is you're paying for, then you're encouraging decreased performance and complaints regarding reliability. As we've said previously in *Ultimate Porsche*, don't think that running your classic Porsche on your local supermarket's unleaded petrol and then

only topping up with higher octane fuel the morning of your dyno day is going to bring you big bhp.

High octane fuels enable you to increase an engine's resistance to pre-ignition. They allow you to safely make use of higher compression ratios, higher boost pressures and more advanced ignition timing, all of which help the engine to produce more power.

It's also worth noting that while simply adding higher octane fuel won't provide meaningful power increases unless the host engine has been mapped accordingly, potent petrol can help with reliability by increasing the 'buffer' before pre-ignition kicks in. It's with this in mind that drivers often add octane booster or higher octane fuels when using their cars at the track, where an engine is subjected to prolonged bouts of aggressive use.

FUEL ADDITIVES

For many years, there has been a high number of additives manufactured and promoted by specialist fuel companies. Perhaps unsurprisingly, all claim their products deliver miraculous results! In truth, most try to improve performance by cleaning your car's fuel system components (mainly injectors, but even the inside of the engine) with special focus on increasing the octane of your chosen fuel. Don't go expecting magical results every time. This applies mainly to products specifically marketed as octane boosters. They're not going to turn a car's supermarket-sourced unleaded into full-on race fuel, no matter how much you might want them to!





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WINNING WAYS

Paul Wright's 924 Turbo proves that cars in Porsche's transaxle range can be just as much fun as those with an engine at the rear

WORDS **Dan Furr** PHOTOGRAPHY **Adrian Brannan**

Regular readers will know that unlike other motoring magazines concerned with Stuttgart speed metal, *Ultimate Porsche* likes to give equal billing to all flavours of classic Porsche, be they rear-engined, front-engined, air-cooled, water-cooled, six-cylindereed, four-cylindereed or those powered by a mighty V8. We also try to veer away from the tired tack of titles which concern themselves with the financial value of various old-school Porsches. Concentrating on ones and zeros serves little purpose other

than to elevate the 911 to an even loftier position than it already holds in print, where models like the 924 tend only to be featured as something of a novelty and almost always in the shadow of air-cooled cars. "You can't afford a 911, so let's see what's agreeable to your bank balance," is the tone usually adopted by other magazines when they choose to shine a light on Porsche's transaxle range. This is hardly endearing to owners of 928s, 924s, 944s and 968s who have fought hard for their four-wheeled friends to be recognised as 'proper' Porsches against the claim they're nothing more than 'pauper' Porsches. ➤

» To us, the monetary value of a Stuttgart classic is of little concern. Sure, it's interesting to have a butcher's at auction results to see how traditionally lesser-loved Porsches are faring in an age when the 911 wants to skin you for the cost of a small country, but the bottom line is we care more about the 'human interest' stories associated with an older Porsche. Why does its owner love the brand so much? What adventures have they been on with their chosen chariot? What have they done to personalise their retro ride? Whether we're presenting a 911 which cost more than a million, or a 924 that commanded just a few hundred (yes, we've featured both), *Ultimate Porsche* considers all to be equal, especially when the historical significance of each model for both manufacturer and the wider automotive world is considered.

GOLF SALE

In essence, it seems to us as though all owners are united by common passion for Porsche irrespective of how much loose change is burning a hole in their pocket. "I sold my Mk2 Volkswagen Golf Rallye and quickly realised I had spare cash to spend on a new project car," says industrial pressure cleaning equipment service engineer, Paul Wright. "I've always been active on the VW scene, and I've always been a fan of Porsche, but it wasn't until spotting my 924 Turbo for sale that I ever considered I'd be in a position to own one of the brand's creations," he says, acknowledging how accessible Porsche cars are regardless of how full your wallet is.

In a standard state of tune and sporting a respray in the classic twin-tone of Inari Silver and Onyx Metallic, the car was painted and recommissioned at significant expense by a previous owner who then inexplicably mothballed the turbocharged transaxle for seven



Left On paper, brown plastics and beige leather with tartan cloth is enough to bring on a migraine, but the combination works surprisingly well in Paul's gloriously green 924 Turbo

STICKY HANKOOK 45-PROFILE TYRES WITH “A LITTLE BIT OF STRETCH” KEEP THE CAR PLANTED TO THE ASPHALT



years. The chap's son takes credit for bringing the car out of hibernation.

“The son used it on and off for close to eighteen months before my name appeared in the logbook,” confirms Paul. “I’m attracted to older cars with limited volume production, hence my love for the Mk2 Golf Rallye, which was produced as a homologation special in just 5,071 units between 1988 and 1990. I fancied something similarly unusual when seeking out a replacement for my departed ‘Dub, and the 924 Turbo fit the bill perfectly.”

As a man who has always tweaked and tuned his cars, he knew the pointy-nosed Porsche wouldn't stay standard for long. “I kept the genuine BBS RS wheels I'd fitted to the Golf. My intention was to add them to the 924, but I couldn't find suitable adaptors. Instead, I bought a set of OZ Racing Fittipaldi staggered wheels from a guy in Croatia! I'm not sure what model they came off, but I was assured it was a Porsche. Whatever their history, I soon realised the nine inches of width the rims offered at the rear was just too big for my 924, which is why I had them narrowed by half an inch,” he says.

Still staggered, the wheels are finished in gold and feature custom centrelock-style centre caps machined to order at a firm local to where Paul lives. He updated the wallowy factory suspension with Spax RSX coilovers, fitted adjustable billet top mounts (“they were an import package from the USA”), but refrained from installing polyurethane bushes for fear of compromising supremely enjoyable driveability.

PLASTIC FANTASTIC

Sticky Hankook 45-profile tyres with “a little bit of stretch” keep the car planted to the asphalt, while Lexan polycarbonate rear quarter windows feature vents to keep the cabin cool. They look cool too, and join other exterior updates in the form of tinted light film, Porsche script door handles taken from a 944, bespoke Porsche script side stripes and a matching sun strip colour-coded to the chunky five-spokes. “Sycro Graphix in Rugeley created the decals for me,” confirms Paul, happy to admit his is very much a show car (as opposed to being a go car!). “Mechanically, the engine remains in factory specification. I've had to replace a few parts, ➤

DRIVER

Q&A



PAUL WRIGHT

First Porsche
My 924 Turbo

Favourite Porsche
964

Best thing about your 924 Turbo

Everything from the driving experience to the way it looks is a lot of fun

Worst thing about your 924 Turbo

For a turbocharged car, it's not very fast

THE CAR EARNED ITS MASTER SILVERWARE IN THE 'HIGHLY COMMENDED' CATEGORY



» including vacuum hoses and a busted oil cooler, I've had the radiator re-cored and I've replaced all boost pipe seals with parts bought over the counter at my local Porsche Centre, but I haven't invested in under-bonnet tuning equipment. I'm happy with standard power," he adds, smiling when we point out the presence of a growling large-bore stainless steel exhaust custom-made by Silver Systems in Leek.

He's improved the appearance of the car's engine bay by removing, cleaning, painting and reinstalling whatever componentry can be lifted out of the front end and put back in again, and he's cured sloppy shifting by fitting new gear linkage apparatus. The brown, beige and tartan-trimmed half-leather interior of the water-cooled wonder is enhanced by the presence of a MOMO Prototipo steering wheel (what else?!), while the keen-eyed among you might have spotted the switching of the rev counter and speedo, the former becoming the middle clock in the brown dash's binnacle.

It's Targa time

The 924 Turbo was given the factory designation '931' in LHD guise, with RHD variants labelled '932'. An Apline White Turbo became the test mule for a 924 Targa project, but lack of chassis rigidity called time on the LHD 941 and RHD 942 designated model.



Above and below Pleased with his purchase, Paul intends to get plenty of use out of his Porsche during the summer

Since buying the car just twelve months ago, Paul has exhibited his pretty Porsche at variety of VW shows (most of them have a dedicated Porsche paddock), including Ultimate Dubs, where the car earned its master silverware in the 'highly commended' category when awards were being dished out. He was also presented with a trophy at Elsecar at the Races, an event held at Doncaster Racecourse, where the two-tone transaxle was announced as runner-up in the Car of the Show contest, a competition won by an immaculately presented 914.

SHINE ON

Many more summer show appearances are lined up for this award-winning Porsche, a sublime 924 imported to the UK way back in 1982 by a previous owner from where the car was originally sold in Ireland a year earlier. Between events (keep 'em peeled for the gold-wheeled Turbo at FittedUK in July and Ultimate Stance in November), Paul is hoping to restore and fit a set of 928 wheels before a timelstrip and rebuild of the car's gearbox takes place. Fundamentally, he's looking forward to enjoying plenty more fun in his 924 as the year progresses, something we can all relate to no matter how much we paid for our Porsche.



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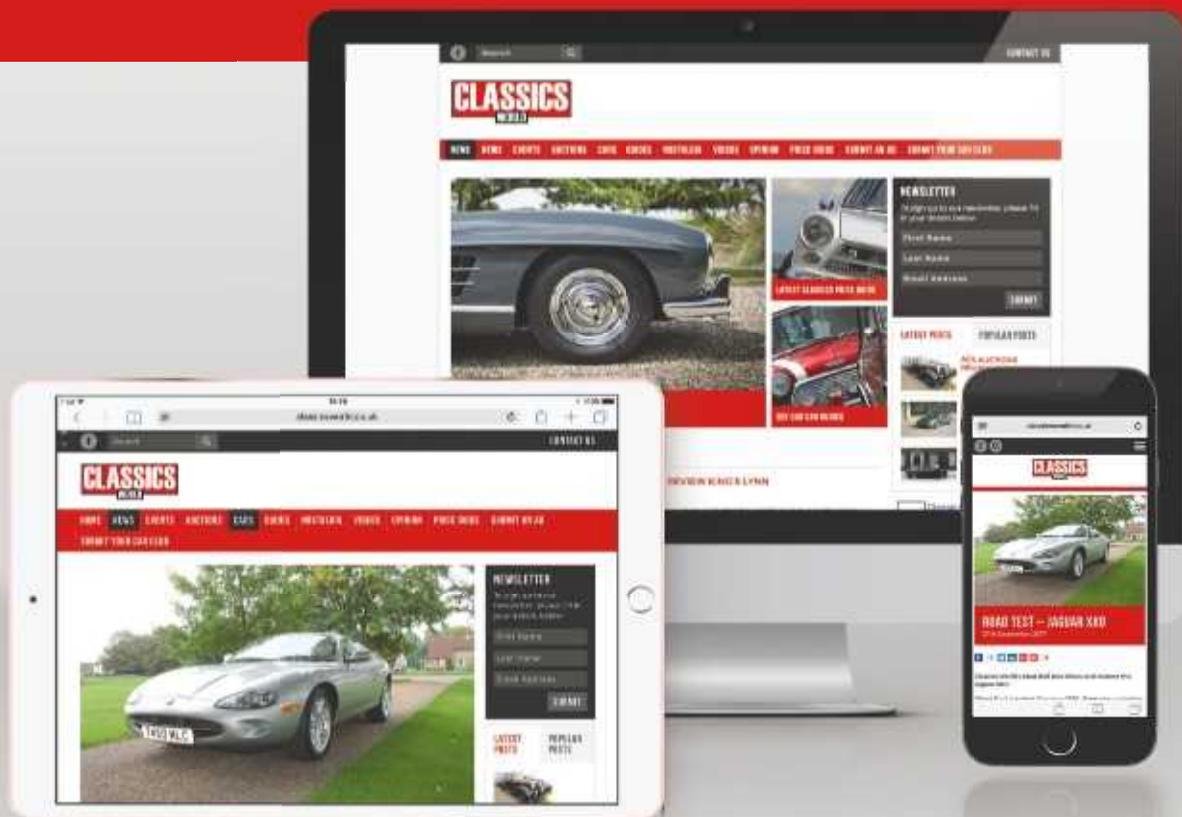
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Under the hammer

Hammer time!

Our regular look at the mixed bag of modern classics passing through auction rooms across the UK reveals big bargains being bought by buyers keen to enjoy Porsche-badged fast-road fun...

WORDS **Dan Furr** PHOTOGRAPHY **Officer Bob**

SOLD FOR
£29,667



1981 911 SC

Do you think an anniversary year makes owners of classic cars think they're almost guaranteed to be on the happy end of a decent wedge for their retro rides? That'd certainly explain the number of 911 SCs passing through auction rooms right now. This Zinc Metallic Silver stunner was treated to a full mechanical overhaul and refurb as part of an eight-year restoration. Packaged with the obligatory extensive history file, it's an original UK-supplied car, which has been put through its paces along 155,918 miles of tarmac since assembly in 1981. Featuring black 'tombstones' in excellent condition, the car fetched close to thirty grand when offered to punters at the Classic Car Auctions June sale.

BIG SPENDER



1991 944 S2

Boasting just three owners from new (the first being supplying dealer, Evans Halshaw), this silver S2 was with its second owner for more than twenty-five years! Turbo-style cream leather was no doubt one of the reasons the chap kept the car so long, although it's not as though he used his pride and joy extensively; distance covered of just 59k miles has kept the water-cooled classic in tip-top nick, although the car was subject to an insurance claim back in 2010, an event which explains the low sale price. Nevertheless, this fantastic transaxle promises to please its new owner for many more miles to come.



**SOLD FOR
£6,360**



**SOLD FOR
£24,380**



**SOLD FOR
£19,687**

1983 911 SC TARGA

It's easy to forget it's been forty years since Porsche launched the 911 SC, such is the noise being made about the manufacturer's seventieth anniversary. This Deep Metallic Red SC was first supplied in 1983 by Roger Clark Porsche, and was with the same owner from 1988 until being offered at H&H Classics & Motor Sport Hall of Fame Auction a few weeks ago. Trimmed in beige leather, LBH 342Y registers 53,000 miles and comes with a comprehensive history file, which includes receipts from AFN and our chums down at Charles Ivey Specialist Cars. There's an MOT certificate taking the new owner through to April 2019 too.



1994 993 CARRERA 2

Owned by the vendor since 2009, this Tiptronic-equipped 993 Carrera 2 features an extensive history file comprising paperwork from Porsche Centre Cambridge (represented here by its former moniker, Lancaster Porsche). In 2007, the car's engine was removed in order for all oil seals to be replaced. Two failed speedos encouraged bidders to exercise caution, even though the car's mileage is verified through photographic evidence. The fact it doesn't match what's currently registered on the odometer, however, ensured a low purchase price for one of the last air-cooled Porsches.





Under the hammer



SOLD FOR
£13,200

1990 944 S2 CABRIOLET

When it comes to Cabriolets, few Porsches exude the kind of cool demonstrated by the drop-top version of the 944. This Alpine White S2 was enjoyed by its last owner for three years prior to being offered for sale at Classic Car Auctions. Fastidiously maintained from new, the car was treated to all new belts, oil seals, water pump, fluids and filters for the benefit of the successful bidder. 76,368 miles covered suggests light use on sunny days and warm weekends, while an extensive history file and a Clifford alarm system provide peace of mind. The car's wheels were 'borrowed' from a 968 before being colour-coded to the canvas roof, which is also in excellent order thanks to recent refurbishment.



SOLD FOR
£14,520

1989 928 S4

A UK-supplied, right-hand drive 928 S4 in Gloss Black with classic black leather piped in red, this five-litre land shark was offered at the Classic Car Auctions June sale. "Becoming cooler by the day" is how the auctioneers described late examples of Porsche's first V8-powered production car when the black beauty went under the hammer, and judging by the car they were presenting, it's difficult to dispute their claim. Bolstered by just 116k miles from new ("barely run in!" we hear you cry), twelve months MOT and full service history, the black beauty sold for less than fifteen large ones.



SOLD FOR
£7,040

1958 AP18 TRACTOR

It's rare to find a Porsche tractor with anything akin to a history file, so it should come as no surprise to learn that this awesome AP18 two-cylinder workhorse is free of paperwork. Nevertheless, showroom presentation following a full restoration in Italy utilising original panels was more than

enough to convince interested parties they were looking at a rare opportunity to own a factory-fresh example of what is one of Porsche's most successful tractors. Finished in red with cream trim, this fantastic four-wheeler from the Fifites is fully NOVA-certified.



SOLD FOR
£13,780

1976 911 2.7 TARGA

Last month, we told you about this 'matching numbers' 911 2.7 resto-in-waiting being offered at Anglia Car Auctions. An original UK-supplied Porsche believed to have been off the road since the late 1980s, the sorry-looking, whale-tailed Targa was left to languish beneath a tree shortly before it hit the 100k mile mark. A complete history file (including all past MOT certificates and original factory handbooks) was included with the sale. The last owner was registered in 1987, but the new custodian of this potentially cool classic left the auction room having just bagged the car for a shade under fourteen grand. Are you the winning bidder? We'd love to hear from you. Get in touch to tell us about the plans for your currently tired Targa.

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