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THE MISSING LINK

LAST MONTH'S *Ultimate Porsche* focused on modified modern classics. In the weeks that followed publication, we received fantastic feedback from across the globe applauding our decision to give so much coverage to tweaked and tuned Stuttgart speed machines. Furthermore, many of you told us how refreshing it is to read about personalised Porsches that have been assembled without a care for what purists deem to be in keeping with the spirit of the manufacturer's original designs.

The Mustang-powered, Bronco-based 928 S4x4 we featured is a fantastic example of where the owner of a classic Porsche has tailored his ride without consideration for what others might think of his wild and wacky creation. Granted, we heard grumblings from some within the 928 community who weren't entirely on board with the idea of shoving a five-litre Ford engine into the guts of an S4, but to their credit, most of those registering their disapproval were able to appreciate the work that went into building the all-wheel drive desert dweller.

There are folk who like to modify with a view to building Porsches they feel are missing from our favourite manufacturer's back catalogue. Enter the Gunther Werks 400R. Inspired by its creator's love of GT3-badged 911s, the 430bhp, carbon-bodied 993 is intended to fill what he sees

as a gap in the Porsche timeline. Delivering the same power to weight ratio as the current 991 GT3, the radiant red road racer has been constructed with OEM precision and quality in mind, as if Porsche itself created the car without imposing a limit on the cost of production. It's a truly staggering machine, and we're delighted to be the first magazine to feature it in detail.

Porsche itself has a long and fruitful history of modifying its output, whether through its customer racing or Sonderwunsch (Special Wishes) programmes. The latter has produced some of the most sought after modern classics, with Flachbau (flat-nosed) 911s among the most well-known factory-optional production Porsches. The 930 SE Flachbau Cabriolet featured on page 74 of this issue is one of the rarest Sonderwunsch builds, which explains why it smashed previously held sales records when it went under the hammer at Salon Privé. The moral of the story? Don't be afraid to make changes that result in the creation of your ultimate Porsche!

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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



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*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.



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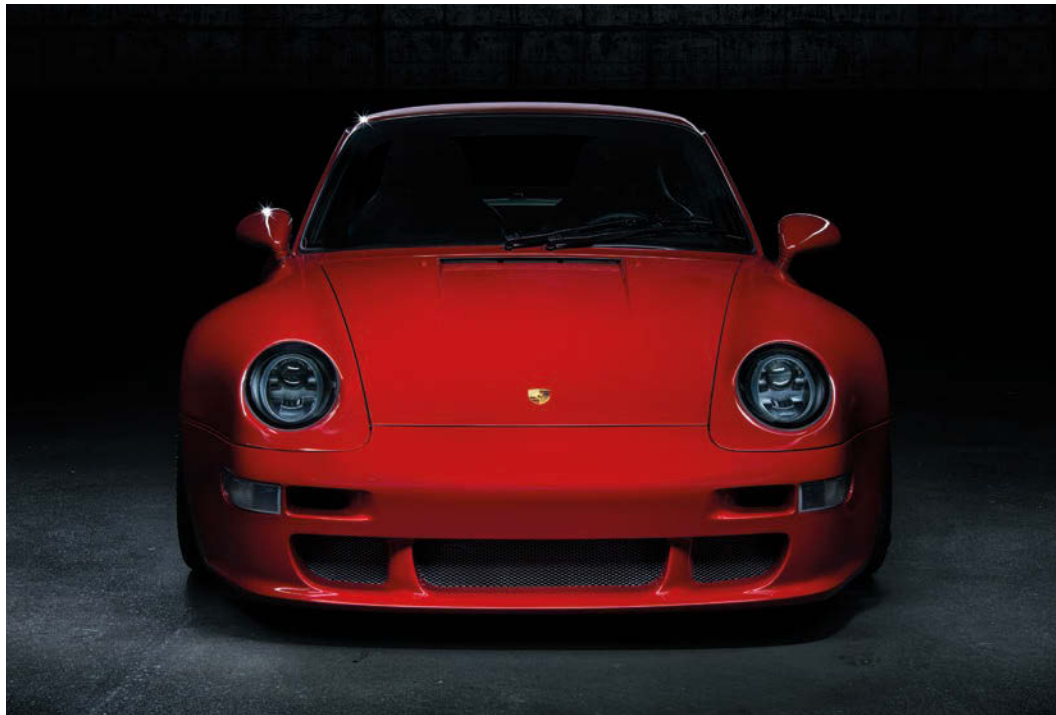


THEN AND NOW

With 430bhp delivered by a bespoke four-litre flat-six, the carbon-bodied Gunther Werks 400R propels the last of Porsche's air-cooled classics into the modern age

WORDS Dan Furr PHOTOGRAPHY Gunther Werks





An icon remastered, a legend reborn. This is how Gunther Werks describes its 430bhp carbon-clad 993 400R, a tantalisingly titled 911 that boasts a power to weight ratio equal to that of the current 991 GT3. Lightweight, loaded with MoTeC M600 standalone engine management and powered by a naturally aspirated four-litre flat-six dressed with individual throttle bodies, the bright red beast is what happens when you apply modern engineering to the last air-cooled 911, a car designed more than twenty-five years ago.

The project is the brainchild of Peter Nam, the founder of Vorsteiner, a company that designs and manufactures bespoke wheels and carbon-fibre products for high-end sports cars. “I’m in love with Porsche’s GT range,” he confirms. “I’ve always wondered what a GT3-badged 993 would have been like. It struck me that here was a car many consider to be the last pure Porsche, yet its ultimate incarnation was never truly realised,” he adds.

The more he thought about it, the more he convinced himself there was a piece of Porsche history missing. With the workforce, tools and expertise at his disposal (“Vorsteiner carries out every part of a job in-house, including design, tooling, manufacture and paint”), he was well placed to bring to life his idea of what a factory-built 993 GT3 RS may have been like if Porsche had set itself the task of building the model without imposing a limit on development and production costs. The result is the 400R.

Making life difficult for himself, Peter was adamant that the car had to be period correct from a design standpoint, even though almost

every part of the donor 993 Carrera used for the project has been modified. “It was crucial that Porsche’s design language was fully understood and properly interpreted in order for the 400R to retain the essence of what everyone loves about air-cooled classics,” he tells us. To that end, a thirty-five-strong team worked tirelessly for more than 5,500 manhours in partnership with bodies who have worked in Porsche’s own prestigious design studio.

“We employed the same technology Porsche uses to develop a modern car,” continues Peter. “CNC machining, laser scanning and 3D printing have been used to great effect, but the 400R’s wings and bumpers were hand-modelled in clay to ensure emotional, organic curves that computers are arguably too precise to achieve on their own. We then digitally scanned the finished panels to ensure they were mirrored perfectly on each side of the car before they were constructed from carbon-fibre.”

RAISING THE BAR

Almost every visible surface is made from the lightweight weave, save for the bewinged beast’s standard steel doors. They’ve been retained due to their side impact protection bars, components that wouldn’t allow the car to achieve road legal status in certain territories if removed. In contrast, pretty much every other panel is custom, including those beautifully flared rear quarters where form follows function.

“For all its merits,” says Peter, “the standard 993 has an inherent understeer problem emphasised by a staggered track width. From the start, I wanted the 400R to have a square track width, something hitherto unheard of on a 911. The car’s bodywork has been ➤➤



THE 400R'S WINGS AND BUMPERS WERE **HAND-MODELLED IN CLAY** TO ENSURE EMOTIONAL, ORGANIC CURVES



Above A rear end that's bound to set pulses racing!

Right Four-litre flat-six has been built by Rothsport Racing and produces the same power as the 993 GT2 without the need for forced induction



Super model

Porsche may not have built a 993 GT3, but it did produce a 993 GT2 to meet homologation requirements for racing. Only fifty-seven road legal examples were built in the half-decade leading up to 1998, with twenty of those being GT2 Clubsports made using the very same shells as the GT2 race cars. Powered by a twin-turbocharged 3.6-litre flat-six producing 430bhp, the model served as a safety car during the 1995 F1 championship.



A step further

If you like the idea of buying a Gunther Werks 400R, but want even more in the way of exclusivity, then you'll be pleased to know that Peter and his team are offering a variety of cost options in keeping with his firm belief that the client comes first. Attractive houndstooth inserts for the carbon-backed buckets, ceramic paint protection (you can order a 400R in any colour you like), JZR shocks and springs, Alcantara inserts for the carbon-fibre rear seat delete and safety belts in a choice of different colours are just some of the options on offer. For more information, visit www.guntherwerks.com





DRIVER Q&A



PETER NAM

Occupation
Founder of Vorsteiner

First Porsche
997 Carrera

Favourite Porsche
991 GT3 RS

Best thing about the Gunther Werks 400R
The emotional driving experience

Worst thing about the 400R
993 factory doors are heavier than I'd like!

Best thing about Porsche ownership
The culture and passion surrounding air-cooled cars

» designed around this principle, with sixty-three inches achieved front and back, the widest track on a road-going Porsche," he beams. That's wider than the 991 GT3 RS!

The 400R's chassis is supported by a bespoke KW Clubsport coilover kit bolstered by lightweight RS-spec uprights, a front-end hydraulic lift system, solid mounts, Eisenlohr spherical rolling joints and the option of bespoke billet wishbones. In fact, every part of the car is brilliantly over-engineered, including its all-important beating heart. "We wanted a four-litre flat-six capable of at least 100bhp per litre," explains Gunther Werks technical director, Amjad Ali. "We approached Jeff Gamroth at respected Porsche tuner, Rothsport Racing, with our idea. He confirmed that it was possible, but that the development and build of the engine wouldn't be cheap. In keeping with Peter's vision, the 400R is a 'money no object' project. Everything about the car had to be the best, from the quality of materials used to the performance the finished product was capable of delivering. We didn't hesitate to give Jeff the green light to begin work," he smiles.

Billet barrels, a billet crank, bespoke Mahle pistons, forged connecting rods, a billet fuel rail, high-flow injectors, a carbon-fibre GT3 plenum and dual coil-on-plug ignition joined the party, as did a lithium-ion battery and a Turbo-sized fan made from a single piece of billet and featuring specially designed vanes developed after extensive flow dynamics testing.

Additionally, the aforementioned MoTeC electronic brain is loaded with switchable maps that alter fuelling and shift between two inputs of a 997 GT3 RS titanium exhaust system. The low output map delivers reduced power, quieter sound and higher back pressure, while the more aggressive map delivers higher flow, more noise and increased power. 25bhp more, to be exact!

ROAD TO REDLINE

A single-mass mid-weight flywheel and an uprated single-plate clutch help transmit galloping ponies to the road via Gunther Werks forged three-piece eighteen-inch five-spokes wearing titanium hardware and Pirelli rubber. As you'd expect, the gearbox itself has been thoroughly reconfigured. "The stock 993 features an incredibly long first gear," sighs Peter. "To take into account the power output of the 400R's engine, its 7800rpm redline and 330lb/ft torque, not to mention vastly improved driveability, we've developed bespoke ratios for the Porsche G50 six-speed transmission. The 400R also makes use of a 40% locking limited-slip differential equipped with incredibly durable carbon-disc clutch packs."

A Classic Retrofit electronic air-conditioning system (the first developed for the 993) replaces the standard heat exchangers, air-con pump and its supporting hardware. Not only does this reduce weight – it's worth noting that the 400R is more than 181kg lighter than the model it's based on – but its position at the front

Above You'd be forgiven for thinking that the Gunther Werks 400R is a stripped-out track attacker, but the car's interior is pleasingly refined

Left Thoughtful design can be found everywhere you look



» of the car has enabled Peter and Amjad to tinker with weight bias front-to-back, ultimately resulting in a more balanced and better handling 911.

The appointment of an electric power steering pump at the nose end of the wide-arched wonder has also contributed to the lack of bulk at the rear. And then there's the not insignificant fact that the old-school equipment saps power to the tune of almost 60bhp; compare the original air-conditioning pump's power drain of almost 35bhp to the Classic Retrofit part's demand for just a single pony!

HIDE AND SEEK

The 400R's interior is exceptionally plush. Unsurprisingly, carbon-fibre features throughout, not least of all in the form of a two-piece rear seat delete and motorsport-esque front bucket backs, yet leather and gorgeous Alcantara successfully steal the show. The dash, door cards, rear quarter panels, steering wheel, seat cushions, headlining, centre console and gaiters are expertly trimmed in the stuff, complete with stitching colour-coded to the car's paintwork. Aerospace-grade carpets, slotted pedals, forged foot rests, CNC-machined door handles and a billet ignition cover prove that the devil is in the detail, while bevelled clock rings draw attention to a 400R-branded rev counter recalibrated to 9000rpm.

Not the stripped-out track warrior you were expecting, then?! "The car is light and very fast, but its cabin is an agreeable place to spend time," grins Amjad. "We've included a



lot of creature comforts, including a Porsche Classic Radio Navigation System, a lightweight amplifier and Kevlar-constructed front door speakers designed to create an optimised soundstage around the front seats. Removing standard speakers saved a few kilos!" he laughs, before suggesting the installation of a carbon-fibre roof without sunroof equipment saved more than 20kg whilst simultaneously lowering the car's centre of gravity.

If all of this sounds like music to your ears, then you'll be pleased to know that Gunther Werks is taking orders for the limited run of twenty-five 400Rs it plans to produce following the model's star turn at the imminent SEMA show in Las Vegas. Power and style doesn't come cheap (excluding donor car, the 400R's base price is close to £395k), but if you're like Peter and want the very best of today's automotive technology wrapped up in a lightweight, wide-bodied, air-cooled classic, then you could do a lot worse than reaching for your cheque book. Yeah, we want a 400R too!

Above Final tuning at the track will take place following the car's appearance at SEMA





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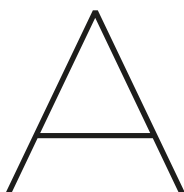
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Transaxles head into battle at Donington

The Great Race celebrated a quarter century of 924s on the grid



special event took place at Donington Circuit on 30th September to celebrate the twenty-fifth

anniversary of the BRSCC Porsche Championship. Currently sponsored by Toyo Tires and organised by the Porsche Drivers Association (PDA), the competition is recognised as the UK's longest-running Porsche-only competitive motorsport series.

The championship was originally exclusive to 924s, attracting split grids totalling up to sixty cars. As the years went by, however, transaxle numbers tailed off, leading to the presence of Boxsters among the pack. Even so, true to the series' origins, Donington played host to two 924-only sprint races following a qualifying session that included no fewer than eighteen cars. Past champions and current competitors took to the track, with triple Class A winner, Rick Styrin, victorious in both of the day's highly anticipated rounds.

Midlands-based Porsche parts and panels specialist, Club Autosport, supported the event with a static display that included an utterly bonkers 1000bhp 928, while



guest drivers from other series included Lotus Cortina veteran, Brian Jarvis, and Ginetta favourite, Chris 'Jonah' Jones.

The day was presented as a not-for-profit event, with contributions and raffle ticket sales generating more than £1100 for 'Doing it for Dawn', a charity benefitting former York Hospital accident and emergency nurse, Dawn Watts, who is currently suffering an aggressive form of breast cancer.

The final outing of this year's Porsche Drivers Championship took place at Brands Hatch across the weekend of the 21st October, where the competition ran as part of the BRSCC's Formula Ford festival.

Get hold of a back issue copy of the July edition of *Ultimate Porsche* featuring our 'behind the scenes' look at the Porsche Drivers Championship. Place your order at bit.ly/droptopspecial



Restored 914 ready to wow at this year's Lancaster Insurance Classic Motor Show

A beautifully restored 1973 Porsche 914 has been selected as the first finalist in the Lancaster Insurance Pride of Ownership competition. Owned and restored by Paul Hibbert from Barnsley, the four-pot Porsche will join nineteen other stunning classics on a special display at this year's Lancaster Insurance Classic Motor Show, held at Birmingham NEC from Friday 10th to Sunday 12th November.

A fan of air-cooled classics for as long as he cares to remember, Paul has previous experience of restoring a VW Beetle. "My 914 has undergone a bare metal restoration over the past four months," he explained. "The car has covered just 17,000km from new. It's now immaculate thanks to reupholstered interior trim. I can't wait for the NEC show." Best of luck in the competition, Paul!



MOT exemption for cars over 40 years old

In its infinite wisdom, the Department for Transport (DfT) has announced that cars more than forty years old will no longer require an MOT after May 2018. What could possibly go wrong?! The rationale behind the decision is the thinking that cars older than four decades tend to be the cherished, well-kept possessions of enthusiasts, which seems to us like a dangerous assumption. In fact, more than half of those consulted by DfT thought MOTs should remain in place for all cars as a basic safety check, with brakes, steering and tyres being flagged as obvious areas of concern. DfT disagreed, inviting owners to volunteer their cars for an MOT if in doubt. What do you think? Email us with your comments. Our contact details are at the top of the page.

See you there...

NEC CLASSIC MOTOR SHOW

Each November, thousands flock to Birmingham NEC to enjoy the Classic Motor Show, organised in conjunction with entertainment TV show producer, Discovery. Hundreds of cars will be on display from Friday 10th to Sunday 12th November, with exhibits ranging from rare motorsport machines to pristine road cars. Porsches will be in plentiful supply, so pop along to the show's website and book your tickets today: bit.ly/classicnec

NEWARK AUTOJUMBLE

A great day out for any classic car enthusiast, the Newark Autojumble offers a vast array of parts, restoration services and related products for a variety of vehicles on ten separate Sundays throughout the year. Each autojumble sees Newark Showground filled with hundreds of inside and outside trade plots, as well as a classic car display area. Outside catering units will keep you stocked up on the warm stuff, so get yourself to Newark and bag a bargain. The next autojumble takes place on 19th November. More info at bit.ly/newarkauto

BEAUJOLAIS RUN

The Beaujolais Run is a distinctive road trip that takes place every November. Supercars, classic cars, 4x4s, kit cars, specialist cars, daily drives and touring motorcycles participate in what is regarded as a 'money can't buy' series of experiences for entrants. The primary aim of The Beaujolais Run is to raise money for Air Ambulance through the Henry Surtees Foundation, a UK charity inspired by the memory of John Surtees' late son. bit.ly/beaujolaisrun

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JAPFEST DONINGTON
SATURDAY 30TH JUNE
DONINGTON | Japfest.co.uk

TRAX DONINGTON
SUNDAY 1ST JULY
DONINGTON | traxshows.co.uk

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SILVERSTONE | fordfair.co.uk

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Porsche 911 Coupe

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- Black
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Porsche 911 2.7

- MFI Targa
- 1 of 2 UK RHD's
- Magenta



Porsche 964 RS

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- LHD



Porsche 911 2.7

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- Speed Yellow
- Very Special Car



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- Low Mileage



Porsche 993 RS

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Smuggler's box

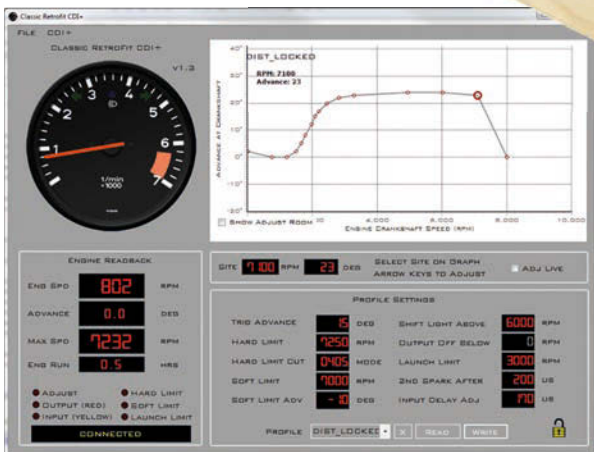
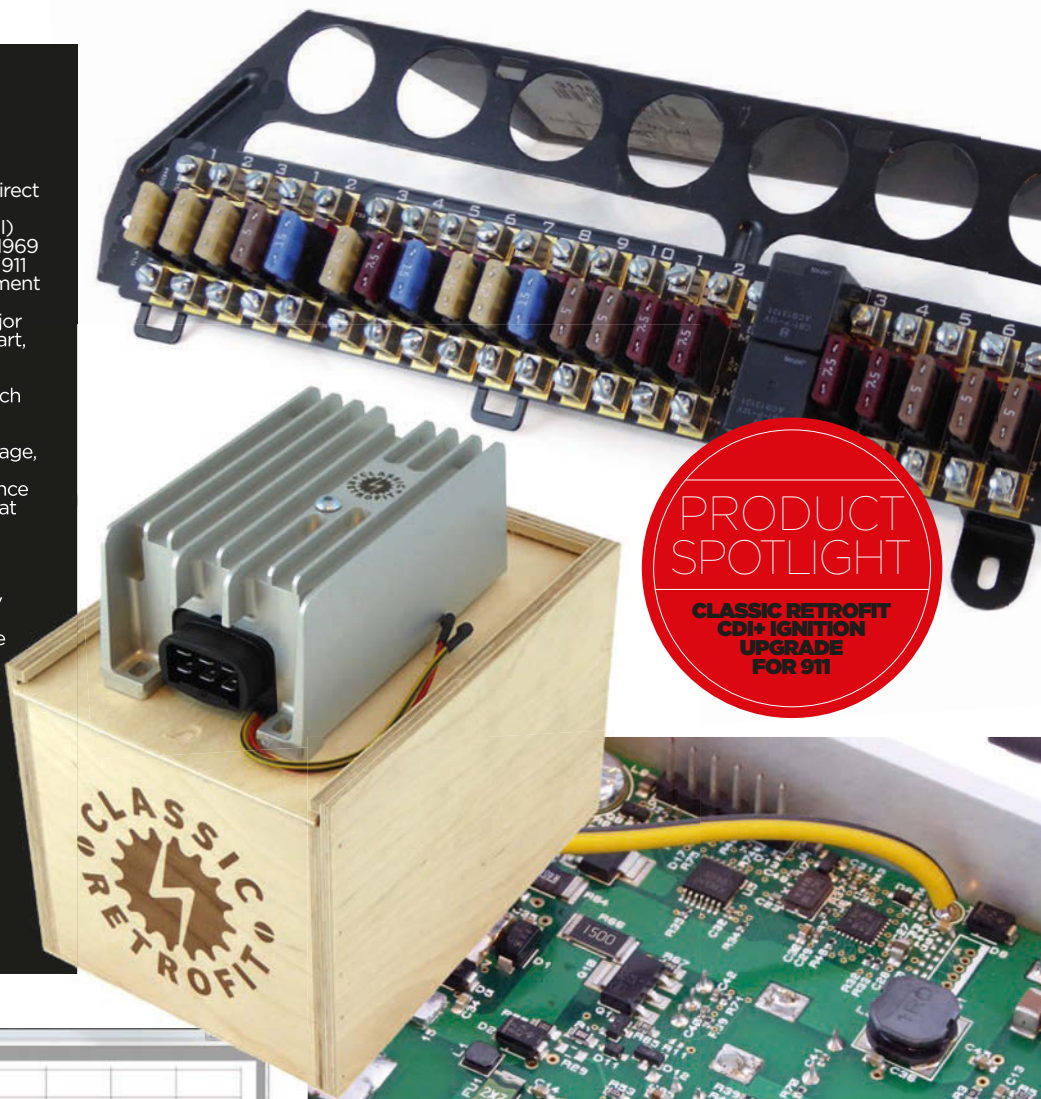
CLASSIC RETROFIT CDI+ IGNITION UPGRADE FOR CLASSIC 911

Classic Retrofit's CDI+ unit is a direct replacement for standard Bosch capacitor discharge ignition (CDI) boxes fitted to classic 911s from 1969 to 1983, including the legendary 911 Turbo (930). Extensive development and rigorous dyno testing has proven the CDI+ unit to be a major improvement over the factory part, with improve torque registered throughout the rev range.

Several failure modes of the Bosch box have been 'designed out', changes that protect Classic Retrofit's offering from over voltage, output short circuit and reverse polarity. Providing extra confidence in its product, the firm tells us that performance and durability are confirmed by endurance racing teams worldwide.

The CDI+ unit features fully programmable soft and hard rev limiters, a shift light and a fully mappable ignition curve. A cable enabling USB connectivity is supplied with each purchase, while programming software is free to download direct from www.classicroetrofit.com. No modification is required to your 911's original wiring harness. This is a 'plug and play' bit of kit housed in an attractive aluminium case. Retro-fitting the unit inside an original Bosch case is a cost option available upon request.

Price: From £795
www.bit.ly/classicroetrofit





HANDPRESSO COFFEE MACHINE

This portable espresso machine is the perfect gift for coffee lovers who find themselves constantly on the road. Each Handpresso package includes a matching Thermos-insulated bottle to keep water hot for up to four hours, plus four non-breakable cups and the ability to produce 80-110ml coffee in four minutes without leaving your car. Whether you've hit the highway for business or pleasure, Handpresso is what you need!
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MILLTEK METAL POLISH

Exhaust manufacturer, Milltek, has solved a perennial problem for many conscientious owners of classic Porsches: how to restore the look of a stainless exhaust system. After extensive testing, the company has released a tailored metal polish that will render any stainless steel exhaust or metal component ready for concours or show duty with the minimum of effort.
PRICE: £11.76 www.bit.ly/milltekmilsh



NICOMAN 'SPAGHETTI' FLOOR MATS

These incredibly durable custom-fit 'Spaghetti' floor mats from Nicoman feature a 12mm thick intricate weave that traps dirt, debris and moisture, keeping muck away from your car's valuable carpets. Made to order for right-hand drive vehicles (including 911, 924, 944, 964, 968 and 993), each mat can be cleaned by jet wash or hose. Fire retardant, sound-deadening, UV-proof, non-slip, stiletto-friendly, super-comfortable and featuring patented GECKO backing, each set of mats comes with an impressive two-year warranty and is available to order in a choice of eight different colours suiting a variety of classic Porsche interiors. Nicoman pitches the product as the most luxurious car mat available. Find out for yourself by buying a set. Chat to the Nicoman team by visiting the firm's trade stand (TV027) at the forthcoming Lancaster Insurance Classic Motor Show at Birmingham NEC, 10th-12th November.

Price: £65 per set of four mats
Contact: order@nicoman.co.uk or visit www.nicoman.co.uk

DEI COOL COVER GOLD AIR TUBE COVER KIT

Cold air is denser than warm air, which means the lower the intake temperature of your car, the more its engine will be able to perform at its best. To assist with keeping intake charge temperatures as low as possible, DEI has developed what it calls Cool Cover Gold, an air tube cover kit manufactured from metalised polyimide lamination bonded to a robust heat-treated fibreglass material that prevents airflow pipework from absorbing heat in the high temperature environment of an engine bay. Rated at 800°F (427°C), Cool Cover Gold will fit air intake tubes up to 71.1cm long and 7.62-10.16cm in diameter. It's easy to cut or trim as necessary, and at just 0.7874 cm thick, it takes up negligible space around the tube it is wrapped around.

Price: £62
Contact: www.designengineering.com





FORGE MOTORSPORT BLOW-OFF VALVE

Forge Motorsport has released details of its beautifully over-engineered 50mm blow-off valve, suitable for most motorsport and tuning applications. Featuring a 50mm aluminium piston using stabilised Viton o-rings and high-temperature Mobil 1 grease, the part has been tested under high boost on some of the world's most powerful cars. The vacuum barb is a huge 6mm in diameter and fully rotatable 360° to suit any installation.
PRICE: £181.25 www.bit.ly/forgemotorsport



WORX HAND CLEANER

It's all too easy for DIYers and automotive technicians to forget the fact they work with potentially harmful substances on a daily basis. Worx all-natural hand cleaner is the effective solution, and a product that no spanner-wielder should do without. Plant-based, 100% biodegradable and certified by both EcoLogic and Green Seal, Worx is 100% free from borax, phosphates, harsh solvents and petroleum products.
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When it comes to cleaning your car, you demand products that are easy to use. You also want stunning results, so why not go Supersonic?! This water-based, cross-linking SiO2-based nano-hybrid paint sealant protects against UV, bird lime, heat and oxidation. The product

lasts for a minimum of twelve months after application and bonds to paintwork for extensive hydrophobicity and resistance to surface contamination. Spray, wipe and buff. It's that simple! The accompanying quick detailer acts as a Supersonic booster, and can be applied after you've washed your classic Porsche in the usual way.

Price: SPECIAL OFFER £50 for both products (RRP £60)
Contact: www.bit.ly/absupersonic



TURBOSMART FUEL PRESSURE REGULATORS

Turbosmart's latest high-performance EFI fuel pressure regulators are smaller, lighter and better than ever before! Featuring two 1/8" NPT, -6AN or -8AN inlet ports, one 1/8" NPT, -6AN or -8AN return port and a 1/8" gauge port, 30-90psi base pressure adjustment, 1:1 ratio, a premium diaphragm, a stainless steel valve and a matching seat, this fantastic fuelling equipment allows for any fuel type (including E85) and is suitable for engines boasting up to 800bhp. Machined in-house from billet aluminium and stainless steel, each hand-assembled FPR is designed to provide smooth and stable fuel pressure under all conditions from idle to full throttle. A mounting bracket and retaining clip, vacuum fitting and a gauge port blank kit is included with every purchase.

Price: From £163.68
Contact: www.turbosmart.com

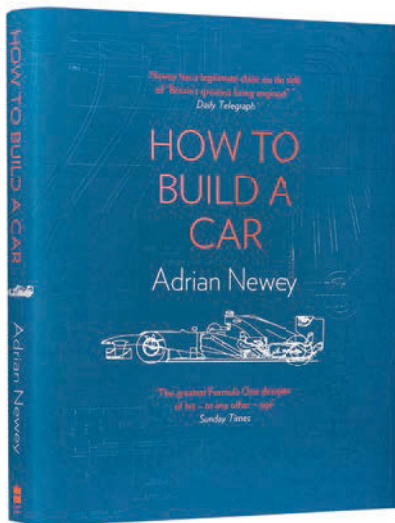
RECOMMENDED READ

ADRIAN NEWEY AUTOBIOGRAPHY

Adrian Newey is arguably the greatest car designer in the history of Formula One. Newey has worked in both F1 and IndyCar racing as an immensely successful race engineer, aerodynamicist, designer and technical director. After designing championship-winning cars for Williams F1 and McLaren, Newey moved to Red Bull Racing in 2007, where he currently serves as Chief Technical Officer. He has won no fewer than ten F1 constructors' titles (more than any other designer), helping some of the world's most famous drivers to bag championship silverware. At last count, he has contributed to more than 150 GP wins! Described as Britain's greatest living engineer, he's taken time out of his busy schedule to pull together his autobiography, *How To Build a Car*, available to pre-order now before its official release date at the beginning of November.

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Classic Retrofit's CDI+ unit is a direct replacement for Bosch CDI boxes fitted to classic Porsche 911 models from 1969 to 1983 and 930/911 Turbo to 1989. Extensive development and rigorous dyno testing has proven the CDI+ unit to be a major improvement over the original Bosch CDI unit, with improved torque right across the rev range. Several failure modes of the original units have been 'designed out', protecting



the units from over voltage, output short circuit and reverse polarity. Performance and durability are confirmed by race and endurance teams worldwide.

The units feature programmable soft and hard rev limiters, a shift light output and a fully mappable ignition curve. All units come with a USB cable and the programming software is free to download from our

website www.classicroetrofit.com

The Classic Retrofit CDI+ unit requires no modifications to the original wiring loom harness or metalwork and is 'plug and play'. Our custom aluminium casing sits perfectly in your engine bay for a very attractive appearance. Our electronics module can also be retrofitted into an original Bosch case by special request.

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GO LARGE!

Jayson Fletcher's 924 Turbo is enjoying a new lease of life as a 240bhp Carrera GT tribute following twenty-three years in storage

WORDS Dan Furr PHOTOGRAPHY Ray Owens





What's your favourite Porsche? Does it have an RS badge? Perhaps you're partial to a 911 Turbo? Jayson Fletcher has always been a fan of the 924 Carrera GT, but like many of us who fantasise about owning rare sports cars, his dream of seeing the wide-hipped homologation special parked in his garage is forever thwarted by prohibitive purchase prices. Fortunately, Lady Luck came to the Essex resident's aid when she made him aware of the car you see on the pages before you.

"It's a 924 Turbo built in 1979 and registered on 2nd January 1980," he beams. "It was treated to a GT body kit and Fuchs-style Compomotive three-piece split rims before being put into storage twenty-three years before I bought the car in December 2012. The asking price was less than the wheels were worth, so I knew I'd make my money back if further investigation revealed I'd forked out for a rotten shell."

Originally painted silver, the sleeping transaxle had all the hallmarks of an abandoned project, including a lack of front seats. "I was under no illusion that the car needed a lot of work," explains Jayson. "It's unlikely that you'll be able to throw a fresh battery onto a Porsche that's been sitting motionless for almost quarter of a century and then expect to drive off into the sunset! I knew I'd need to invest a lot of time and energy in transforming the car into what it is today," he smiles.

Mechanically, his new toy was in a standard state of tune, but Jayson's desire for an increased number of ponies meant the 175bhp lump powering the potent Porsche was promptly

removed and rebuilt with all new seals, ARP fasteners, new main bearings, honed bores, a refurbished starter motor, an overhauled alternator, a rebuilt turbocharger and new fuelling equipment. "I ditched mechanical fuel injection in favour of an electronic fuel injection system I cobbled together by making use of an Emerald K6 ECU, a Bosch 044 fuel pump, a Chrysler Neon fuel rail and Volvo 440cc injectors which are long enough to be seated in the engine's cylinder head. Additionally, I made a custom wiring loom using generic Ford sensors," he reveals, understandably proud of a job well done.

Unlike the 924 Turbo, the Carrera GT was equipped with an intercooler as standard, lifting power to around 210bhp. Needless to say, a large alloy intercooler ranked high on Jayson's shopping list, but fitting the part was trickier than he'd anticipated. ➤





HE'S ACHIEVED HIS GOAL OF OWNING A **WIDE-BODIED 924** AT A FRACTION OF THE PRICE OF THE PRODUCTION VERSION



Left Deutsch Nine GTS headlights replace the Turbo's standard pop-up units

Right Depending on who you believe, a Martini Racing sticker will add 20bhp to your 924



Birthday party

2017 marks forty years since the UK launch of the 924, which means the chaps and chapettes of the 924 Owners Club are in full-on celebration mode! Their great display at the Footman James Classic Car Show is to be followed by a special gathering of Guards Red 924s at the forthcoming NEC Classic Car Show, where the club's stand will be next to Porsche GB's own display of cars. Visit porsche924.co.uk for all the details.

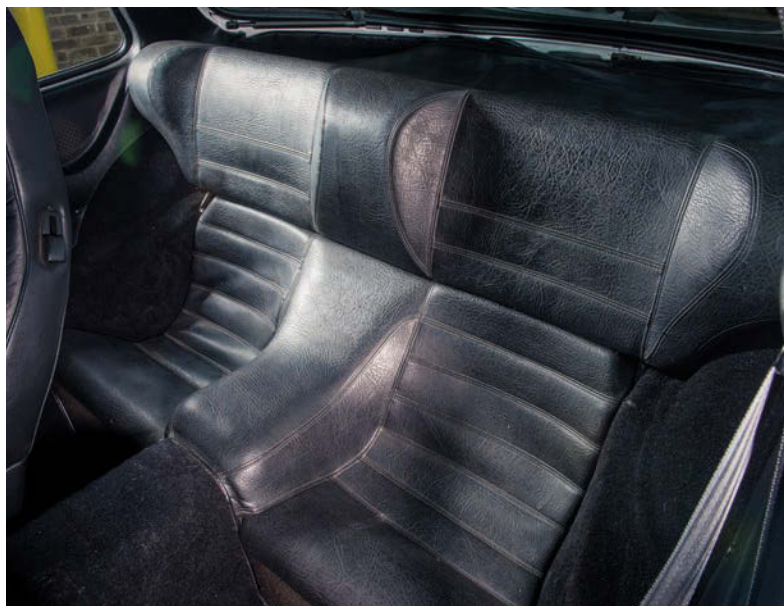


»» “The Carrera GT retains the 924’s standard pop-up headlights, but as any 924 or 944 owner will tell you, the supporting equipment for this functionality takes up a lot of room in the engine bay. I found it difficult to squeeze an aftermarket intercooler and an enlarged radiator into place with the original headlight gear present. Subsequently, I bought a Deutsch Nine 924 GTS headlight kit which enabled me to remove the offending pop-up units and their bulky motors.”

Before refitting the engine and adding the new parts, the car was stripped bare and sent to a bodyshop for a lick of Volkswagen Candy White. While the work was taking place, Jayson dismantled and restored the split rims, painting the centres bright red and furnishing them with a new set of bolts. He also spent time making custom lenses for the GTS lights, and he



Left and below 944 leather is a perfect fit inside Jayson's 924 Carrera GT tribute, a transaxle now producing more power than the model that inspired its assembly!



modified a new Pro-9 Carrera GT front bumper after the part already fitted to the car showed signs of a poorly applied repair.

BIG IDEAS

A similar level of work was required when it came to the car's interior. Damaged door cards were restored (as opposed to being replaced), while a tidy pair of 944 'tombstone' leathers joined a retrimmed MOMO Prototipo steering wheel, a boost gauge and recoloured carpets. There's a MOMO gear knob too, an ergonomically pleasing part that sends instruction to a rebuilt gearbox which forms part of a transmission package featuring new driveshafts and CV joints.

Other chassis equipment includes rebuilt calipers, drilled brake discs, Goodridge braided hoses, Spax adjustable dampers, Kilen 30mm

lowering springs and Powerflex polyurethane bushes designed to stiffen the car's ride on the road whilst simultaneously making it more compliant at the track. Before any attack of the asphalt could take place, however, there was the small matter of mapping the Emerald ECU.

Loading the car onto a trailer, Jayson set sail for Emerald's headquarters in Thetford where company boss, Dave Walker, was ready and waiting to dial power into the bright white Turbo. Unfortunately, the day didn't go according to plan. "The engine was struggling to make boost," sighs Jayson. "Dave and I had a good poke around in the hope of discovering an obvious fault, but in the end, I loaded the car back onto my trailer and headed for home."

Once back in his native Colchester, Jayson removed his 924's recently rebuilt turbocharger only to discover a piece of

The numbers

Left-hand drive 924 Carrera GTs have the factory designation 937, while the seventy-five right-hand drive versions of the same car are listed under the 938 identifier. The GT has a 49/51 distribution of weight and weighs less than 1200kg. Equally as pleasing is the fact that the Turbo-based nature of the Carrera GT makes it one of the cheapest limited edition Porsches to maintain. The rarer GTS is an evolution of the GT, and can be recognised by its distinctive, Perspex-covered headlamps.



DRIVER

Q&A

**JAYSON FLETCHER****Occupation**

Hygiene planner for a construction company

First Porsche

This one

Favourite Porsche

924 Carrera GT

Best thing about your 924

Its handling abilities

Worst thing about your 924

The trouble I have finding spare parts

Most expensive part of the build

The paint job



solid rubber jammed inside the part. No wonder it was having difficulty spooling! Thankfully, no damage was done, and he was able to refit the item before hauling the car all the way back to Thetford. Frustratingly, while on Emerald's rolling road for a second time, the tweaked transaxle only hit partial boost.

A busted vacuum hose proved to be the cause of the problem, but even on only half-bar boost, the car made 160bhp on the rollers. Certainly, this figure is down on the Carrera GT's standard engine output, but with the faulty pipework fixed and boost raised to 1bar, power is now estimated to be closer to 240bhp, or to use Jayson's preferred unit of measurement, "it goes like the laptops!"

WIDE AWAKE

Two years and three months after dragging the car out of the garage it had been hibernating in, Jayson was thrilled to be able to take to the road in his wide-bodied 924. It has become a familiar sight at Silverstone Circuit, taking part in track-based events organised by the 924 Owners Club (porsche924.co.uk) and being displayed at the Silverstone Classic two years on the bounce.

Despite this high profile attention, Jayson says that he gets the most fun out of his car on the twisty B-roads in and around Essex. "I've owned far newer sports cars, including a Honda S2000, a three-litre BMW Z3 and a modified Mk1 VW Golf powered by a two-litre sixteen-valve engine on bike carbs, and I can say without any doubt that the 924 handles better than any of them. The near-even front-to-back weight

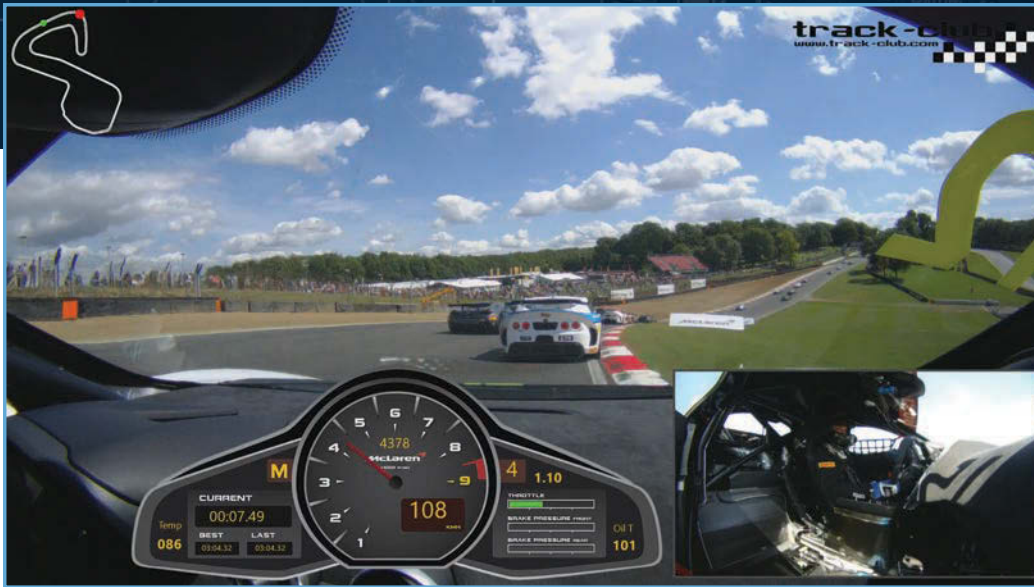
distribution Porsche achieved is amazing, and the additional grip I get from staggered wheels and Yokohama rubber with nine-inches of width at the rear allows me to power around sharp corners with confidence," he confirms.

It's not just his 924's handling that eclipses what he's experienced when in the pilot's seat of other motors. "I haven't ever driven a car that generates as much excitement and attention on the road," he grins, acknowledging the number of fellow road users that pull up alongside his modified transaxle before waving their arms furiously in an effort to gesture their appreciation for the striking appearance and high quality finish he's managed to achieve. Would he have been on the receiving end of less enthusiasm if he'd been spotted driving a genuine GT? Probably not, yet he's managed to achieve his goal of owning a high-powered, wide-bodied 924 at a fraction of the cost of buying the production version.

"Too many Porsche owners are concerned with negatively altering the value of their cars through modifying, but as long as you keep the parts you're replacing, there's every chance a car can be returned to standard specification. When all is said and done, if the cost of the creating a replica of the car you dream of is massively low in comparison to buying the real deal, then there really isn't any good reason not to personalise your Porsche. In doing so, you can tailor the specification of the car you're attempting to ape by better-suiting it to your own taste in style and performance," he says. And as his 924 Carrera GT tribute proves, he's not wrong!

Above It's easy to see why this tuned 924 Turbo generates so much excitement on the road





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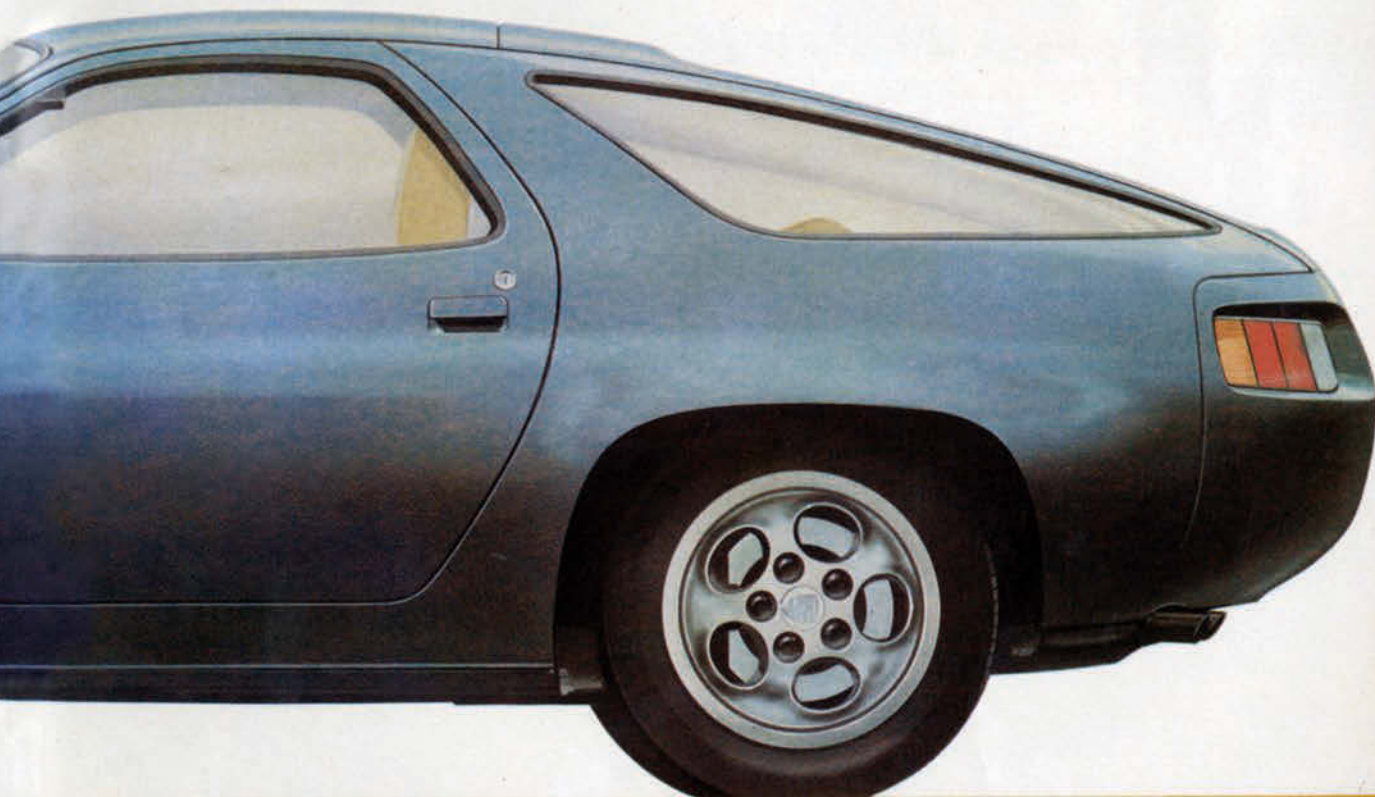
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A streetcar named Desire.

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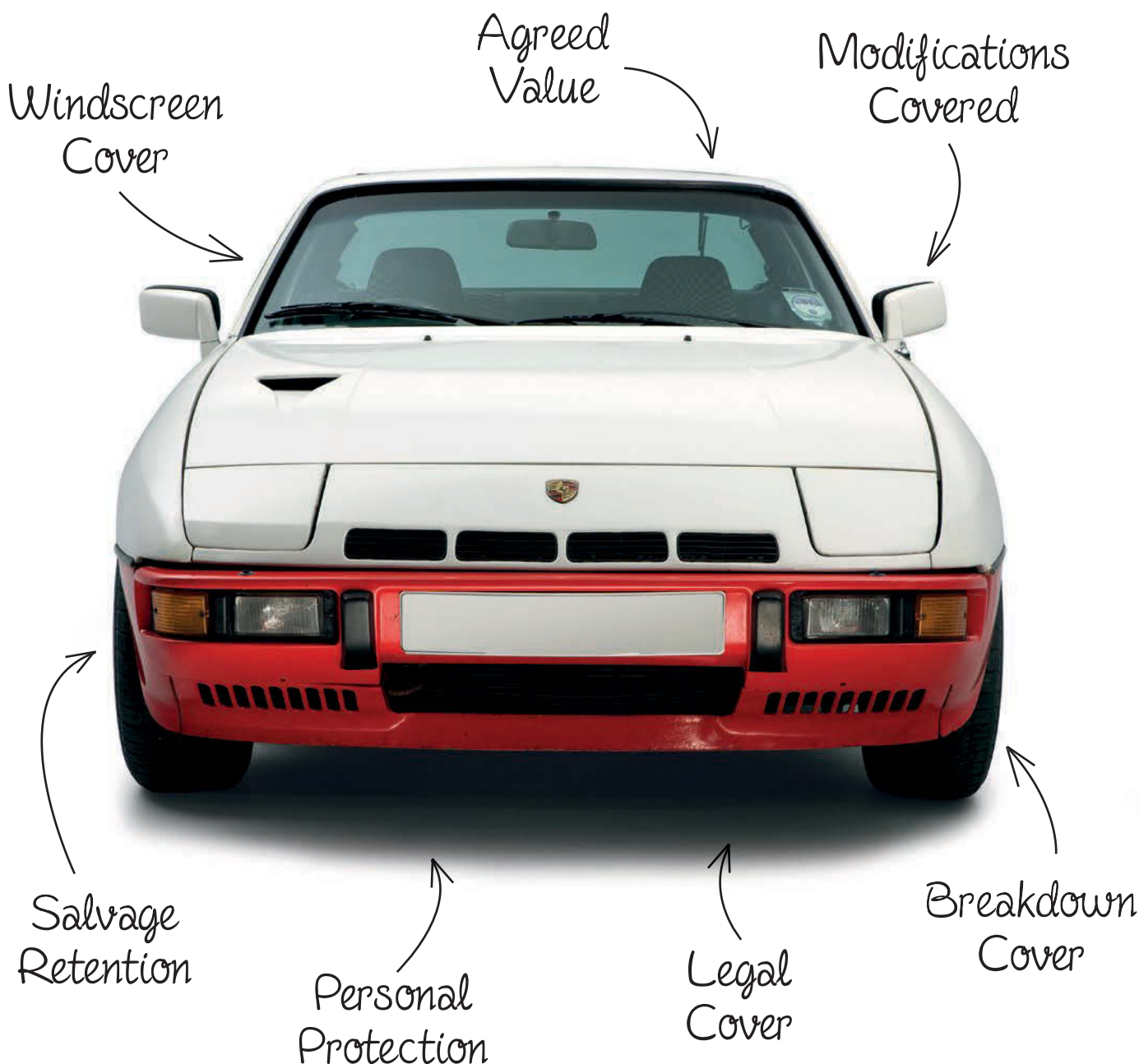
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Torque Specialist

Darren Anderson

If carried out to a high standard, a departure from standard specification is unlikely to have an impact on the value of your classic Porsche, argues RPM Technik's Darren Anderson...

Everything we do at RPM Technik follows a principle that puts engineering ahead of every other consideration. Our solution to the age old complaint regarding the classic 911's 'candles for headlights' is a prime example of this; repeat customer feedback about how inefficient the standard front beams are encouraged my team to look at a workaround that would provide owners of older Porsches with modern illumination. In doing so, we wanted to ensure the design of whatever equipment we developed remained sympathetic to that of the host vehicle.


Suitable for all 911s up to and including the 964, our LumeTechnik LED conversion kit is designed to replace the original Porsche light assembly without the need for additional bulky transformers. It simply plugs into the car's standard wiring! The lifetime of the system – comprising the brightest LED high and low beam units available – is equally as impressive thanks to its ability to provide around 30,000 hours of usage before requiring replacement.

The simplicity of installation is evidence of our well-honed process of design and engineering in action. It's one we apply to whatever request or concern our customers present to us. We look at what it is that they want to achieve and find a fit for purpose solution. In the case of LumeTechnik, we addressed a gripe registered by owners of classic 911s the world over, but many of our clients have demands that encourage us to identify ways in which cars can be better suited to a specific application. Consequently, we often find ourselves reconfiguring the chassis of an older Porsche in order to make it more compliant at the track. Likewise, we might be taming an aggressive suspension setup so that a Porsche owner will get more enjoyment out of road trips from behind the wheel of their pride and joy.

RPM Technik has forged a rock solid reputation for modifying and upgrading classic Porsches. A significant portion of the new business enquiries we receive reflect how well



versed we are in the field, but even if you're attempting to tune a Porsche at home, remain open minded when it comes to what can be done to improve your experience of driving a modern classic. Unless you're lucky enough to be in possession of a super-rare limited edition where the value is held in the model's originality, don't be too concerned with taking away from the factory specification of your car; the majority of the alterations you make can most likely be reversed at a later date, so keep hold of the standard equipment you remove.

Then again, the chances are that the changes you apply will result in a driving experience others will also enjoy, so don't be fooled into thinking that your actions will have a negative impact in the presumed financial worth of your Porsche. As long as the work is carried out to a high standard and is in good taste, then you should have nothing to worry about when it comes to resale value. 

Above LumeTechnik LED lighting is a 'plug and play' upgrade for classic 911s

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We often find ourselves reconfiguring the chassis of an older Porsche to make it more compliant





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Torque *Enthusiast*

Mark Watts

Life's too short to ignore your passion for Porsche, so seek out the best Stuttgart-crested car you can afford, and do whatever it takes to secure its future, suggests Mark Watts...

I grew up in Thatcher's Britain. City stockbrokers gambled with other people's money (and got away with it!), knocked back magnums of Krug in wine bars and drove flash cars. Stereotypically, many piloted Guards Red 911 Turbos. Fast, sleek, expensive, exclusive. Porsche had created an iconic poster car with a striking image that stayed etched in my memory.

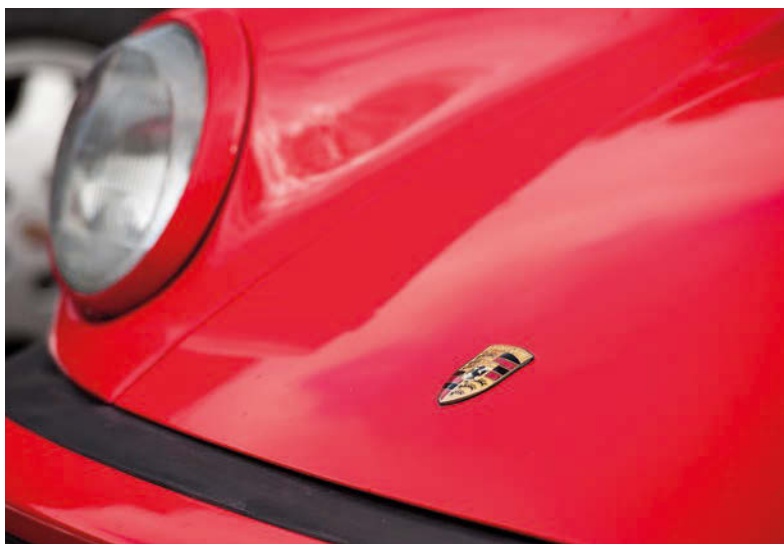
I dreamed of seeing my name on the logbook of a 911, but didn't think I'd ever be in a position to contemplate ownership. When the time came to replace my modified Astra VXR, however, I had an itch that needed to be scratched.

The Auto Trader app suggested luxury German barges from BMW, Audi and Mercedes, but nothing I looked at excited me. Everything I saw was too routine, too numerous. I wanted something different, a car that would stand out. I don't know why I didn't think of it sooner, but a 911 fit the bill perfectly.

I began to evaluate what I could get hold of with the cash I'd set aside for my new car. The more I looked, the more stretched my budget appeared to be! I raided money boxes, checked down the back of the sofa for loose change and dipped into my mortgage to make my dream a reality. After all, you only live once, and as any Porsche owner will testify, owning a sports car from Stuttgart is worth making sacrifices for.


There's something very special about Porsche ownership, the brand, its pedigree and its history. Seeing your name on the V5 of a 911 makes you part of an exclusive club, one that appoints you as a custodian of automotive excellence contributing to the survival of the species. It's a privilege and an honour to get to drive a 911, let alone own one! There's a sense of anticipation followed by a shiver of excitement the moment you turn the key in the ignition and hear the car's engine burst into life. Put simply, there's nothing quite like driving a Porsche.

Not only do you get to experience a true driver's car with superb handling, direct (but weighted) steering, a firm clutch pedal and precise gear shifting, all of which combine to



deliver instant feedback to the driver, but other road users appreciate seeing a well-kept Porsche. I'd like to see my 911 through their eyes while the fluid, timeless curves of the car drive past. Even the sight of my Porsche parked on the driveway when I peer out of my living room window never fails to make me smile!

My first year of Porsche ownership has been full of joy. Limiting the car's mileage means that every drive is a pleasurable treat. It also means that running costs are kept low while the car's value is kept high. Admittedly, depreciation-free driving is a rare thing, but I wouldn't make this your primary consideration when purchasing; my advice to anyone considering getting hold of a classic Porsche is to do it while you can. It's better to have owned and lost, than it is to never have owned at all.

Research your preferred Porsche well. Ask questions, test the water. Don't be afraid to jump in with both feet, but keep your eyes wide open and buy with your head (although also listen to your heart!). Most importantly, remember to enjoy every moment of ownership – when it comes to Porsche, there is no substitute. 

Above Few sports cars are capable of generating the same kind of emotional response encouraged by a Guards Red 911

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Porsche people

“Thrashing a 356 struck me as a sure-fire way to lose money”

Deep in the heart of rural Cambridgeshire, Savile Row menswear designer, William Hunt, keeps a collection of cool classics

WORDS Dan Furr PHOTOGRAPHY Alan Schaefer



Savile Row in Mayfair, London, is known throughout the world as the home of bespoke menswear. The ‘golden mile of tailoring’ is as famous as the celebrity clientele it attracts, with stores owned by respected designers offering beautifully cut suits, shirts, shoes and leisurewear. In 1998, William Hunt appeared on the street after achieving success at premises on the King’s Road in Chelsea and Neal Street in Covent Garden. Fiercely masculine with splashes of colour, his designs have proved hugely popular, gathering a cult following of rock stars, actors, sportsmen and television personalities attracted by his signature style.

The clothes and accessories William offers are impressive, but tucked away at his >>





Porsche people



country pile is an awe-inspiring collection of the four-wheeled variety. “I love the romance of old cars,” he beams. “I adore retro styling and efficiency in design, which is why I’ve enjoyed owning classic Porsches for the past twenty-odd years.”

His passion for Porsche started after he spent time in a friend’s 911 SC in the mid-1990s. “I was struck by its unusual combination of brown paintwork and tartan interior. The sound the car made was just as intriguing as the way it looked, a characteristic that led me to buy an early 911T, but of the fourteen 911s I’ve owned since that time, my favourite is the 911T Targa that I bought eighteen years ago,” he smiles.

The occasion of our photo shoot was the first time the 1974 semi open-top had been fired up following an extensive restoration. Alan Stokes Automotive Engineering in Ramsey is responsible for the car’s rebuilt 2.4-litre flat-six, while Awesome Auto Trimmers in St Ives expertly dressed the eye-catching houndstooth-trimmed sprung seats. In fact, pretty much everything on the car has been repaired, restored or replaced, resulting in one of the tidiest Targas we’ve seen in recent times.

WORTH THE WAIT

Well and truly bitten by the bug, William decided to buy a classic Porsche that he could use as an everyday car. A modified 911 SC wearing a ‘whale tail’, Fuchs wheels with orange centres, colour-matched lower body graphics and gorgeous black leather seats with white piping caught his eye, but the owner of the three-litre coupé kept delaying the agreed sale of the car, resulting in an impatient Mr Hunt buying a Guards Red Carrera 3.2 instead. Then, as if the SC’s owner’s efforts to play hardball had run out of steam, the Grand Prix White ‘84-plater was offered without hindrance!

“It goes like stink!” chuckles William. “It’s

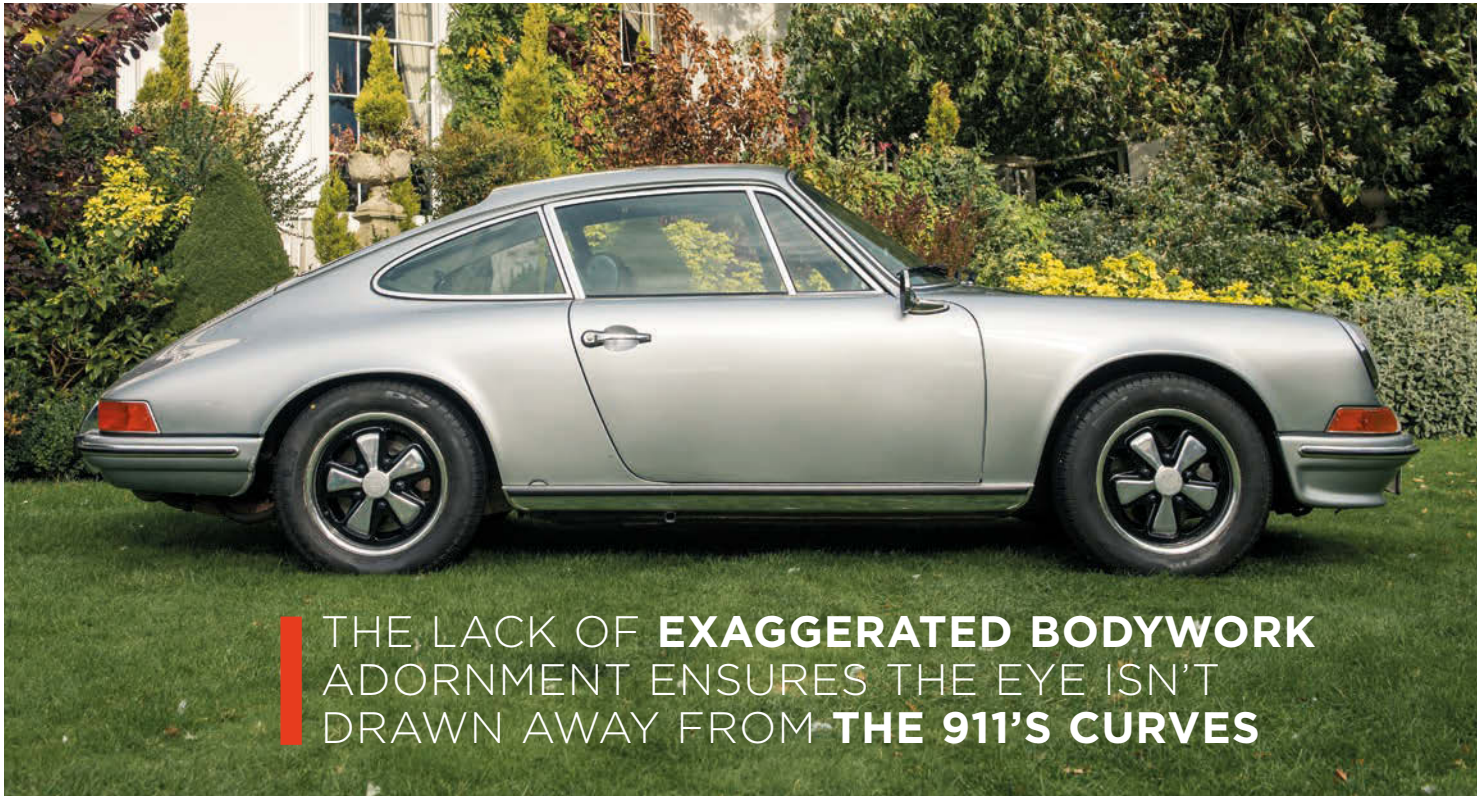


in fantastic mechanical and cosmetic condition. I absolutely love the way the car performs, and I’m a big fan of the striking looks that drew me to it in the first place, although I appreciate that orange trim isn’t for everyone!” he smirks.

A 1971 2.2-litre 911S – a model currently celebrating its fiftieth birthday – followed. Sympathetically restored, the car is presented in silver and features perforated black leather notable for its gorgeous patina. This particular car is a perfect example of where Porsche’s simplicity of design works wonders; the lack of exaggerated bodywork adornment ensures the eye isn’t drawn away from the 911’s flowing curves. Pure, simple, and sitting on polished Fuchs five-spokes, this unassuming classic is one of the highlights of William’s collection, although he has plenty of love for an altogether more aggressive six-cylinder sports car.

“It’s a long wheelbase 911 that has spent the majority of its life taking part in rally





THE LACK OF **EXAGGERATED BODYWORK** ADORNMENT ENSURES THE EYE ISN'T DRAWN AWAY FROM **THE 911'S CURVES**

Top left 911T Targa has been with William for eighteen years

Left and below Grand Prix White 911 SC was very nearly the one that got away

Above and right There's beauty in the simplicity of this silver 1972 911S



DRIVER Q&A



WILLIAM HUNT

Occupation
Designer

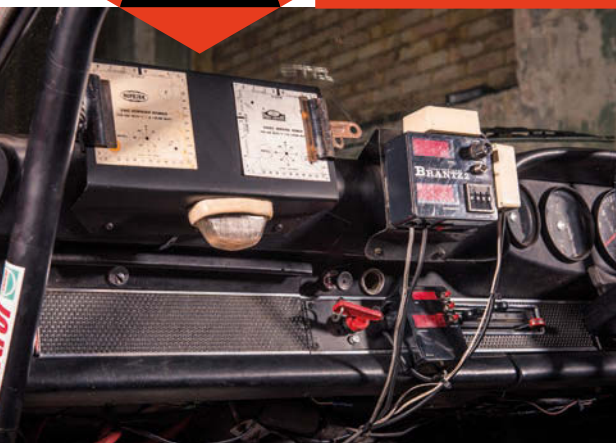
First Porsche
A left-hand drive 911T

Favourite Porsche
My recently restored 2.4-litre 911T Targa

Best thing about Porsche ownership
The quality of the manufacturer's engineering is fantastic



Porsche people



» competitions in Ireland,” he explains. “Alan and I travelled to the Emerald Isle to collect the car with the intention of having fun in hill climb contests here in the UK. I love everything about the battle-scarred beast, from its ravaged twin-tone paintwork to its vintage Paddy Hopkirk map reading equipment!”

He added the roll-caged classic’s roof-mounted tyre rack before taking great pride in presenting the car at a well-attended Porsche show. “I left the doors unlocked so that fellow enthusiasts could have a good look inside a well-used 911 rally machine. You can imagine how surprised I was to return to the car later in the day, only to find that someone had nicked its locking pins!” he gasps.

A stealthy black Carrera 3.2 riding on black rims came and went thereafter, as did a variety of desirable classics from the production lines of other manufacturers; various Ferraris (including a 308 GTB and a Dino), vintage Mercedes drop-tops, MGs, Triumphs, Jaguars, Fiats, Volvos and a rare OSI 20 M TS were added to the collection, a portfolio that at one stage numbered more than seventy vehicles. William has kept the vast majority of them to the present day, yet for all the weird and wonderful cars he’s purchased, his Porsches reign supreme.

FASHIONABLY LATE

“I love how easy it is to personalise a Porsche,” he continues. “To my mind, late Carrera 3.2s are the best naturally aspirated classic 911s due to their immense power and how advanced they are from a technology and mechanical standpoint when compared to much earlier 911s, but there’s no denying the huge appeal of a pre-impact bumper model’s appearance when compared to the arguably too numerous G-series. I liked the idea of trying to achieve the best of both worlds, which is why I embarked on a project that resulted in my first backdate,” he says.

A “horrid” green Carrera 3.2 with a faded

grey interior was bought to use as the platform for the project. Stripped to a rolling shell and plied with new doors, a non-sunroof roof skin, new valances, a new bonnet and a mountain of other early-spec exterior furniture, the car was painted gloss black while Alan rebuilt its engine, its accompanying G50 transmission, its suspension, brakes and fuel injection system. Naysayers dismissed William’s determination to fit the seats and dashboard from an early 911 into the Carrera’s cockpit, but determined to prove them wrong, he persevered, and can be rightly proud of the end result.

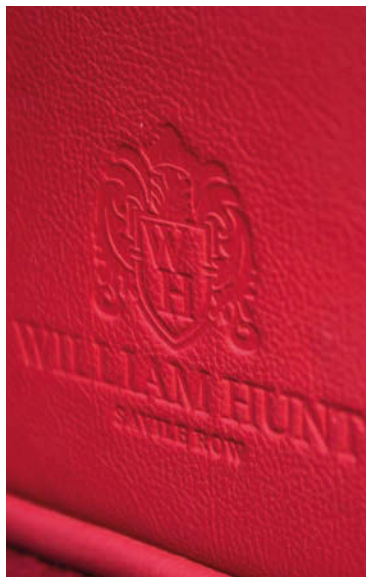
“As a menswear designer, it’s important for me to achieve authenticity when producing clothing inspired by retro styling. The same principle applies with my backdate’s interior. No matter how many people told me I wouldn’t be able to fit an old dashboard and matching furniture inside a Carrera 3.2, I was adamant that I’d do exactly that!” he grins. »





Left Seasoned rally weapon looks the part and is loaded with vintage navigation gear

Above and below The positive response to these twin Carrera 3.2 backdates has inspired William to create his own signature line of air-cooled 911s





Porsche people



PEOPLE USED TO MOCK 924s, BUT THEY'RE **AMAZING SPORTS CARS** AND OFFER BRILLIANT VALUE FOR MONEY





Left William's Pewter-wheeled 924 Turbo has performed well during road trips to Le Mans

Above Susan was so impressed with William's Turbo that she bagged herself this unrestored low-mileage minter!



➤ Better still, he exceeded expectation by commissioning Awesome to trim the seats, dash, quarter panels and almost every other interior surface in tan leather. Similarly-coloured deep pile carpets were also made to order, as were custom door cards embossed with the William Hunt Savile Row crest.

Staggered Fuchs are just about the only giveaway when it comes to identifying the finished car's origins as something other than a standard example of an early 1970s 911, but that hasn't stopped admirers from cooing over William's black beauty. In fact, the pretty Porsche has proved so popular that its master recently built another vintage-looking 911 based on a Carrera 3.2! Yup, contrary to what its exterior might suggest, XXG 911J is a brilliant blue backdate loaded with late 1980s nuts and bolts and a custom red leather interior, again sporting the William Hunt crest.

Such is the level of interest and admiration

for this duo of reimagined classics that William is planning to use them as the catalyst for a limited run of signature 911s, each known as the William Hunt Savile Row edition. He's not excited only by Porsches powered by flat-six engines, though, as his beloved 49k-mile 1980 924 Turbo proves.

"People used to mock 924s, but they're amazing sports cars and offer brilliant value for money," he stresses, pointing out how quick and reliable his Pascha-trimmed white Turbo is whenever it's called upon to carry him on trips to the legendary Circuit de la Sarthe.

STRENGTH IN NUMBERS

Echoing the sentiment is Susan Ma, William's best friend of twenty years and the proud owner of an unrestored 1980 Guards Red 924 Turbo that has covered just 34k miles from new. "The transaxle family of Porsches has been underrated for a long time, yet it yields cars that provide a massive amount of enjoyment on the road. I was inspired to buy my 924 Turbo after experiencing the thrill of riding in William's car, although I didn't think I'd ever find an example with such low mileage!" she reveals.

Retired from the public highway and kept in dry storage for eighteen years, Susan's turbocharged 924 required light recommissioning before she could hit the road in it earlier this year. She reports that new fuelling equipment was needed due to a rotten petrol tank. Additionally, a gearbox overhaul was carried out for peace of mind, but the unmolested nature of her tasty transaxle meant that getting it up and running hasn't ➤

DRIVER

Q&A



SUSAN MA

Occupation
Personal trainer

First Porsche
A silver 2005 Boxster

Favourite Porsche
924 Turbo

Best thing about your 924 Turbo
Few cars ooze sex appeal like a Pascha-trimmed Guards Red 924 Turbo!



Porsche people



presented her with too many challenges. >> “I’ve been happy to address whatever has needed attention in order to bring my Turbo back to its best. It wasn’t running brilliantly to begin with, but the new fuel kit has helped, and I’m now looking forward to refreshing the car’s amazing Pascha upholstery,” she confirms.

You’ll be able to see Susan’s prized possession in the metal by visiting the Porsche 924 Owners Club’s stand at the forthcoming Lancaster Insurance Classic Motor Show at Birmingham NEC, 10th-12th November. Pitched as ‘Family Values’, the club’s special display will feature five Guards Red examples of the iconic 924, from the earliest two-litre machine through to a Carrera GTS, each car representing a different chapter in the 924 story.

SUIT YOURSELF

Talking of a trip down memory lane, we were excited to see William’s 356 and 550 Spyder evocations during our time at his Cambridgeshire home. “I like to drive my cars hard, but buying a genuine 356 and then thrashing the nuts off it struck me as a sure-fire way to lose money, so I bought this 1.6-litre Beetle-based replica instead!”

Once again, Awesome was called upon for leather crafting. Similar work was applied to the 550 replica, a Bristol-built, Skoda-engined Spyder tribute that “feels like you’re sat on a skateboard.” It’s a lot of fun, although there’s no doubt the genuine 1973 911 RSR restoration William currently has on the go will be even more satisfying when completed. Tailor made? You betcha!



Left Genuine 1973 RSR will soon be more than just a rolling shell... we hope!

Below 550 Spyder evocation is about as low-slung as a sports car can get!



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Ever wondered what the numbers and squiggles on a rolling road printout mean? Wonder no more!

Roll with it



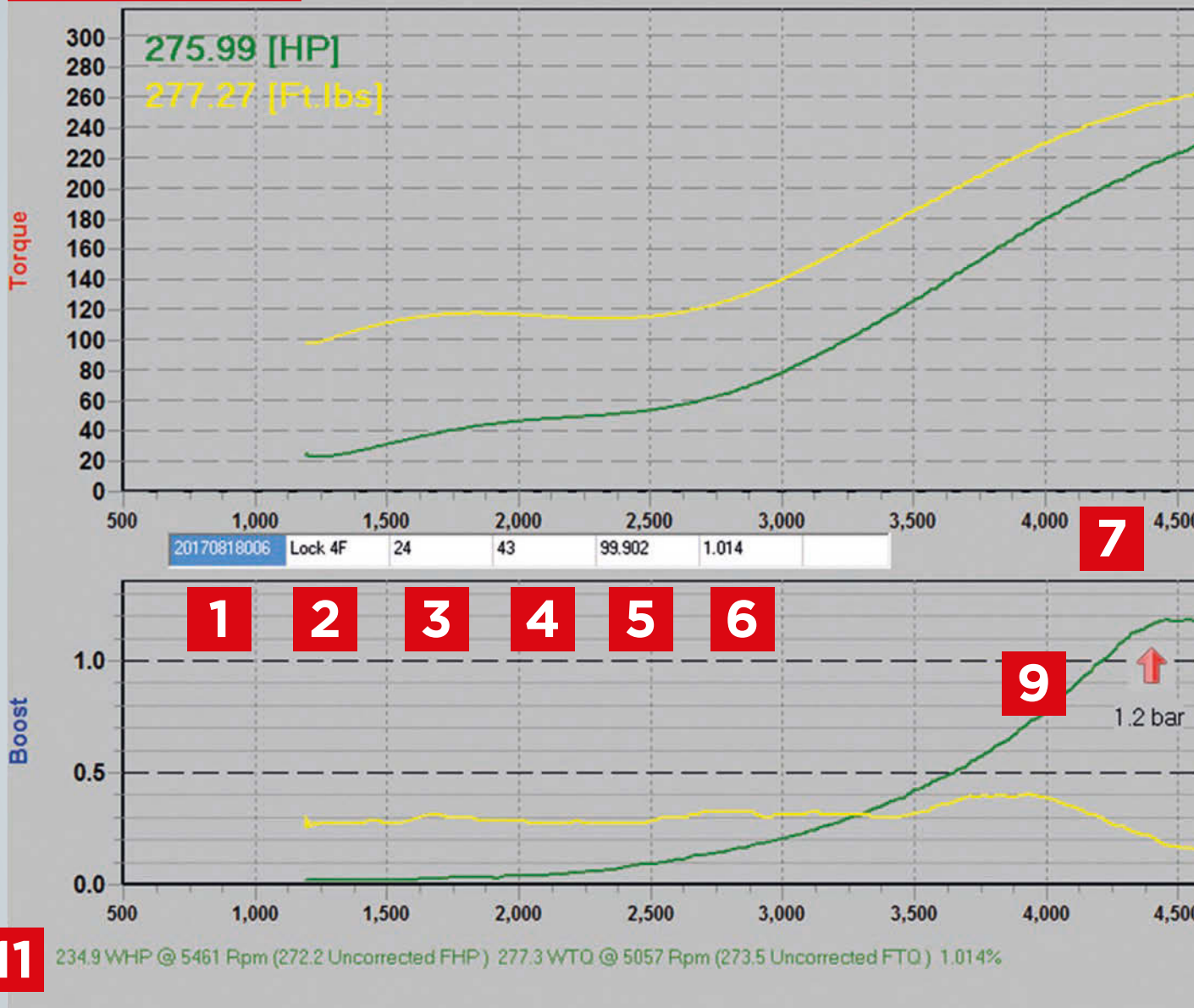
In the first part our guide to understanding rolling roads, we highlighted how they work, how you can best prepare your car for a power run, and what you should expect on the day of the test. We finished by taking a look at the horsepower and torque figures Barrie Powell's 944 Turbo S delivered at Dyno Developments, a Stevenage-based company respected for designing and producing the fastest and most stable chassis dynamometer control systems in the industry. Put simply, if you want to find out how well your Porsche is performing, then book a session at Dyno Developments!

We returned to North Hertfordshire in order to natter with company head honcho, Mike Gurney, about the printout Barrie was presented with after his modified transaxle was put through its paces on the rollers. We all know those concerned with pub talk only care about quoting high numbers, but there's much more information available on a rolling road printout than you might realise at first glance.

Here, we look at what each part of a dyno-generated graph tells us, and why chassis dynamometers are far superior to public roads when it comes to mapping a modified motor. ➤



THE PRINTOUT



1 Date and time

This string of numbers shows when the test took place. The data tells us that it was the 18th August 2017.

2 Test type

'Lock 4F' is the type of test carried out, which in Barrie's car's case, is a program designed for four-cylinder, forced induction applications.

3 Ambient temperature

This is the temperature - measured in degrees Celsius - inside the dyno cell at the point of the test.

4 Humidity

Humidity is a measurement of the amount of water vapour detected in air, a factor influenced by ambient

temperature. Listed as a percentage, a reading of 100% would mean the air is completely full of water vapour, creating the possibility of rain!

5 Barometric pressure

This is a reading of how heavy or dense air is registered at the point of the test. Weather is the major contributing factor.

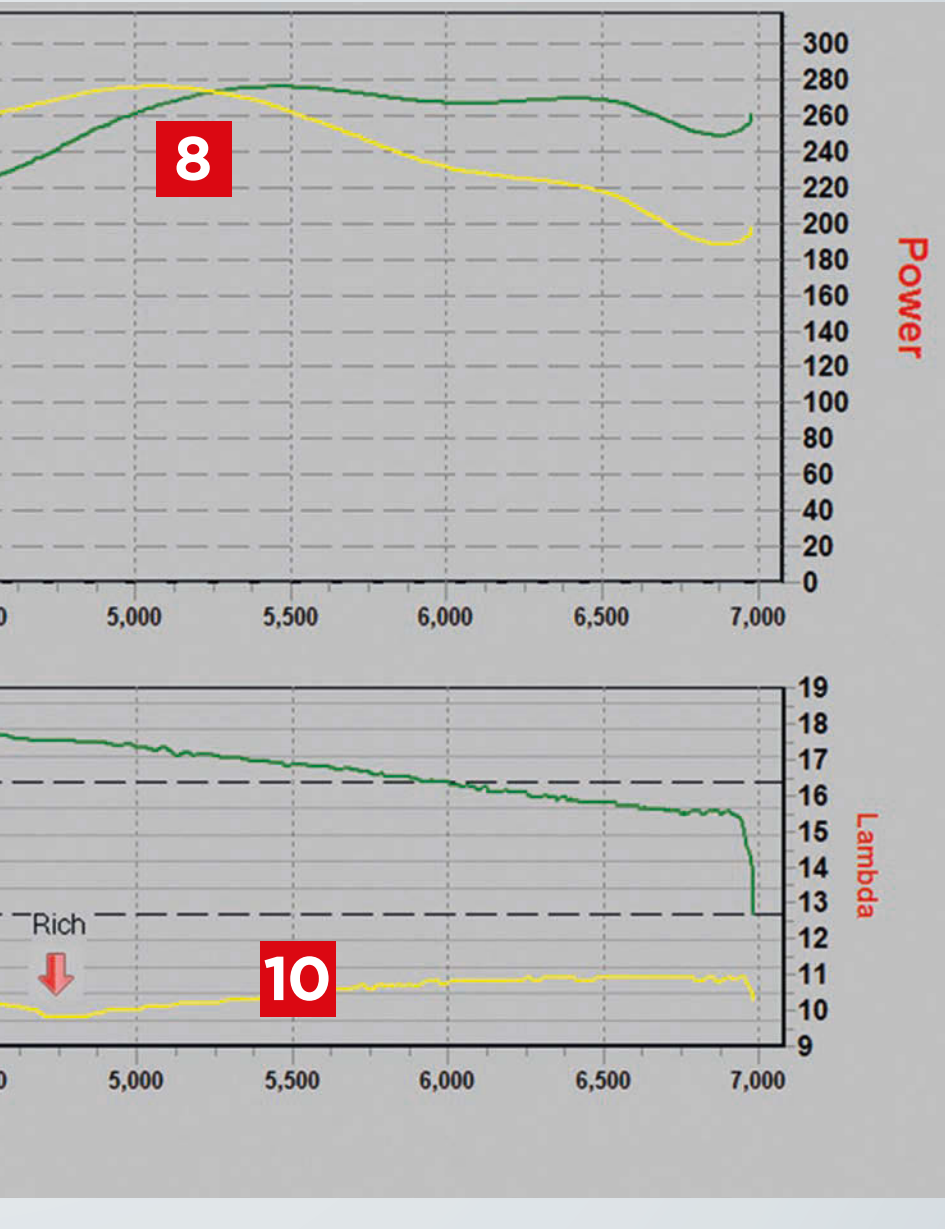
6 Correction factor

Cars tend to produce more power on a cold day than they do in the warm, primarily because the cool air they suck in is denser. This is a big problem for dyno operators, where inconsistent power figures can be achieved on a rolling road if weather conditions change throughout the

testing or tuning session. Based on the temperature, humidity and barometric pressure values presented to us by the dynamometer's computer, a calculated correction factor (based on an accepted formula) is applied to account for these kind of discrepancies.

A properly configured dynamometer will add or remove a small amount of power from its registered results in order to present a true reading of a car's performance. In the case of Barrie's 944 Turbo S, a correction factor of 1.014% was applied. In other words, the warm day of the test meant that the car was likely to be slightly down on power, hence the positive correction factor applied to the registered results.

Ensure the figure used for the calculation is clearly visible on your



rolling road printout, else you have no way of knowing if the dyno operator is providing you with misleading (and potentially damaging) power figures.

7 RPM
The horizontal rules at the base of each graph are precise measurements of RPM.

8 Horsepower/torque
Here we can see the power delivered by Barrie's 944. Horsepower is represented by the green line. Torque (measured in lb/ft) is represented by the yellow line. Both reach their peak at approximately the same point after a smooth climb, with horsepower continuing to deliver the goods at the point torque drops off.

This is where a change of gear would work best, allowing torque to keep climbing (take note all you aspiring drag racing champions!).

9 Boost
Old-school turbo technology is known to produce sudden surges of power after 'lag'. Modern turbochargers produce boost at a much lower point in the rev range, so don't be too alarmed if your classic Porsche doesn't deliver a green line as satisfying as that produced by your mate's 991 Turbo S. After all, part of what gives turbocharged classics their character is the sudden spool of a snail-shaped bhp booster. Ooosh!

On this graph, boost is represented by the green line and is measured in bar

(a metric unit of pressure). Mike has added additional information, showing where Barrie's car hits maximum boost, rated at 1.2bar. This is higher than standard (as expected thanks to the appointment of ProMAX ECU chips and a manually configured boost controller), but still very safe, and could be raised further if more power is desired.

10 Lambda
This is the precise measurement of the air/fuel ratio present in exhaust gases, logged in pounds per square inch (psi). Different engines have different fuelling requirements, and the mixture can be user defined (common practice when tuning a vehicle). As indicated by Mike's annotation, Barrie's car could run leaner, but some older electronic fuel injection systems can be difficult to manipulate, leading many tuners to increase fuelling in order to keep a modified engine safe. Thankfully, Barrie's engine is performing safely and without fault.

11 Summary
The green text beneath the second graph shows uncorrected measurements of horsepower and torque registered at the wheel and flywheel (corrected flywheel figures are displayed on the graph), plus the rpm each value has been recorded at. The final figure is a repeat of the previously quoted correction factor. It's worth noting that some unscrupulous dyno operators may try to distort transmission losses, thereby providing you with artificially high final power figures designed to put a smile on your face. Dyno Developments chassis dynamometers are put together in such a way that the operator cannot interfere with recorded losses. Reassuringly, they're fixed inside the system.





MEET MIKE

Before designing, producing and providing tuning outfits across Europe with 2WD and 4WD rolling roads (rated at 1200bhp and 2400bhp respectively) under his Dyno Developments banner, Mike served as an aerospace engineer, a software developer and was responsible for the sales success of Australian rolling road specialist, Dyno Dynamics, in the UK. Drawing on his immense experience in each field, he designs products that are respected as the most reliable and most accurate in the industry thanks to their enormous grip, fine load control and update speeds of 50,000 times per second. Unsurprisingly, he's recognised across the automotive world as a leading authority when it comes to the testing and tuning of performance cars.

LET'S ROLL!

Do you want to book your classic Porsche in for a test on a Dyno Developments rolling road? Perhaps you want to organise a car club dyno day with friends? Maybe you're a tuner looking to invest in one of Mike's dynos, or you're simply looking for the best place to map a customer's car? Whatever your rolling road requirements, give Mike a call on 01483 600208. He'll be happy to help!

CHASSIS DYNAMOMETER vs LIVE MAPPING

We asked Mike why a chassis dynamometer is superior to on-road live mapping when it comes to tuning and testing a vehicle. "It's difficult to keep an engine running on the road at full load and at a constant rpm without accelerating," he explained. "In the ideal world, you want to test a car at various throttle positions for prolonged periods without generating additional speed. This is almost impossible to achieve on uneven road surfaces, not to mention stretches of asphalt punctuated by junctions. Furthermore, it can be an unsafe practice, where high rpm in lower gears may encourage your car to lose traction, and lofty rpm in higher gears will likely see you travelling super-fast. Also, a rolling road is essential if you want to calibrate ignition timing, a key factor in ensuring your classic Porsche's engine is operating correctly," he says.

Cooked brakes, blown engines and lost driving licenses aren't exactly unheard of in the world of live mapping. Add to that the temperature, humidity, barometric pressure and correction factors automatically registered by a Dyno Developments machine, and it quickly becomes apparent that the most accurate way to find out how well your car is performing during testing or tuning is to run it on a properly configured rolling road.



A rolling road is essential if you want to calibrate ignition timing, a key factor in ensuring an engine is operating correctly

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Porsche 993 Carrera 2S 3.6L
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with Black leather interior.



Porsche 912 1969 Coupe
Manual Gearbox, LHD, Champagne
Yellow 6B22 with Black interior.



Porsche 912 1966 Coupe SWB
Manual Gearbox, LHD, Signal Red
with Black interior.

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Builds



TAKE A BACK SEAT

A poke around the cabin of the *Ultimate Porsche 944 Turbo* reveals badly damaged upholstery

WORDS AND PHOTOGRAPHY Dan Furr





Work commitments and a much needed holiday in the weeks that passed since the publication of my initial project update have left me little time to tinker with my recently

acquired 944 Turbo. In truth, the best I've managed to achieve is the continued stockpile of parts in readiness for a thorough assessment and spanner session with the car. I don't need a toolbox to see what state the ol' girl's interior is in, though. A quick look inside the cabin is all that's required to discover badly frayed fabric, a sagging headlining and rear seats that look as though they've spent the past five years being dripped on by a leaking battery. Yay!

Unfortunately, the offside front and rear fabric seat inserts appear to be beyond saving, but why let totally ruined upholstery get in the way of sprucing up the car's interior, especially when the guys at automotive accessories giant, Richbrook, told me about the tailored floor mats they're producing for various classic Porsches?! Cut and styled to suit the host vehicle's footwells, each mat is made from hardwearing, soft-touch, deep-pile 980g premium carpet with binding leatherette trim. They're offered in a range of different colours for less than forty quid a set. That's fantastic value, although to

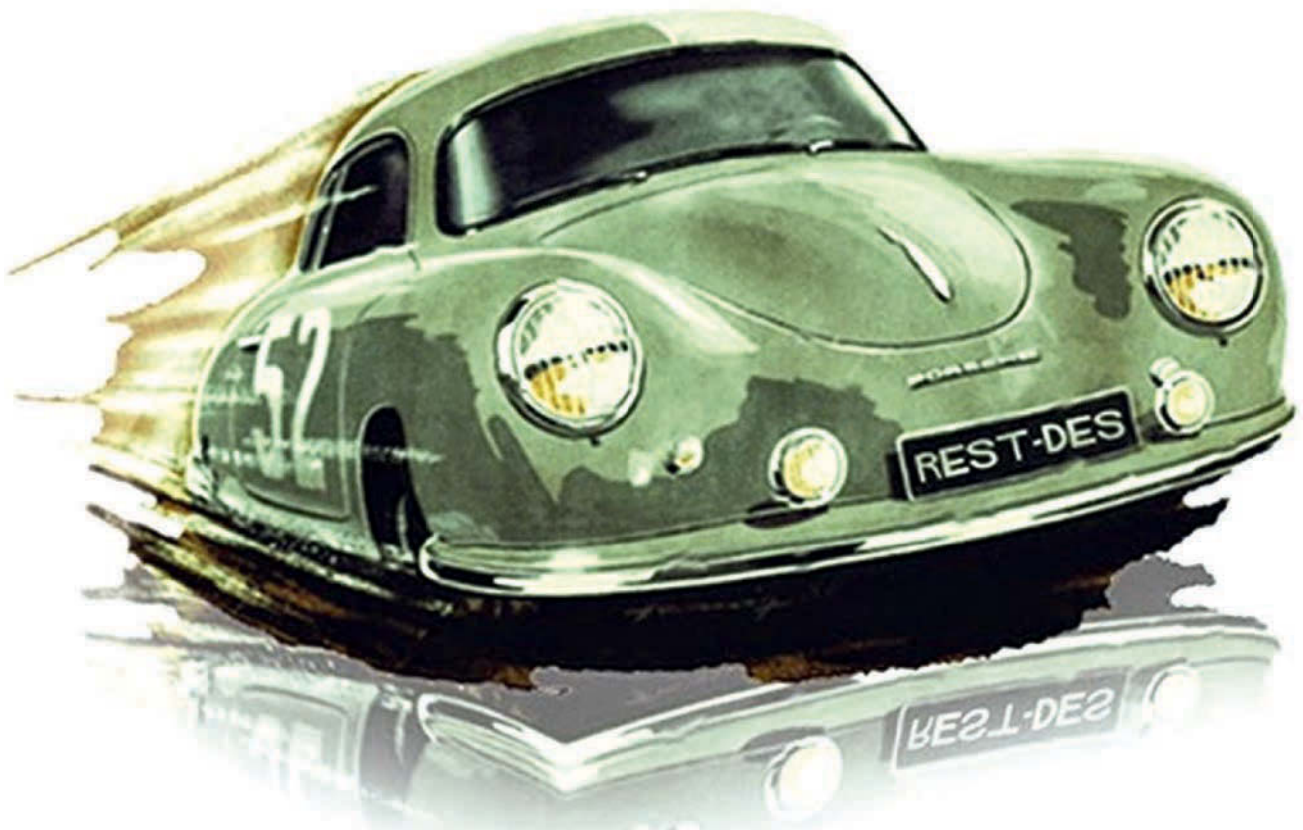
Above Porsche Driver's Selection leather fob patiently awaits a first turn of the key

Left Early indications are that the car's cabin furniture is in a state as bad as it's paintwork



RESTORATION

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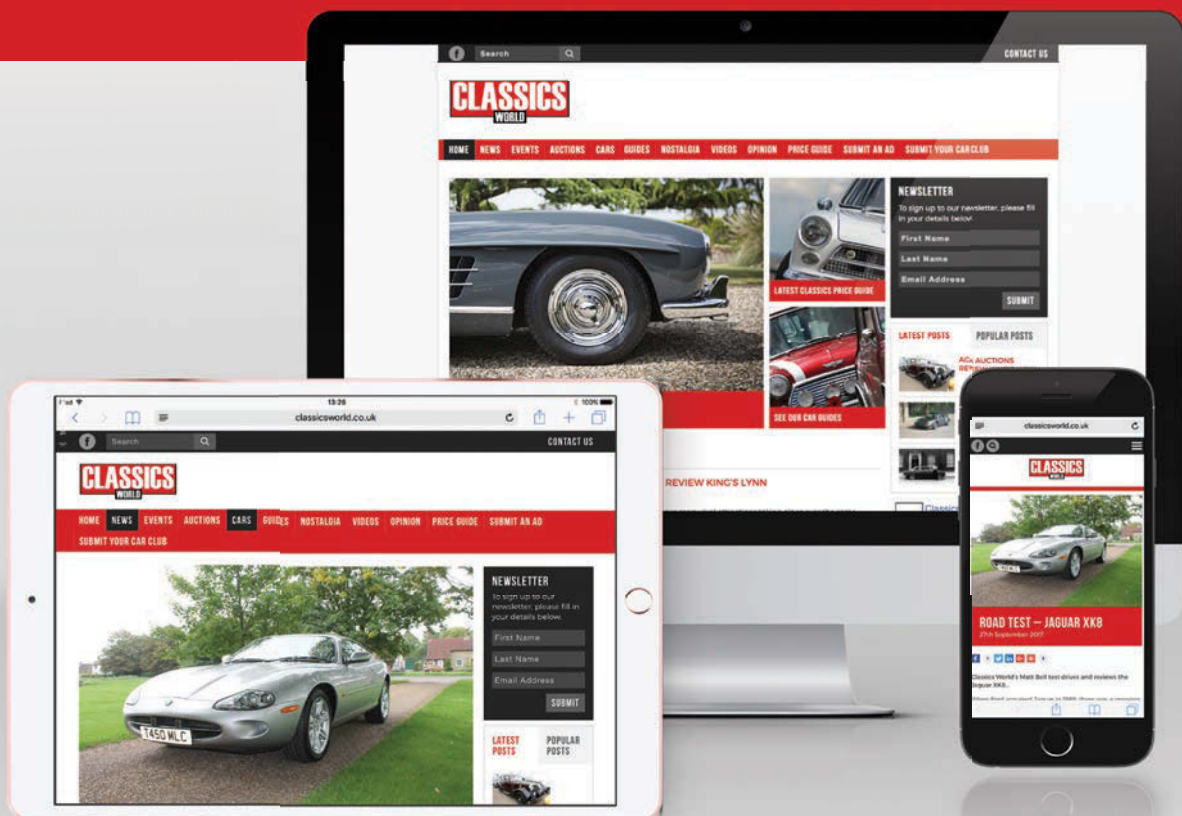
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Louise Piëch

Ferdinand Porsche's only daughter's legacy extends beyond being mother to Ferdinand Piëch

WORDS **John Bailes** PHOTOGRAPHY **Porsche AG**

If there's a family name as closely linked to the Porsche legacy as Porsche itself, then Piëch is it. Many will know Ferdinand Piëch as our favourite manufacturer's founder's grandson, mastermind of its sporting success in the late 1960s and former head of Audi, overseeing the development of the company to its current standing as a rival for BMW and Mercedes-Benz, yet it was his mother, Louise, who has been one of the most influential people to wield power at Porsche.

The only daughter of Ferdinand Porsche, Louise was born in 1904. At the age of 24, she married Anton Piëch, a lawyer who went on to lead the Volkswagen operation during WW2. During this time – and beyond – Louise took on increasingly senior roles at Porsche, steering the company through times of crisis when her father, husband and younger brother (Ferdinand 'Ferry' Porsche, pictured), were



the largest car dealership network in Europe, a vital revenue generator that contributed to the forming of Porsche Holding, the majority shareholder of today's Volkswagen Group.

For Louise's seventieth birthday on 29th August 1974, Ferry presented his older sister with the first 911 Turbo (VIN 911 560 0042). Painted Silver Metallic, the narrow-bodied belter features twin-tone upholstery, an RSR rev counter and a unique commemorative plaque. Today, the car is stored in the belly of the Porsche Museum in Stuttgart, although the tartan-trimmed two-door was used regularly by its proud owner prior to her death in 1999.

Unsurprisingly, she raised her four children with a view to them entering

Allied forces began to confiscate the property of many German vehicle manufacturers

arrested as war criminals and imprisoned in late 1945.

In the year that followed, allied forces began to confiscate the property of many German vehicle manufacturers. The enterprising Mrs Piëch saw the threat these actions posed to her father's company. Upon her brother's release from prison (six months after his incarceration), the siblings planned the launch of Porsche Konstruktionen GmbH in Austria. From

the firm's workshop in Gmünd, the first 356s were made, and after Anton and Ferdinand Snr's release from the slammer (following the payment of one million francs to French authorities) a short while later, Louise formed Porsche Salzburg GmbH, the exclusive Austrian importer of VWs.

The Piëchs managed the company together until Anton died unexpectedly in 1952. Louise continued to expand the operation, resulting in what became

the automotive industry. Ferdinand didn't disappoint, working on the Porsche 906, Audi 80, Audi 100 and Audi Quattro before becoming chairman of the board at Volkswagen. The group was facing bankruptcy, but he turned the company's fortunes around through expanding market share in the USA, developing the updated Beetle, acquiring Bentley (and Lamborghini for Audi) and initiating the development of the Bugatti Veyron.



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FROM THE
VAULTS

THE PIN-UP PORSCHE

The 911 Carrera 3.2 was the poster car for a generation of Porsche fans

WORDS **Richard Gooding** PHOTOGRAPHY **Various**

The classic 911 is Porsche's ultimate – some would say untouchable – icon. We all know that to be true, but there was a time in the late 1970s when the manufacturer was preparing to discontinue the rear-engined legend. With square-edged transaxle models ably proving there was life outside the curvy coupé, many saw the 911 as being long in the tooth.

Despite these concerns, however, the three-litre 911 SC was released to great acclaim in 1978. Even though the new car was down on power when compared to the Carrera it replaced, strong sales forced a rethink in Stuttgart. It seemed there was still life in the 911 concept after all. Hoorah!

Arriving for the 1984 model year, the Carrera 3.2 was arguably the purest incarnation of Porsche's sports car icon. A big step forward from the SC it superseded, the new and improved 911 was still very much an 'analogue' sports car, bereft of driver aids and powered by the traditional air-cooled flat-six. It was, of course, based on the 'impact bumper' G-series body introduced a decade earlier, yet the Carrera 3.2's familiar shape and galvanised body panels clothed a substantial evolution in the 911 story.

The Carrera 3.2 was available from day one in coupé, Targa and Cabriolet variants. It marked the first time the Carrera script had appeared on a 911 since 1977, but the biggest change was hinted at in the new car's designation: a 3164cc flat-six which Porsche claimed was eighty percent new. The higher displacement was arrived at by using the 95mm bore from the three-litre SC in conjunction with the 3.3-litre 930's 74.4mm crankshaft stroke, along with a compression ratio of 10.3:1. Bosch L-Jetronic fuel injection and Motronic 2 Digital Motor Electronics (DME) encouraged smooth engine running and mechanical reliability, while new inlet and exhaust pipework was also fitted.

Power was up to 231bhp with 209lb/ft torque delivered at 4800rpm. This was the most powerful naturally aspirated 911 to date, managing the 0-60mph dash in 6.1 seconds, racking up a top speed of 152mph. The first production 911 to feature an ECU controlling ignition and fuel systems, the Carrera 3.2 achieved a 0-100mph sprint in just 13.6 seconds. At a stroke, with performance nipping at the heels of the original 930 of 1974, the 'regular' 911 had gone from sports car to junior supercar!

Cars destined for North America were more 'super car' than supercar when it



1976 1977 1978 1979 1980 1981 1982 1983 **1984**



The Autofarm-prepared Carrera 3.2 backdate owned by *Ultimate Porsche* guest columnist, Chris Drummond, is being used to raise cancer awareness following his untimely passing earlier this year




FROM THE VAULTS

came to being readied for action. A reduced
 >> 9.5:1 compression ratio and a catalytic converter reduced power by 24bhp, resulting in 207bhp (still at 5900rpm), while 0-60mph took 0.2 seconds longer than it did in Europe.

The sometimes recalcitrant 915 five-speed manual transmission was fitted to all early Carrera 3.2s after working well in the SC, while brakes were enlarged with 286mm front and 294mm rear discs bringing the new car to a swift halt. Elsewhere, the well-documented 911 cam chain tensioner bugbear was remedied with a new oil-feed system, and a fit-for-purpose finned oil cooler replaced the serpentine lines in the passenger footwell. There was a thermostatically controlled cooling fan for Carrera 3.2s built from 1987, but all this extra kit came at the expense of the car's weight: the Carrera 3.2's bulk was up 50kg on the 911 SC.

BUSINESS TIME

It's not easy for the layman to tell the difference between the Carrera 3.2 and its SC-badged predecessor, but look closely and the clues are there. The new car wore Teledial wheels – Fuchs were offered as an optional extra – while an air dam with integrated fog lamps tidied up the front end. Until 1986, a red reflector panel featuring Porsche script filled the gap between the rear lights. Elsewhere, though, it was business as usual. In other words, the classic coupé's curves were left intact. That is, of course, unless you ticked the 'Turbo Look' box when specifying options for your new 911...

Officially known as the M491 option and available for an extra DM25,590 through Porsche's Sonderwunsch (Special Order) department, the resulting Carrera 3.2 Supersport gained Turbo-aping wide wheel arches, a 'whale tail' wing and a wraparound front spoiler. The 930's stiffer suspension, superior braking system and wider wheels also migrated to the Supersport.

Largely thanks to the non-availability of the 930 in the USA from 1984-1986 due to strict emissions regulations, the



EVOLUTION IN THE FORM OF A PROGRAMME OF SUBTLE LIFECYCLE IMPROVEMENTS BEGAN WITHOUT ANY DELAY



1976 1977 1978 1979 1980 1981 1982 1983 **1984**



Below Porsche presents the 928 GT, 928 S4 and 944 Turbo alongside the 911 Carrera 3.2 coupe, 'Turbo Look' cabriolet, Targa and Speedster at the 1987 Frankfurt Motor Show



Off-road wins

Even though Porsche had enjoyed success in rallying, the 3.2 would be geared up for the 911's sternest test yet. The 4WD 953 was a heavily tuned version of the cool Carrera built to compete in the 1984 Paris-Dakar rally. It also trailblazed parts of the running gear that would feature on the technical marvel that was the 959. Powered by a 300bhp engine, the 953 sported a 'Turbo Look' body sat atop a chassis with a substantially raised suspension system. Three Rothmans-liveried prototypes were entered into the rally. Car #176 driven by Rene Metge and Dominique Lemoigne took the victory spoils. A successful exercise, the 953 paved the way for the later 964 Carrera 4.

FROM THE VAULTS

wide-hipped, big-tailed Supersport was particularly popular Stateside, becoming an unmistakable 1980s cultural icon. A separate Sport pack (comprising a reduced equipment list) was offered in the UK.

Upon its 1984 launch, the Carrera 3.2 coupé was priced at DM68,560, rising to DM71,660 for the Targa. Ironically, as became the norm, less car meant a bigger price, with Porsche asking DM75,980 for the fabric-roofed Cabriolet. And as was always the case with Porsche's creations, evolution in the form of a programme of subtle lifecycle improvements began without delay. Indeed, only a year after the first Carrera 3.2 appeared, the model gained a shorter gear shift, a radio aerial embedded in the windscreen and slimmer front seats with the option of electrically controlled adjustment.

For the 1986 model year, all Carrera 3.2s received a redesigned dashboard with larger air-conditioning vents, while the front seats were lowered by 20mm with increased fore and travel. Central locking became standard equipment, and all cars were fitted with the 'Turbo Look' kit (known as 'Carrera with Sport Equipment' in the UK). Engine management and fuel map changes for North America brought power up to the 217bhp mark, and body shells were guaranteed against rust perforation for ten years. These changes wowed the car buying public, with 1986 becoming the Carrera 3.2's most popular new sales year thanks to the assembly and delivery of 14,584 units!

A substantial change came in 1987 with the introduction of the Getrag G50 five-speed gearbox, BorgWarner synchronisers and a hydraulic clutch. Much more helpful in letting the driver get on with the job of driving, the revised transmission was one of the Carrera 3.2's most celebrated refinements. In a spot of tidying, Porsche also made changes to the car's rear lights, moving fog and reverse lamps into the red reflective fill strip. Electric power roof operation became standard functionality for Cabriolets, while 911s with catalysts were introduced in Europe.

ON THE HOUSE

Fifteen-inch Fuchs alloys replaced the standard Teledials – sixteen-inch wheels were still an option – in 1988. More impressively, Porsche added a passenger door mirror free of charge! A year later, door locks were fitted with flashing red diodes designed to repel opportunist car thieves, while sixteen-inch wheels became a standard fit. The famous Flachbau 'slant nose' body style was also available to order through the Sonderwunsch programme, although only sixty-three UK cars ever received the treatment.



1989 marked the end of the G-series 911, but Porsche continued to develop the Carrera 3.2 until the bitter end. The Speedster variant (option M503) borrows its inspiration, name and style from identically-named 356 of the 1950s. Essentially a low-roof version of the Cabriolet, the DM110,000 two-seater featured a cut-down windscreen and a pair of body-coloured polyurethane 'humps' covering an unlined, manually-operated hood behind the front seats. Buyers could choose narrow-body or 'Turbo Look' versions of the Speedster, each benefiting from a model-specific front valance.

Between January and July 1989, 2104 Speedsters were built. 161 were narrow-bodied, and only 139 were right-hand drive. One of the most visually arresting 911s ever made, the model was first floated as an idea in 1983. Yes, it took an astonishing six years to reach production! Very much a summer sports car designed for fun in the sun, Porsche made buyers sign a weather damage waiver! ➤



THE CARRERA 3.2 WAS A FIRM FAVOURITE OF THE RED-BRACED, CHAMPAGNE-QUAFFING YUPPIE



Above The 911 Carrera 3.2 Speedster prototype pictured outside the Porsche Museum

Left Questionable burgundy dash and matching fabric seats welcome you to 1985





At full whack

In 1987, the stripped and shedded Carrera 3.2 Clubsport landed. Primarily intended for club racing, the car weighed just 1160kg by way of junking much of the standard car's luxury trim. A blueprinted engine delivered the same 231bhp and 209lb/ft, but a revised fuel map and hollow inlet valves saw a raised rev limit of 6840rpm. This lightweight version of the Carrera 3.2 scampered to 60mph from a standing start in just 5.1 seconds. That's a full second quicker than the full-fat car! The Clubsport's brakes were the same, although its wheels were bigger in diameter. Only 53 Clubsports hit the UK.



Grand Prix White paint was offered with blue or red body graphics and colour-matched Fuchs. An engraved dashboard plaque and a 'ducktail' rear spoiler were other special features of this incredibly rare car.

FETCH MY FILOFAX

A firm favourite of the red-braced, champagne-quaffing yuppie, the Carrera 3.2 is one of the most popular classic 911s when it comes to main dealer sales; 74,026 examples were built (35,571 coupés, 18,468 Targas and 19,987 Cabriolets), each representing the ultimate in Porsche's torsion bar suspension concept.

With a barrage of competition coming from the Far East in the late 1980s, the 911 concept needed a fresh shot in the arm. A rebirth of the model came with the end of the G-series line and the birth of the 964 in 1989. More usable and more refined, the new 911 featured vastly updated body styling and new braking and suspension technology delivering superior performance and handling. Not one to shy away from percentage-based marketing snippets, the manufacturer claimed the 964 to be eighty-seven percent new. Many saw the car as a move away from the reputation of the 930 and Carrera 3.2 as 'widowmakers', but only under serious provocation will the rear end pendulum effect of these cars come into play; surefootedness is encouraged by the Carrera 3.2's impressive 42/58 percent front-rear balance.

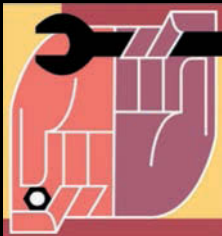
What is deserved is the Carrera 3.2's standing as a model that cemented the 911's reputation for quality of build and reliability. Today, the car offers lucky owners performance and panache with few drawbacks, but prices are starting to rise accordingly. If you want the best in naturally aspirated 911 from the 1980s, then you'd better act fast!



The limited edition Anniversary 911 also came in 1989, a low volume model celebrating twenty-five years of the air-cooled classic. As was the case with the Commemorative 911 produced in 1988 (to celebrate the 250,000th 911), changes were only skin deep; Anniversary 911s were Silver Metallic or Satin Black Metallic and featured body-coloured Fuchs wheels, front and rear spoilers and a leather interior accompanied by a special plaque. A total of fifty Anniversary 911s are believed to have been sold in the UK, totalling thirty coupés, the remainder being a split of Targas and Cabriolets.

Exclusivity had been available from the very beginning, though. Made to celebrate the tenth anniversary of the original Carrera RS, the 1984 model year Carrera ST (Senza Turbo) was limited to just ten cars! Solely produced for the Italian market, power was hiked to 255bhp.

Top Porsche's 1986 model year afforded buyers the opportunity to invest in a range of naturally aspirated and turbocharged sports cars with a variety of different engines and body styles



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Five minutes with...

Russ Stanley

Meet the founder of Revolution Porsche...



Who are you and what do you do?

I'm Russ Stanley, the director of Revolution Porsche, an independent Porsche specialist based in Yorkshire.

Describe Revolution Porsche to *Ultimate Porsche* readers

We cover the servicing, repair, maintenance, modification and restoration of all models of Porsche past and present. We have the latest tools and diagnostic equipment, as well as a dedicated engine room and an in-house body shop. Couple this with our Porsche-trained technicians and you can rest assured the work you ask us to do will be carried out to the highest standards.

When was the business established?

Revolution Porsche opened its doors back in August 2011. Since that time, we've expanded across two sites – one in Brighouse, one in Birstall – with a talented workforce that has grown accordingly.



Above Revolution Porsche is now operating out of two separate Yorkshire workshops

What's the secret to Revolution Porsche's continued success?

We've always reinvested in the business. Our technicians are highly skilled, and the equipment at both of our locations is dealer quality. Additionally, we have in-house, high-end four-wheel laser alignment capabilities. This is of particular significance when you consider the number of older cars we work on that require replacement suspension components. Contrary to popular belief, many workshops outsource their four-wheel alignment work after carrying out chassis repairs, but we have the capability to do a far better job under our own roof.

What models do your technicians find themselves working on the most?

We see a lot of 996s, 987s and 997s, but we also busy ourselves with much older cars. For example, we've restored a 930, we recently spent time breathing new life into a 911 SC, and we're currently recommissioning a 959.

A 959? Wow!

There aren't many Porsche specialists who can claim to have one of those in their workshop!

Tell us what your favourite Porsche is

I'm a big fan of the 993 Turbo.

What was the very first Porsche you owned?

A Boxster 986.

What do you tell people is the primary reason to buy a Porsche?

The fact that they'll get to drive one of the best engineered cars on the road.

Can we follow Revolution Porsche's adventures on social media?

Sure! Look for Revolution Porsche on Facebook. You can also find out more about the company at our website, www.revolution-porsche.co.uk.

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

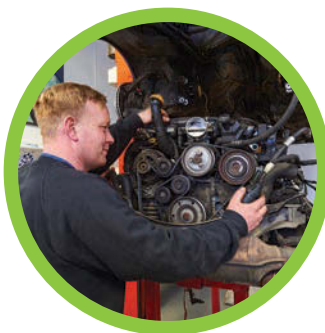


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PERFECT BLUE

The market for modified classic Porsches is strong, especially when it comes to cars reconfigured at the factory

WORDS **Dan Furr** PHOTOGRAPHY **Andy Tipping**





In this issue of *Ultimate Porsche*, we've focused our attention on modern classics that have been reinvented in accordance with the vision of enthusiasts who recognise cars from Stuttgart as offering the perfect platform for realising an automotive dream, but it's not just aftermarket tuners and homebuild heroes that see output from our favourite manufacturer as an opportunity to create bespoke builds in a way that simply can't be achieved when working with four-wheelers produced by other car makers. Porsche itself cottoned on to the idea many moons ago.

The seed was sewn with the 356, when those buying the sleek sports car were handed a printed list of cost options. Windshield wipers? No problem. Alternative interior fabric? Say the word. All you needed was pockets deep enough.

Today, you'd be rightly surprised to order a new car and not be offered the opportunity to personalise it, but options are usually limited to a predefined set of colours, an alternative head unit and a choice of different wheels. In contrast, Porsche embraced the notion that its customers might like to apply unique styling and creature comforts to what was rolling off its production line. Additionally, it recognised the desire for performance upgrades inspired by what was happening at the race track. After all, this is a manufacturer that proudly claims to have finished work on a production sports car before the project begins (a nod to the fact that Porsche cars sitting in dealer showrooms are essentially detuned, track-proven racing machines). Besides, there are plenty of 'money no object' folk on Porsche's customer database, so why stifle the desire to make their pride and joy stand out from all others?

The Sonderwunsch (Special Wishes) programme was introduced to satisfy Porsche owners who placed requests for modification where the only limits were the number of zeros at the end of bank balances and what was physically possible. Bespoke colours, body modifications, power packages and unorthodox interior trim were available,



THE ONLY LIMITS WERE THE NUMBER OF ZEROS AT THE END OF **BANK BALANCES** AND WHAT WAS PHYSICALLY POSSIBLE



Left Turbocharged 3.3-litre flat-six has covered just 35k miles from new

Right The car's original white hood has been replaced with a blue replacement part that's much easier to keep clean!



usually on an invitation-only basis. **»** Arguably the most universally recognised and oft-copied example of Sonderwunsch magic is the distinctive, flat-nosed 911 Flachbau.

The scene was set by the 935 that presented itself on the global stage at the World Championship of Makes in 1976. A racing version of the 911 Turbo (930), it was an evolution of the Carrera RSR 2.1 prototype, the car that finished second overall in the 1974 24 Hours of Le Mans. Initially, Porsche ran the 935 with the familiar look of 911 headlights in situ, but legendary factory engineer, Norbert Singer, discovered a loophole in racing regulations that allowed him to relocate the lights to the car's front bumper. This meant that he could flatten and vent each wing, thereby vastly reducing drag whilst simultaneously creating more downforce.

The new design became an immediately recognisable feature of the 935, a car that evolved into the iconic Martini-liveried 'Moby

Above The careful balance of twin-tone blue and white is as clear to see inside the car as it is when gawping at its pristine Minerva Blue paintwork and white-centred Fuchs wheels

Dick' of 1978, but by eliminating one of the 911's definitive styling features in order to secure advantage at the track, Porsche found the look of its motorsport machines were becoming too far removed from their street-legal counterparts for the layman to easily see the link between race and road-oriented models (this despite the 911 silhouette visible when the wide-bodied, aero-loaded 935 was eyeballed side-on). The problem was further highlighted when Cologne-based motorsport outfit, Kremer Racing, successfully offered a Flachbau conversion to owners of standard-spec 911s.

Such was demand for Flachbau body styling that Porsche joined the party through its Sonderwunsch programme. The offered front wings were hand-formed and made from steel, incorporating 935-inspired cooling vents and transaxle-esque pop-up headlights. A special front bumper with an integrated splitter featured prominently, as did wide side skirts.



The cost of a Flachbau conversion direct from Porsche was sky high; even though the flat-faced profile of a slant-nosed 911 is well known today, few factory builds made it to the UK when the alterations were originally available to order. This fact alone makes the officially-optioned Minerva Blue SE rag-top seen here very rare indeed.

HARD TO FIND

SEs benefit from enviable standard equipment, including a dual-exit exhaust system, a limited-slip differential and heated front seats. They're rare enough without a Flachbau front end, but this particular example was registered in 1989 (the last year of G-series production), when the desirable Getrag G50 five-speed manual gearbox was being put to good use on Turbo-badged 911s following its successful two-year stint in the Carrera 3.2. Add to that the fact that you're looking at a genuine right-hand drive

UK-specified 930 Flachbau in Cabriolet form and it quickly becomes clear that this is one of the scarcest and most desirable 911s ever made. In fact, it's thought that less than ten examples of this specific model were produced, with this being one of only two right-hand drive 930 Flachbau Cabriolets ordered in Minerva Blue.

As is the case with such low volume production of complex factory special orders, the car was almost prohibitively expensive at its original point of sale – it cost more than £130,000 in 1989! The original buyer had the blue belter in his possession for its entire life up until the point that he placed it in the hands of Silverstone Auctions in advance of the recent Salon Privé sale. Understandably, the 3.3-litre marvel took centre stage as one of the auction's star attractions, much like the night it was collected from Porsche Centre Hatfield (then known as Chariots St Albans), the main dealer that has cared for the car from new. ➤➤

Hammer to fall

Silverstone Auctions is a world-class specialist auction house dealing in the sale of classic cars, modern supercars, all types of competition cars, motorcycles and related memorabilia. The company holds exclusive automotive auction rights at Silverstone Circuit and hosts sales as highly anticipated stand-alone events, as well as part of some of Europe's biggest motorsport shows. In addition to sales at the race track, Silverstone Auctions hosts sales events at the NEC Classic Motor Show, Salon Prive and Race Retro. More info at silverstoneauctions.com



End of the road

Porsche discontinued the 930 as soon as the G-series 911 platform was replaced by the 964. Late 930s were the first 911 Turbos to feature the Getrag G50 five-speed transmission, a gearbox offered in the Carrera 3.2 since 1987. The 930's successor officially arrived with the launch of the 964 Turbo, a car that inherited the 930's 3.3-litre flat-six engine. A 'last run' 930 became available to mark the end of 911 Turbo production. Given the designation 'LE' (Limited Edition), the car is widely considered to be the most collectible 930 ever made. It features much of the styling of the earlier SE, although not the Flachbau front end seen on these pages!

➤ After placing his order, the proud new owner of this open-topped stunner waited two years for his extraordinary 911 to be built and readied for collection. He was rewarded for his patience with an invitation to an exclusive gathering of select Porsche customers who were allowed to drive away from Hatfield in their new 911s at midnight on the 1st August 1989. Back then, the drop-top was wearing a white hood, but after discovering (the hard way) that it was prone to marking, the car's lucky owner invested in a Navy Blue replacement part!

STIFF COMPETITION

Having covered only 35k miles from new (the speedo failed a few years back, hence the reset odometer) and complete with all corresponding paperwork and factory stickers, this beautiful blue Turbo and its lashings of luxurious cream leather set pulses racing at Salon Privé. Such a rare Porsche was bound to start a bidding war, and that's exactly what happened. A dramatic standoff between a high number of room and

phone bidders generated gasps of surprise, culminating in a record-breaking final sale price of £245,250, a sum significantly higher than the pre-auction lower estimate of £190k. The ecstatic round of applause when the hammer finally fell emphasised just how great and desirable this rare Porsche is.

Many argue that a late 930 is the ultimate 911. It's a turbocharged powerhouse of performance, analogue enough for the driver to feel like an extension of the car, yet modern enough to benefit from advances in technology brought about by decades of success at the racing circuit. The fact that classic 911s are so tuneable enables them to deliver much more of an all-embracing driving experience than similarly aged sports cars from rival manufacturers. And if Porsche itself allows its client base the opportunity to tinker with standard specification at a factory level, then it's no wonder so many have done the same from within the confines of workshops and garages the world over. Long may it continue!

Top The aerodynamic benefits of track-inspired Flachbau body styling are clear to see on a converted car



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Under the hammer

Hammer time!

When it came to shifting Porsches at auction last month, lot lists were a mixed bag of unsold offerings and bargain buys...

WORDS Dan Furr PHOTOGRAPHY The best photographers in the world

SOLD FOR
£40,250



1992 944 S2 SE

This ultra-rare and highly desirable 944 is a rare survivor of a limited series built following the favourable reception given to a prototype Sport Equipment (SE) version of the S2. An internal Porsche memorandum states, "after being driven by a number of the management team, verbal approval was given for the purchase of the parts to construct fifteen vehicles." This memo is dated 7th February 1992, long after production of the 944 ceased in 1991! The UK-only SE's improved specification included a unique Koni-based suspension system with Turbo-rated springs, a

31mm front anti-roll bar, an adjustable rear anti-roll bar, a derestricted exhaust, a Cup steering wheel, a twin-level rear spoiler, SE body graphics, 225bhp and heightened torque from the S2's naturally aspirated engine. The bulk of the modifications resulted in improved acceleration, flatter cornering, more precise steering, improved responsiveness and better handling. The 944 S2 SE is regarded as the inspiration for the later 968 Club Sport. This 85k-mile example sold for more than forty grand at the Bonhams Goodwood Revival auction!



1982 924 TURBO

924 Turbos are becoming increasingly desirable, which is why it was such a surprise to see this second-gen example sell for less than seven grand at the CCA September Classic Car Sale. Offered by a former chairman of Porsche Club GB, the car features unmolested Ice Blue Metallic paint, a recent mechanical overhaul costing more than £5k, Pascha upholstery and a re-trimmed steering wheel. An odometer reading of 126k miles and a partial history file appear to have been enough to keep the sale price low for the lucky buyer.

SOLD FOR
£6,820



UNSOLD!



1980 934 JAGERMEISTER TRIBUTE

This 1980 911 SC was originally sold in New Zealand before entering the Nissan Mobil Street Race in Wellington a decade later. It was then developed as wide-body rally car complete with a 3.6-litre flat-six, G50 gearbox, adjustable suspension and a Quaife limited-slip differential. In this form, it won its class in Targa NZ for an incredible six consecutive years. In 2003, the car was further developed for track work through an increase in displacement to 3.8-litres, close-ratio gears, revised inlet manifolds and MoTeC engine management, after which it won the Bruce McLaren trophy for GT racing (twice) and two NZ Super GT championships. A thorough restoration and Jägermeister 934 livery followed, as did import to the UK where the car failed to sell with a lower estimate of £70k at the recent Historics at Brooklands auction.



SOLD FOR
£33,040



1990 928 GT

Porsche debuted the 928 GT in late 1988. In terms of equipment, it featured more than the lightweight S4-based Clubsport, but less than the full-fat S4 so that weight was kept low without impacting the 928's famously comfortable ride. A shade over 2000 GTs were produced, each with a manual gearbox. Pitched as a true driver's car, it proved popular with Porsche fans. This Guards Red example is a peach, covering just 71k miles and benefitting from a brake and suspension overhaul before it was offered at the Historics at Brooklands sale at the end of September.





Under the hammer

SOLD FOR
£34,100



1988 944 TURBO S SILVER ROSE

The Silver Rose version of the 944 Turbo is regarded by many as being the ultimate in the model's evolution, even if the burgundy plaid interior Porsche chose to fit to the car left critics arguing about how attractive it was when launched as the 1990s were drawing to a close. This particular silver machine was recently treated to a £5k overhaul, work that included exterior restoration and a main dealer service. The car's respectable condition was enough to see a bidding war end with a sale price of a smidge over thirty-four large ones.

SOLD FOR
£99,000



**BIG
SPENDER**

Estimate
£180,000 -
£220,000



**ONE TO
WATCH
OUT FOR**

1988 911 CARRERA 3.2 SUPERSPORT

Richard Gooding outlined the history of the Carrera 3.2 in this issue's 'From the Vaults' article (see page 64). If you've already read the feature, then you'll know how special the Supersport version of the classic Carrera is. Furthermore, you'll be in no doubt concerning the status of Guards Red paintwork, Fuchs alloys and black leather in epitomising the 1980s in four-wheeled form! It should come as no surprise, then, that complete with its 'Turbo Look' styling and showing no more than 31,500 miles, this impressive air-cooled classic - owned by the same person for all but two years of its life - sold for a decent wedge at CCA's September Classic Car Sale.

1985 930 SE

In 1985, Glenn Tipton (lead guitarist and songwriter of the legendary heavy metal band, Judas Priest), ordered a new 911 Turbo. Learning of the new SE derivative from his local Porsche dealer, Swinford Motors of Stourbridge, he ordered the turbocharged special edition in the one-off colour of Chiffon White and arranged to collect the car from the factory whilst touring in Europe with his band. Unsurprisingly, he was enormously excited by his new toy, so much so that he was inspired to write the platinum-selling album *Turbo* and its hit single *Turbo Lover*. The car

became his pride and joy and has been maintained with great care ever since. Having covered just 14k miles, this awesome chunk of speed metal is offered for sale at the Silverstone Auctions Porsche Sale on 21st October.



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Buy & Tune

PORSCHE 928 GTS

It didn't succeed in replacing the 911 as Porsche intended, but the 928 refused to bow out quietly, leaving its final mark on the supercar scene with the awesome 5.4-litre GTS...

WORDS **Kate Wilkinson** PHOTOGRAPHY **John Colley**

The GTS was the only version of the 928 available to buy shortly after the last-of-the-line model was introduced to the world at the 1991 Frankfurt Motor Show.

On the surface, the car wasn't a huge departure from the GT that came before it (factory bosses described the GTS as "polishing the diamond"), but as is always the case with the evolution of Porsche products, significant changes had been applied to the car's engine – now a 5.4-litre V8 chucking out close to 350bhp – and its already-capable chassis equipment, but that's not to say exterior updates weren't present.

Transaxle design legend, Harm Lagaay, introduced muscular rear wheel arches, wider alloys, a 911-esque rear reflector fill panel, a colour-coded 'ironing board' spoiler and other more subtle details intended to assist Porsche's efforts in creating a recognisable family of cars through the use of trim design that could be applied to the 964, 968 and

959. While the changes didn't deliver a supercar that offered unrivalled value for money, they did enhance the 928 in readiness for its last few years of life.

2,904 GTS-badged 928s were produced before production ended in 1995. Only 192 of them were right-hand drive, and typical of previous 928s, the vast majority were equipped with automatic transmissions. This was, after all, a car Porsche built for the job of cruising across the continent!

Today, the GTS is the most desirable 928 on the classic car market, with top-

The Cayenne SUV saw Porsche return to sales success with a front-engined, V8-powered model. The popularity of the Cayenne is largely due to its appealing sales price, unlike the 928 GTS which was one of the most expensive cars on the road in 1991.





of-the-line performance and exclusivity commanding a premium price. Most owners have recognised the value in keeping their GTS in tip-top condition, meaning that those advertised for sale tend to be low mileage examples, but you'll likely have to sit tight if you're holding out for a specific colour and/or one of forty-odd cars kitted-out with a manual gearbox. Whatever GTS you end up with, however, you'll rest assured knowing you're in possession of a practical, powerful, class-leading grand tourer representing the 'last hurrah' of a model that was intended to replace the 911. Here's what you need to know when searching the classifieds.



BODY

The GTS was regarded as a special car from the moment it was launched, and most owners treated it accordingly. Of course, there are a few examples that have suffered neglect (where owners weren't necessarily in a position to afford expensive corrective surgery when things went wrong), but on the whole, you should be able to spot a poorly kept GTS just by looking at it. They're either really good, or really bad!

The 928's monocoque shell is constructed from galvanised, zinc-coated steel, while its body panels are aluminium. This was an impressive exercise in fending off corrosion at a time when most car manufacturers were unfamiliar with the word 'underseal'. Even so, more than twenty years have passed since the last GTS rolled off the production line, and unless the car you're looking at has been sitting in a temperature-controlled storage facility, there's every chance that factory-designed perforations in bodywork – the weakest points of the galvanising – will be showing their age. Make sure you have a good poke around.

It's common for paint to bubble on the aluminium doors, wings and bonnet, especially if the car has

been kept under a poor quality cover which traps moisture. This bubbling isn't an indication of rust, and won't result in holes in bodywork, but it is unsightly. A paint specialist will need to be called upon to fix the problem.

A paint thickness gauge will help you to determine if you're looking at rear quarters full of filler. Don't be afraid to spend time checking out every last part of the car until you're satisfied that you're paying a fair price. The seller shouldn't rush you. If he does, then what is he trying to hide?

Get on your knees and have a look at the condition of the car's sills. Early 928s feature exposed lower panels covered in protective stoneguard and paint, whereas the GTS features plastic side skirts that do a great job of hiding corrosion. Worse still, they can trap moisture if they've been removed and incorrectly refitted. On the plus side, they repel most road fallout.

The GTS inherited the S4's big ol' rear spoiler. On the later car, the spoiler is colour-coded to the host vehicle's body. The part is positioned above the GTS's model-specific badging and reflector fill panel. Make sure the latter is free of cracks.



Buy & tune

IDENTITY

GTS or no GTS, the most important part in correctly identifying a classic car is its VIN (Vehicle Identification Number). Open the car's bonnet and look along its offside wing edge. You'll see the VIN stamped clearly. Make sure it matches what's printed on the car's V5. Elsewhere on the same document, you'll see the car's engine number. You can check this against the number stamped into the left front side of the 928's V8. You'll probably need a torch in order to see the marking clearly.

Matching numbers is essential when it comes to retaining the value of an expensive classic, so be sure to ask plenty of questions if the engine fitted to the car isn't the same unit listed on the V5, or if supporting paperwork (there should be plenty) highlights an engine swap. There may be a perfectly reasonable explanation (engine failure), but find out to be on the safe side.

Spend a couple of quid at mycarcheck.com where you can download a history report outlining any insurance claims, change of registration number, recorded mileage and whether there is any outstanding finance on the car. You should also enter the vehicle's details into the DVLA's online MOT database, a service which will return all passes, failures and advisories registered as far back as the car's records are stored.

A build sticker highlighting factory specification and main dealer cost options is located under the boot carpet above the fuel tank. Check it out.



SERVICING

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

Ensure all fluids, filters and timing equipment have been changed in accordance with the manufacturer's instructions. Ask what grade and content of oil has been used. If you're about to buy a car that's been left standing

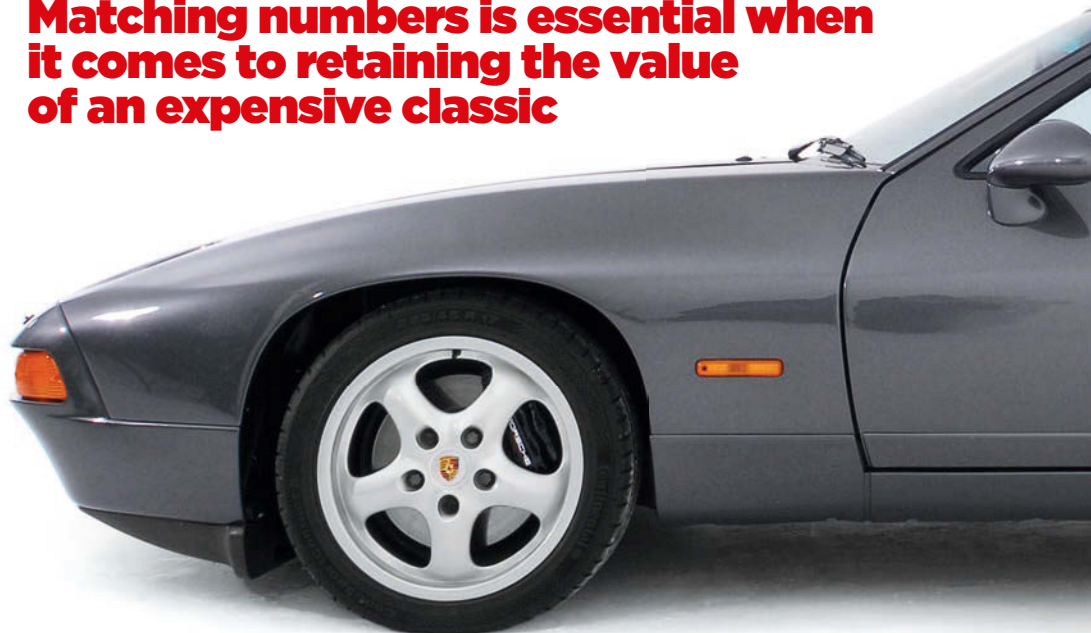
for a while, invest in new timing equipment. This can be bought from Heritage Parts at a reasonable cost and is a DIY job, although you will need specialist tools. If you don't want to take on the work yourself, speak to a Porsche servicing and restoration specialist.

It's also a good idea to have the car's fuel injectors ultrasonically cleaned. They're unlikely to have been serviced at any point in the past, but are prone to

trapped dirt particles resulting in inconsistent fuel spray patterns that can inhibit performance. Expect to pay between £10 and £20 per injector. Contact the guys at [Injectortune](http://Injectortune.co.uk) for assistance: injectortune.co.uk

Service intervals are recommended at 12k miles, with timing belt intervals every 48k miles. If your GTS is left standing for long periods (winter storage), then ensure you change the oil at least once a year.

Matching numbers is essential when it comes to retaining the value of an expensive classic



ENGINE

By the time of the GTS's arrival, strict emissions laws required the use of milder camshafts than had been used on the 928 S4 and GT. To compensate for an expected loss of power, engine displacement was increased to 5.4-litres through increased crankshaft stroke (up to 85.9mm from 78.9mm). A revised compression ratio, lightweight pistons, new connecting rods, updated Bosch engine management, improved airflow and electronic knock control contributed to almost 350bhp and 369lb/ft torque, with a surprising amount of power delivered down in the lower rev range.

In 1993, GTS engine block lower studs were replaced with bolts for improved strength and reliability, while a new design of piston ring strengthened skirts and reduced oil consumption.

Fortunately, the 928's largely aluminium engine is over-engineered and under-stressed, meaning that most problems only occur through user error or neglect. Fluid leaks are rare,



but check the condition of the oil and coolant anyway; a 928 run on an incorrect mixture of water/coolant will encourage head gasket failure. Check for white smoke from the rear, but don't be alarmed to see this on start-up. It's likely to be evaporating moisture in the exhaust system from where the car has been standing (full marks to you if you intend to use your new GTS as a daily drive!).

The Porsche V8 is an exceptionally smooth engine, with a linear delivery

of power from the 3000rpm mark after an exciting release of torque and horsepower. A malfunctioning unit should be easy enough to detect. If this is the first time you've driven a 928, then it might be worth inviting someone familiar with the model to help evaluate the car that has caught your eye.

Don't forget, fuel consumption isn't one of the 928's strong points. Put it this way, the 5.4-litre GTS will pass everything but a petrol station!

Total worldwide production of the 928 for all years was a smidge over 61,000 units, but due to the eye-watering list price of the 928 GTS, no more than seventy-seven examples of the 5.4-litre grand tourer are thought to have been imported to the USA!

TRANSMISSION

The 928 is a lazy grand tourer, ideal for long journeys and leisurely road trips. Automatic transmission was a standard feature, although manual gearboxes could be ordered as a cost option. A GTS with a manual gearbox is a rare thing. A right-hand drive manual is even rarer, especially in the UK where less than fifty were imported. The five-speed manual 'box was a strong unit, with a differential-driven oil pump and a dedicated intercooler keeping toasty operating temperatures at bay.

A heavy clutch on a manual GTS may indicate wear that will need to be addressed. Factor this into the asking price of the car you're looking at. If you're test driving a four-speed automatic, check to make sure that kickdown activates as the manufacturer intended. 'Jerky' shifting may simply be incorrect vacuum pressure, so don't be tempted to think the car needs a new gearbox; the Mercedes-derived automatic isn't known for being the most refined cog machine, although it rewards those who put up with its oft-staggered shifting by delivering a long service life.

The GTS comes complete with a Porsche Sperrdifferential (PSD) limited-slip differential similar in design to the unit found on the 959. The diff cuts in below 19mph when the rear wheels detect a loss of traction. A warning light shows up on the dash when the unit is doing its thing, so don't confuse this with an error (although your driving style may be at fault!).





INTERIOR

From the S4 onwards, 928 dash clocks featured a digital display providing important driver information, such as service interval alerts or error messages. In fact, the dash clock cluster is littered with more than twenty warning bulbs that should let you know if anything is amiss!

It may have become increasingly more refined as the years rolled by, but the 928's interior design remained largely unchanged from the earliest cars of the late 1970s through to the GTS. The same Hasbro-esque control knobs sit each side of

the steering wheel, while the dashboard splits at each end and continues its shape into the car's door cards.

928 interior design is one of the model's most celebrated features, so it's no wonder Porsche left well alone. GTS seats tend to be full leather, with super-pale grey leather the most common variant. Aftermarket leather cleaning and conditioning kits can be bought from interior restoration and detailing specialists such as, Cambridge Concours (cambridgeconcours.com), and even the most damaged

of leather can be brought back to life without the need for a retrim.

The GTS is a heavy car when compared to the earlier GT. The extra bulk is partly due to extra soundproofing, where Porsche wanted to achieve 'the best of both worlds' when it came to producing a fast sports car that doubled up as a comfortable cruiser. Nevertheless, you may be looking at a car celebrating its twenty-fifth birthday, so expect the occasional rattle or creak from loose interior fixtures and fittings. Get your screwdriver at the ready!

928 interior design is one of the model's most celebrated features, so it's no wonder Porsche left well alone

BRAKES

The GTS came with 'big black Brembos' which are far bigger than the stoppers bolted to the S4, which were already a substantial improvement over the 928's earlier anchors. New discs and pads in a variety of styles and compounds are readily available from the likes of EBC Brakes, Heritage Parts, FrazerPart and Design 911. ABS is a standard feature of the GTS. It stops as well as it shifts!





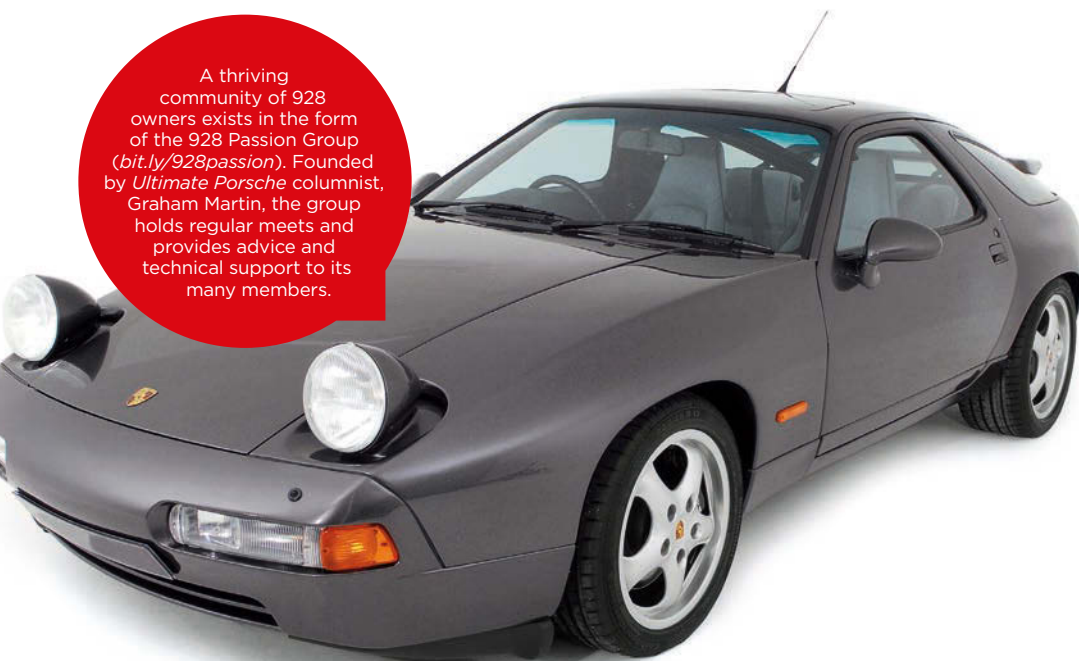
SUSPENSION

GTS suspension is more or less the same as that of the S4, so you won't have any trouble finding replacement parts. The 928's legendary transaxle arrangement (engine at the front, gearbox at the rear) results in a near perfect 50/50 weight distribution, making the model one of the best handling supercars available in exchange for your hard-earned cash.

Independent suspension features in each corner. The car's back end is bolstered by the 928's famous 'Weissach' axle. Essentially, this a passive rear-wheel steering system that increases stability during turn-in by eliminating oversteer when you're tempted to put the pedal to the metal when cornering. Fortunately, it's a maintenance free system, so you should have nothing to worry about on this front.

Hydraulic damping and well-engineered rubber bushes keep vibration to a minimum, but there's always the risk of wear and tear on higher mileage vehicles, so keep an ear out for knocks over uneven road surfaces.

A thriving community of 928 owners exists in the form of the 928 Passion Group (bit.ly/928passion). Founded by *Ultimate Porsche* columnist, Graham Martin, the group holds regular meets and provides advice and technical support to its many members.





Buy & tune



Those keen on getting the best out of the GTS at the track might want to consider the benefits of increased displacement

TUNING

Before you're tempted to tinker, make sure the car is properly serviced and is running without fault in a standard state of tune. You'll be surprised at the positive impact fresh fluids, filters and other consumables will have on the driving behaviour of an older car.

Importantly, consider whether you want to modify a GTS; standard examples are worth a lot of money, and modifications may impact the sale price you're able to achieve when it comes to passing your pride and joy on to its next owner.

Porsche threw everything it had at revitalising the 928

as an exercise in breathing new life into a product line that had been around for close to twenty years. As a consequence of its enthusiasm for giving the 928 concept a reboot, the GTS has become the most sought-after model in the range. It's an excellent car, but that doesn't mean there isn't room for improvement.

ECU chips from 9Tuning (9tuning.com) are claimed to deliver an extra 15bhp and 18lb/ft torque without any additional hardware changes. Derestricted exhausts will improve throttle response and release more trapped ponies, while those keen on getting the best out of the

GTS at the track might want to consider the benefits of increased displacement through the appointment of a 6.5-litre stroker kit designed specifically for the 32-valve V8.

Currently on offer at the 928 Motorsports website (928motorsports.com), the kit will produce a six-litre engine if the standard diameter piston is retained, whereas upgrading to an enlarged sleeve bore and piston will yield a massive 6.57-litres. Machined from single billet 4340 steel and shot-peened for stress relief and surface hardness, the polished part is rated at a whopping 900bhp!

PRICE

Body side strips and in-car cell phone installation were listed as cost options for buyers of the GTS at its original point of sale, as was a tow bar. Yes, you read that correctly. A tow bar. Few of these choices tempted buyers, although full leather and a CD player proved popular. Regardless of trim, any GTS is considered a good find today, with right-hand drive manual cars being the rarest. Here's what we found when we scanned t'internet:

1995 MIDNIGHT BLUE

112k miles, right-hand drive, automatic, three owners from new, new engine mounts, new ignition system, re-trimmed grey leather, walnut veneer, respray, refurbished wheels, comes with full MOT

£42,000

1995 ADVENTURA GREEN

102k miles, right-hand drive, automatic, black leather, walnut veneer, new tyres, refurbished ECUs, new radiator fan, aftermarket head unit

£34,995

1995 MIDNIGHT BLUE

29k miles, right-hand drive, manual transmission, linen leather with blue piping, aftermarket head unit, new timing belt kit, mechanical overhaul, owned by director of Hexagon Classics

£69,995



CONTACTS

Heritage Parts www.bit.ly/944service Design 911 www.design911.co.uk 928 Motorsports www.928motorsports.com
 EBC Brakes www.ebcbrakesdirect.com Porsche Classic Partner www.bit.ly/porshecp Injectortune www.injectortune.co.uk
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1973 Porsche 911 E 2.4 Coupe, Light Yellow, fully restored, German car when new, £150,000



1965 Porsche 911 Coupe, lhd, German car when new, Irish Green, UK V5, full FIA race spec, £245,000



1989 Porsche 944 2.7 LUX, white w/blue ploid interior, 60k miles, as new condition, £16,495



1989 Porsche 911 3.3 Turbo Cabriolet, Baltic Blue, w/blue, 5 speed, 60k miles, as new, £119,995



1988 911 3.2 Celebration Model, 1 of 10 Cabriolets, Diamond Blue, 86k mls, last owner 20 years, £59,995



1998 993 Turbo X50, S spec, factory standard, 450 bhp, Silver w/black, 41k miles, as new, £225,000



1991 Porsche 944 S2 Cabriolet, White with blue hood and leather, 74k miles, very good order, £16,495



1987 Porsche 911 3.2 Sport Coupe, Lagoon Blue, re-built engine and box, great condition £42,995



Porsche Tractors, always around 10 in stock, mostly restored, most models, see website, £POA



1978 Porsche 911 SC, two in a prep, a Targa and a Coupe, call for details, £POA



1980 Porsche 930 3.3 Turbo Coupe, white, 78k miles, just had engine re-build, history, £89,995



1994 Porsche 968 Cabriolet, Cobalt Blue with Grey leather, Cup alloys, £18,495



1996 Porsche 993 Turbo 4, Black/Black, good history, standard car, high spec, UK rhd, £139,995



1996 Porsche 993 Coupe, Midnight Blue w/Grey leather, good spec, cup alloys, £49,995

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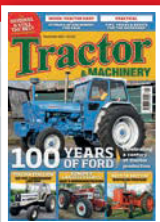
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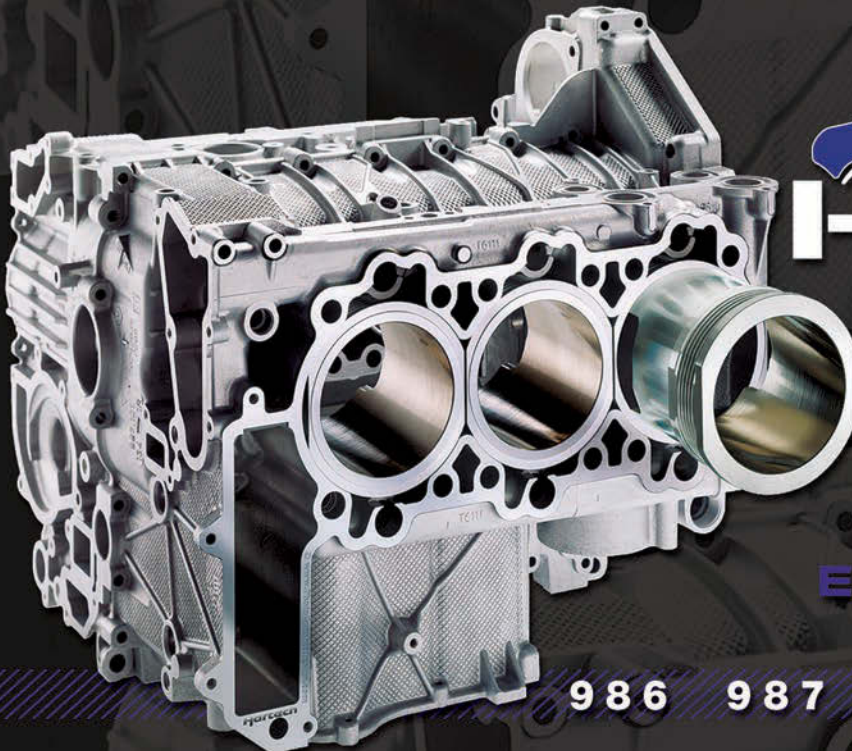
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