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MAGNUS WALKER**
The Urban Outlaw returns
with his amazing 1967 911S



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A DIFFERENT TUNE

WHAT WOULD BE your dream drive? A 356 Speedster with a 993 GT2 engine powering it? How about a supercharged 944 wearing a 924 Carrera GT body kit? Whatever your personal preference, the wonderful world of modifying can make your dreams come true.

Limited only by budget and your imagination, the process of tweaking and tuning a classic Porsche is one we can all get on board with. Whether you're looking to update standard specification in order to bring your ride up to modern levels of performance, or if you're hoping to create a monster from radically altered parts, the end result is the same: a personalised Porsche a step closer to whatever your idea of automotive nirvana happens to be.

Thankfully, dreaming doesn't cost money, but don't balk at the notion of modifying simply for fear of watching your bank balance lose a few zeros. Imagine your ultimate specification, consider the cost of achieving it, and then work your way back until you reach the point where you've struck a good balance of tuning and a palatable price. You'll be surprised at how much of the car you aspire to own can be realised when you start to list what you consider to be 'need to haves' against what can be put on hold as 'nice to haves'.

The great thing about classic Porsches - and this applies to transaxles as much as 911s - is that the evolutionary nature of each model means that parts fitted to one can often be ported to another. Brakes are a good example of this, where the uprated stoppers fitted by Porsche to its sportier vehicles can often be bought from a breaker and installed on less potent machines. The same applies to exterior styling components. Cost-effective upgrades like this can transform the way your pride and joy looks and performs without breaking the bank! Then again, you may be surprised at the low prices many aftermarket parts manufacturers sell their goods at, especially when compared to the premium applied to many standard over-the-counter main dealer offerings.

Shop around, scan online auction websites, observe the retail price of parts listed by competing traders. And when you've updated your ride, be sure to let *Ultimate Porsche* know about it!

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

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



PORSCHE

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PORSCHE

SECOND COMING

A chance find buried in online classifieds, this 1967 911S ended up replacing four of Magnus Walker's air-cooled classics

WORDS Alex Grant and Dan Furr PHOTOGRAPHY Andy Tipping





Ultimate
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MODIFYING
SPECIAL.





Given the meteoric rise in the value of early 911s, it's hard to imagine that any classic Porsche offered with a low price tag could sit around unsold for months on end. Factor in the fact that the car you're looking at is a complete 'matching numbers' 1967 911S (a model currently enjoying its fiftieth year), and the self-styled Urban Outlaw, Magnus Walker, may have been even luckier than many of us already know him to be when he unearthed this silver stunner.

The British-born fashion designer's addiction to Porsche is as famous as the warehouse that holds his car collection. His enviable mass of air-cooled classics inhabits a much-photographed facility located in downtown Los Angeles, but don't be fooled into thinking that it's a private museum; each car regularly carves its way through the California canyons, tearing up the tarmac of some of the world's greatest driving roads.

"I was already the owner of four S-badged 911s by the time I bought this car," explains Magnus. "I was scanning through Auto Trader classifieds when I spotted it buried in the listings. I was surprised to learn that such a desirable 911 had been advertised as available for purchase for more than six months! I figured this meant one of two things: either the owner hadn't taken the ad down after the car had sold, or the 911 I was looking at was still in need of a new home. I couldn't resist picking up the nearest telephone in order to find out!"

As luck would have it, the classic Porsche was still for sale. Located in Phoenix, Arizona – a short flight out of LAX – it was offered to

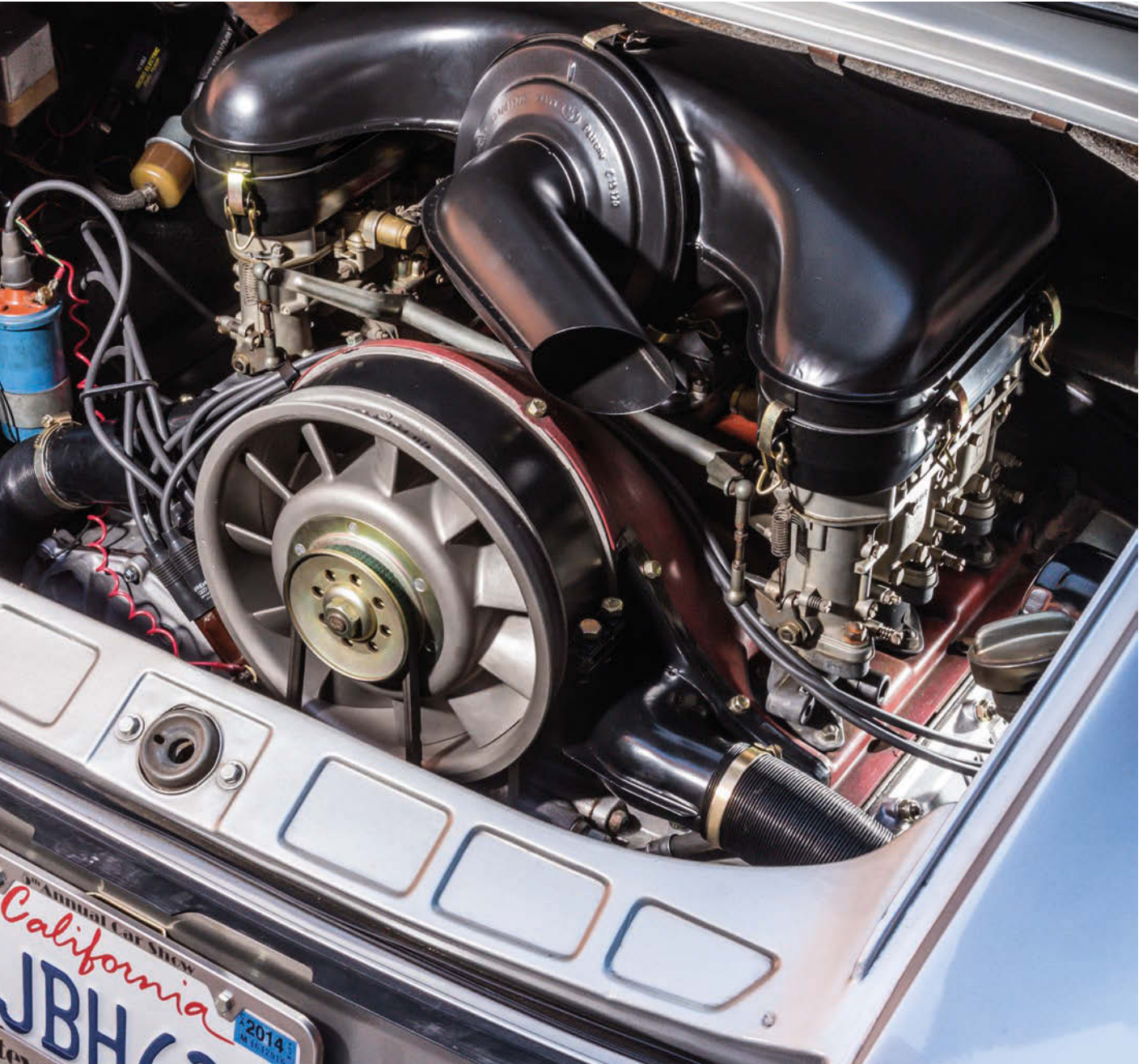
Magnus with a huge \$5000 discount if a deal could be secured quickly. Needless to say, a trip to the car's place of residence, a test drive and an exchange of monies took place within twenty-four hours of the dreadlocked Porsche fan reaching out to the S's owner.

With arrangements made for the car to be transported to Los Angeles, the 'lucky find' four-wheeler was sitting alongside the rest of the Walker fleet the following day.

This turn of events took place almost a decade ago. With that in mind, it's fair to say that Magnus was ahead of the game when it came to appreciating the value of the 911S, but it's his car's status as a 1967 example that really tickles his fancy. The S was launched that year, and its 160bhp power output marked the beginning of Porsche's ambition to introduce sportier flavours to the 911 range. Coincidentally, 1967 is also the year Magnus was born – a trivial detail to some, but one he says adds sentimental value to the air-cooled treat he's keen to show us in his adopted home town.

"I absolutely love this car, yet I'm as surprised as anyone to see how 911S prices have doubled, tripled and then doubled again during the course of the past few years," he reveals. "I can't really put my finger on why the model has become so attractive. It's not as if it was produced in low numbers. After all, Porsche built more than 1800 911Ss in 1967 alone! It was a brilliantly powerful car in its day, but in the 1980s, you wouldn't have wanted to pay more than a couple of grand for an S, and even then, they tended to be used as a base for modifiers to create wide-body Turbo replicas or flat-nosed Miami Vice tributes. You could argue that the 911S was an unloved Porsche!" ➤





Top Much to the surprise of many, beautifully presented flat-six is only lightly tuned

Left Despite approaching the build with restraint, Magnus has added plenty of touches that personalise the two-litre Porsche in accordance with his taste in automotive styling



Moving story

Magnus released his autobiography, *Dirt Don't Slow You Down*, earlier this year. Telling the tale of how the Sheffield-born car nut left school with only two O-levels before buying a one-way ticket to America, the book goes on to cover his adventures in the three decades that have passed since he left Britain. Inspiring and exhilarating, it's a compelling tale of succeeding through pure instinct and determination.



I'M AS **SURPRISED** AS ANYONE TO SEE HOW 911S PRICES HAVE **DOUBLED**, **TRIPLED** AND THEN DOUBLED AGAIN



» His hasn't travelled through history unscathed. It may have been a bargain, but it was far from attractive; its previous owner had fitted steel arch flares, filled them with heavily-spaced Turbo-style wheels and then hit the race track. Nevertheless, seeing potential, Magnus ignored the car's faults and recognised it as a 911S equipped with its original nuts and bolts – a rare find ten years ago, let alone today.

"These cars were driven hard and often put away wet, causing standard bodywork to rot aggressively," he grimaces. "Furthermore, owners misused and blew-up engines. That's one of the reasons so many surviving 911Ss are powered by donor lumps. I can understand why, though. If you destroyed an engine, only to be faced with a repair bill for more than ten grand on a car worth a fifth of that price, you might have decided to fit a \$1500 2.2T motor too!"

Fortunately, his car turned out to be even more original than he'd anticipated; in addition

Top Tartan-trimmed buckets and a sporty three-spoke steering wheel feature in a cockpit that retains the bulk of its creature comforts

DRIVER Q&A



MAGNUS WALKER

Occupation
Urban Outlaw

First Porsche
A 1974 steel-panelled 911 Flachbau I bought more than twenty-five years ago

Favourite Porsche
It has to be my 1971 911T, known as '277'

to being powered by its original flat-six, the silver machine retained all of its factory-fitted body panels, each stamped with a matching VIN. And when headlamps were removed, Magnus spotted more VIN-tastic numbers hiding beneath the aforementioned flares.

Instead of engaging in the hassle-free task of simply removing and scrapping the butchered wings, he obtained donor panels from a doomed 912 and used them to replace missing metal after the flares were ditched. This kept the majority of the 911's original bodywork in place. The job was carried out to such a high standard that you can't tell it has occurred, even when running a hand behind each wheel arch!

ON THE RIGHT TRACK

The de-flared panels now play host to a set of 'Deep Sixes' fifteen-inchers, each bead-blasted with RSR-inspired black details and polished lips. Purists might complain that the car should be riding on 4.5J Fuchs – the 911S was the first car to have them as standard equipment – but Magnus reckons the extra width provided by his choice of rims and their accompanying track-friendly Toyo Proxes R888 rubber makes more sense when it comes to spirited fast-road action. We're inclined to agree.

"These cars have a reputation for being twitchy at the limit. It's a characteristic not helped by narrow wheels supplied by Porsche at the factory," he stresses. "I've built at least half a dozen 'Sports Purpose' cars. Take it from me, fat tyres and optimised handling removes a lot of uncertainty from the capabilities of a classic 911 when tackling corners at speed."

His car's chassis components had been left unaltered, meaning that he wasted no time in fitting Koni dampers, Elephant Racing adjustable camber plates, matching torsion bars, Tarett Engineering adjustable



It's showtime

Many of Magnus' creations are seen each year at the Specialty Equipment Market Association (SEMA) event. Held at the world-renowned Las Vegas Convention Centre in Nevada, the massive motoring show isn't open to the public, but still manages to qualify as one of the single largest events on the Las Vegas calendar. Of interest to all areas of the automotive industry from manufacturers to media, more than sixty thousand attendees occupy more than one million square feet in the hope of catching a glimpse of the latest products traders have on display. As part of the celebrations, specially commissioned project cars from tune shops and individuals are revealed. Many of those unveiled kick-off automotive trends.

» anti-roll bars and replacement rubber bushes (instead of the expected polyurethane parts). The cool kit has been configured to keep much of the standard car's comfort and refinement for civilised street use whilst allowing for surefooted sprinting along the twisties of the Californian canyons. To that end, ride height has been dropped by an estimated two inches.

He's limited engine upgrades to a raspy twin-pipe exhaust system. "It's all top end," he says. "4000-7000rpm is the sweet spot. You have to wring the car's neck, but it's a great sprint machine because it stays on song the whole time my foot is planted," he adds, shortly before confirming that he thinks this particular 911S is as quick around canyons and along hill climb courses as any standard SC or 3.2 he's driven. "You can turn-in super-quick, and the car stops fast due to its low weight," he grins.


COMFORT AND JOY

Paying tribute to the Monte Carlo rally Porsches of the late 1960s, Magnus opted for a two-tone paint job finished with Porsche script, sponsor stickers on each wing and 'meatballs' (highlighting the year both car and driver came into this world) on each door. Unlike the specification of competition cars, however, there's a full interior to enjoy, including trick tartan-centred Scheel buckets in place of standard corduroy-trimmed seats. "I'm more concerned with the joy of driving an old Porsche than I am about retaining period-correct kit," he admits. "I'm not afraid to modify my cars, a train of thought that gives me the freedom



Top The reserved approach to restoring and resurrecting this fantastic 911S has resulted in a classic Porsche just as happy in busy traffic as it is carving its way through canyons

to fit parts sympathetic to the 911's original specification while enabling me to not get hung up on having to source hard-to-find standard trim. That said, I'm well aware this is a matching numbers 911S, hence the restraint I've exercised where I'd ordinarily go mad pulling apart and reconfiguring a car's mechanical components!"

A quick glance at this half-century old narrow-body is all that's required to understand that it's a car Magnus has afforded a new lease of life. It's a classic 911 that is just as happy cutting through canyons as it is speeding along LA's cracked road network. Indeed, this super S is such a fantastic all-rounder that the four other examples in its master's collection have moved on to pastures new. Perhaps it's time we paid closer to attention to classifieds?! 

Complete Suspension Packages

Build yours at ElephantRacing.com 3 clicks... Done!

The screenshot shows the Elephant Racing website's Suspension Builder interface. At the top, there is a navigation bar with links for Home, About, Contact, Careers, News, Tech Topics, and Shopping Cart. Below this is the Elephant Racing logo and the text "Advanced Suspension Systems For Porsche Cars Design & Development". A secondary navigation bar includes model year dropdowns (911, 964, 993, 996/997, 991, Boxster/Cayman, 914, 944, 356), a Merchandise dropdown, and a Search dropdown. The main content area is titled "Suspension Builder" and includes "ONLINE TOOLS" for Suspension Navigator and Suspension Builder. The interface is divided into three steps: 1. Select Year & Model, where Year is set to 2004 and Model is set to 996/997/986/987; 2. Select Your Package, where Street Performance 2 is selected; and 3. Review & Approve, with an "Add To Cart" button. The "Front" and "Rear" sections display grids of suspension components. A "PACKAGE CHARACTERISTICS" table is visible in the bottom right of the interface.

PACKAGE CHARACTERISTICS +	
RIDE COMFORT	41
PERFORMANCE	63



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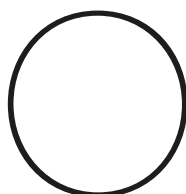


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Singer partners with Williams on flat-six

500bhp four-litre naturally-aspirated engine is being readied for action

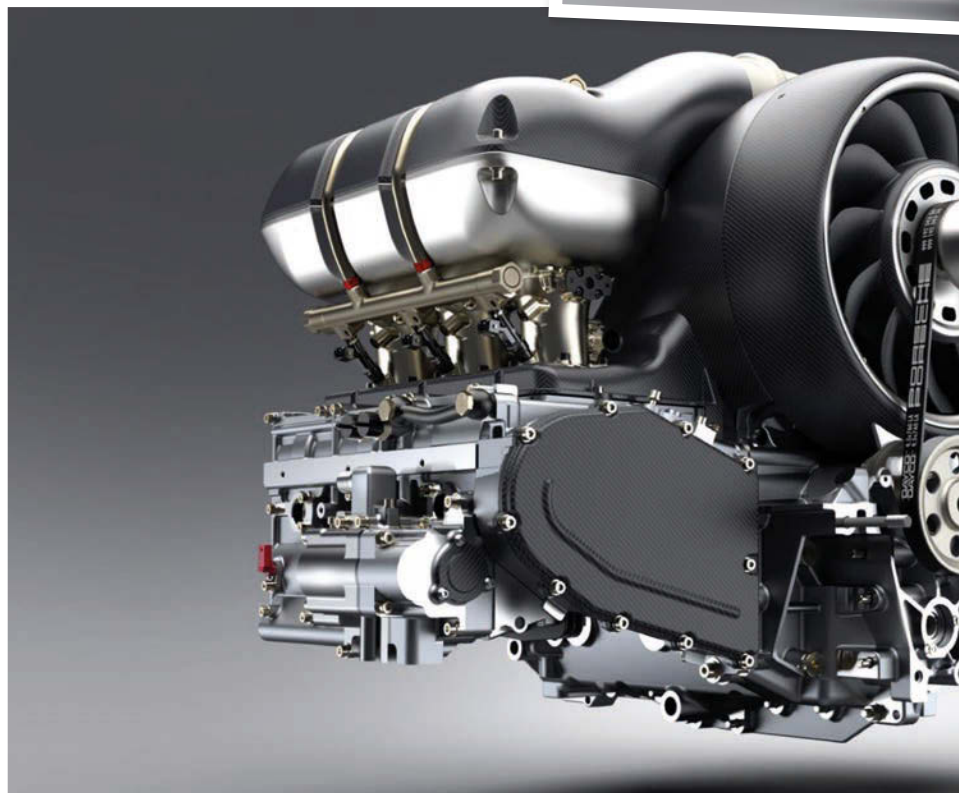


One of the most exciting stories to emerge in recent weeks concerns the revelation that Singer Vehicle Design

is collaborating with Williams Advanced Engineering in order to develop a 500bhp naturally-aspirated flat-six. Most will know Williams from its many years competing in Formula One, and Singer from its famous reimagining of classic 911s.

In a move that adds even more prestige to the project, the new engine is being put together with input from none other than Hans Mezger, the Porsche engineer responsible for leading the team that designed and built the production 911's flat-six. Mezger also led Porsche's turbocharging programme with the 917/30 and the application of the race car's technology to the 911 Turbo (930) road car. Later, he developed the turbocharged Formula One McLaren MP4/2 engine.

The 500bhp Singer unit is being realised following a request from one of the company's customers. Based on a 3.6-litre flat-six, the new engine will feature four-litres

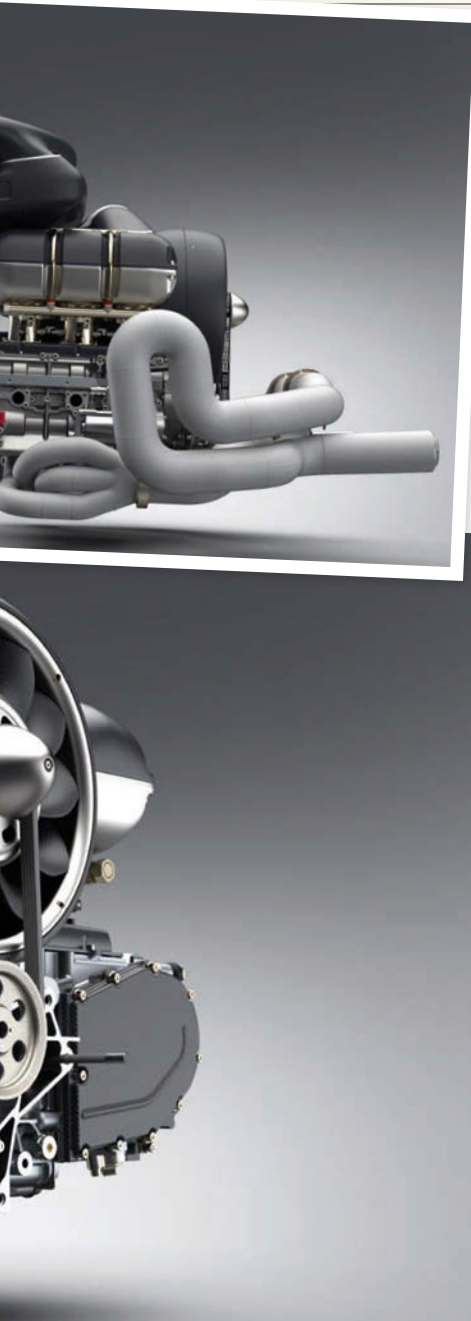


of displacement, titanium connecting rods, four-valve heads, quad cams, lightweight aluminium throttle bodies with carbon-fibre trumpets, a resonated carbon air box and an F1-spec exhaust.

Fed by upper and lower fuel injectors, the mind-boggling six-shooter is expected to perform with an engine speed range extending beyond the 9000rpm mark!

"Helping our clients realise their unique vision for a reimagined Porsche

911 with the help of automotive royalty is very much a privilege," commented Singer founder, Rob Dickinson. "Singer is delighted to be working with Williams Advanced Engineering and Hans Mezger to offer clients a 'next level' of restoration and modification services. With careful and dedicated development, the 911's air-cooled engine has much to give both its existing devotees and a generation of new enthusiasts."



Paul McNamara, technical director at Williams Advanced Engineering, was equally enthused. "This has been a fantastic opportunity to showcase the core capabilities of Williams Advanced Engineering. Having had the opportunity to consult with Hans Mezger about the development of the engine, our team was pleased to be able to provide a solution to Singer's clients' requirements, and to be a part of the 911's continued evolution."



Canford Classics Porsche Pull-In

The fourth Canford Classics Porsche Pull-In took place across the August Bank Holiday weekend. Close to two hundred of you turned up at the restoration specialist's Dorset headquarters to enjoy chewing the fat (and bacon sarnies!) in the company of a wide variety of Porsches. Representatives from Porsche Club GB and Porsche Centre Bournemouth were in attendance, supporting the efforts of the Canford Classics team to raise money for the cancer ward at Bournemouth

Hospital. At last count, more than £500 had been registered in charitable donations from owners of cars ranging from 356s to 991s, standard specification to heavily modified. The Canford crew presented a selection of their recently restored 911s, plus a preview of cars about to be treated to a rebuild. Visit canfordclassics.co.uk to find out more about the company and what it gets up to. We'll be sure to let you know as soon as a date for its fifth Porsche Pull-In is announced!



924 anniversary race set to wow spectators at Donington Park

The 750 Motor Club is hosting a special 924-only race day at Donington Park on Saturday 30th September. The event is taking place to commemorate the twenty-fifth anniversary of the first Porsche Drivers Association (PDA) race back in 1992. Owners of 924s who wish to take part in the festivities will need to ensure their cars meet current 'Blue Book' racing regulations. Additionally, participating 924s cannot exceed a power to weight ratio of 143bhp per metric tonne. We're told that the day will include fifteen minutes of qualifying followed by two races, the latter being a reverse grid. There will be a winner of the first race, a winner of the second and an overall champion crowned at the end of the day. This is a 'not for profit' gathering, meaning the entry fee for participating will be low, and includes an invite to a party to be held at the circuit in the evening. For more information, contact PDA via porscherracingdrivers.co.uk

See you there...

GOODWOOD OCTOBER CHARITY TRACK DAY

Porsche Club GB has successfully operated a programme of track days over the course of the past seventeen years. In that time, approximately 275 track days have offered almost 9000 Porsche drivers fun on four wheels. The club's new track day schedule includes the popular Goodwood Charity Day and paddock display on October 7th. The event will raise much-needed funds for the Chestnut Tree House children's hospice in West Sussex. To book your place, visit bit.ly/goodwoodtrack

PEC SILVERSTONE

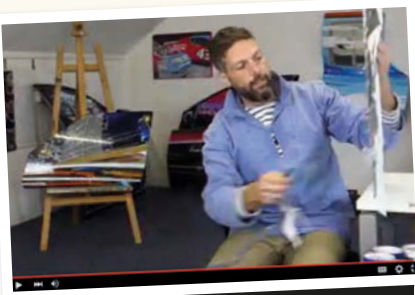
Coinciding with the 2017 Silverstone Auctions Porsche Sale, PCGB members are being offered the exciting opportunity to drive their own Porsches at the Silverstone Porsche Experience Centre on Friday 20th October. The forty-five minute driving experience will see members partnered with a driving consultant. Depending on the time slot selected by visitors, a free breakfast, lunch or afternoon tea will be provided courtesy of Silverstone Auctions. bit.ly/pecsilverstone

THE PORSCHE SALE

It's the big one! The third Porsche-only auction hosted by Silverstone Auctions takes place Saturday 21st October and is expected to attract some of the finest Porsches in the country. Bidding kicks off in The Wing, Silverstone Circuit, at 2pm, although the main event will be preceded by an automobilia sale taking place at 11am. We urge you to view a published lot list at bit.ly/porschesale2017 before you head down. Those unable to make it in person can bid by telephone, commission bid or online participation.

GEAR REGISTERING ON OUR RADAR

Smuggler's box



JOEL CLARK VINYL-CUT ARTWORK

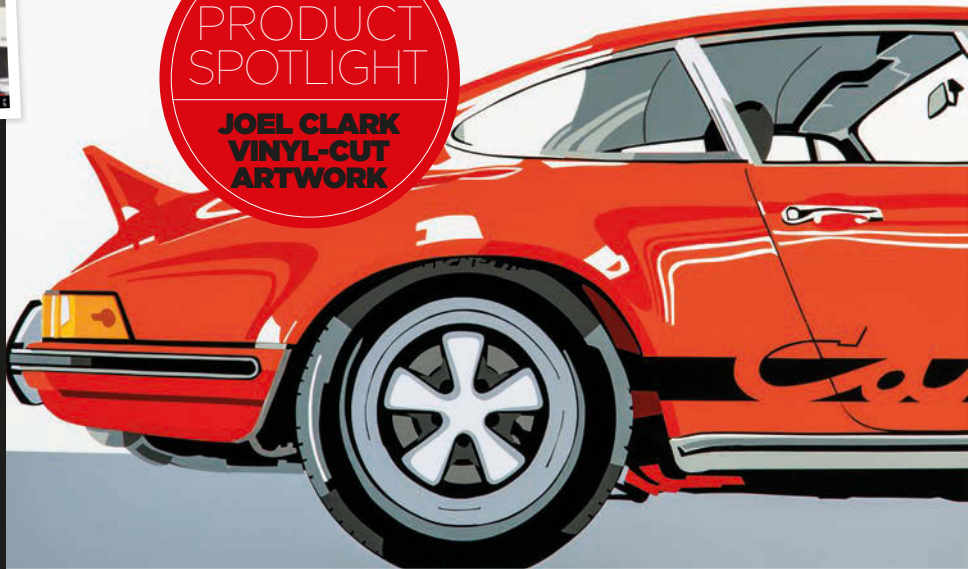
Former advertising agency creative, Joel Clark, became skilled in the art of hand-cutting vinyl when he designed and produced livery for race teams back in the early 1990s. Ditching the cutthroat world of aggressive marketing in order to return to his roots, he's since forged a reputation for producing striking works of art using the skills he mastered more than a quarter-century ago.

His creative works have a unique finish, in part due to the fact that he is thought to be the only artist using hand-cut vinyl as a medium. Focusing on his love of motorsport and classic cars, the process he engages in involves working from sourced photographs (or those provided by clients) which are photocopied and used as templates. Each image is then broken down into a series of shapes which are cut from coloured vinyl.

Gradually, the individual pieces are applied in a collage-like fashion to bring together the bright, bold finished artwork. In some cases, clients request the art to be applied to safety helmets and automotive body panels, resulting in surreal Pop Art sculptures.

Hop online and view a video of the master at work: bit.ly/joelclarkvid

Price: From £35
Visit www.bit.ly/joelclark





MISHIMOTO CATCH CAN

Mishimoto is now offering anodised finishes on many of the items in its celebrated range of universal baffled oil catch cans and fluid reservoir tanks. Billet aluminium sealed catch cans in various sizes (boasting different internal capacities), coolant reservoirs and serviceable power steering fluid tanks can be ordered direct from the company's website. **PRICE: From £65** www.bit.ly/mishimotouk



SONIC TOOLS RATCHET

You'd have been living under a rock to miss the cult appeal of the fidget spinner in recent months, and now Sonic Equipment, makers of some of the finest professional automotive tools available, has released what effectively amounts to an adult version of the trend-busting tool; a 1/4-inch nineteen-piece ratchet set that fits in your pocket! **PRICE: £13.60** www.bit.ly/sonicratchet



MAGNUS WALKER HOT WHEELS DIE-CAST MODELS

Legendary toy and die-cast model manufacturer, Mattel, has collaborated with the Urban Outlaw, Magnus Walker, on a range of limited edition 1:63 scale classic Porsches intended to introduce today's youngsters to the wonderful world of modifying motors from Stuttgart. Under Mattel's Hot Wheels brand, the customised miniature cars on offer include the 356A and 934 Turbo RSR you see here. Up until now, Hot Wheels has focused its attention on producing small scale versions of classic American muscle cars, but with tuned 911s often rising above Stateside V8s when it comes to today's youth naming their favourite hot rods, Mattel's collaboration with the master of 'Sports Purpose' couldn't be better timed.

Price: From £8.83
www.bit.ly/hotwheelsmagnus

DANSK MOTORSPORT SILENCER FOR 924S/944

Buying an exhaust for your classic Porsche should be an investment rather than a repeat prescription, which is exactly the reason Heritage Parts Centre has stocked its warehouse to the rafters with Dansk's range of exhausts designed specifically for older vehicles from Stuttgart. If you drive a 924 or a 944 with either a 2.5-litre or 2.7-litre engine, then this should be music to your ears; not only will each high quality stainless steel system smarten the rear end of your car, but you'll experience a fruitier exhaust note too! Best of all, Dansk pipework for transaxles can be ordered a price that won't break the bank, and purchases come with free delivery to anywhere in the UK.

Price: £227.95
www.bit.ly/heritageparts



AIRREX AIR RIDE APP FOR IPHONE

Air ride is a big deal on the modified motor scene, with suspension manufacturer, AirREX doing its best to lead the charge. No matter how impressive raising and lowering your car is, however, the fact remains that air suspension control systems aren't anywhere near as cool as the effect they deliver. That's about to change thanks to AirREX's new iPhone app. Essentially, the app connects to the AirREX ECU via your iPhone's WiFi signal chip, allowing you to 'lay frame' using an intuitive remote user interface. All that's required is a swipe of your finger or the touch of a soft key to provoke gasps of admiration from anyone watching your Porsche lifting and lowering itself off the ground! Best of all, AirREX is offering the software free of charge for new customers. Visit the app store today!

Price: Free!



DO88 911 TURBO (930) SILICONE HOSES

Swedish performance parts specialist, DO88, has produced a reinforced silicone hose kit designed to replace tired OEM 911 Turbo (1978-1989) rubber pipework. Manufactured from high quality materials with a fantastic finish and resistance to extremes of temperature, each multi-layered hose can handle high pressure and won't crack in even the harshest of driving environments. Oil breather, turbo intake, K-Jetronic, airflow and vacuum hoses are on offer in a variety of colours, as is a matching selection of polished fasteners.

Price: £308.07
www.bit.ly/930hoses





GOODRIDGE G-LINE HOSES

The G-Line range from premium brake hose manufacturer, Goodridge, features an all-new wire construction with lightweight Aramid fibre and 316 stainless steel braid, keeping weight low whilst maintaining rigidity under pressure. Vacuum resistance is rated at 200°C, while extra-efficient flow characteristics equate to good news for anyone running a club race, rally or fast-road car.

PRICE: Varies www.bit.ly/goodridgeuk



PIONEER X8700DAB

Pioneer has released details of its latest single-DIN CD tuner, the X8700DAB. The sleek unit is capable of playing audio from CD, USB and aux. It also includes a well-regarded DAB+ tuner, Bluetooth functionality and a nifty thirteen-band graphic equaliser. The X8700DAB is ideal for iPhone users due to the part's compatibility with Apple's Siri voice recognition software.

PRICE: £248.99 www.bit.ly/x8700dab



ABS MOTORSPORT 968 TURBO RS TRIM

Long-standing British Touring Car Championship (BTCC) parts supplier, ABS Motorsport, has added to its catalogue of cool components by developing lightweight fibreglass front-end body parts for the 968. Mirroring the style of trim found on the super-rare 968 Turbo RS (only four examples were produced by Porsche),

the firm's NACA bonnet ducts and intercooler outlet improve airflow whilst delivering race-ready looks. Meanwhile, matching fibreglass headlamp blanks will eliminate heavy light units and their motors, thereby improving the performance of your 968 by reducing its overall weight. All parts are supplied in white ready to be colour-coded to your car. You know you want to!

Price: From £65
www.bit.ly/absmotorsport

POWER MAXED SUMMER JACKET

Power Maxed's range of car care products has a reputation for being high quality at low cost. Summer Jacket fits the bill perfectly, and is ideal for those who want nothing but the best protection for their pride and joy's exterior. Suitable for glass, plastics, alloys, steel, rubbers, paintwork and chrome, this nifty Nano Shield protects exposed surfaces against tree sap, dust and UV damage whilst simultaneously applying extreme gloss enhancers that can be layered (leave 24hrs between each application) to provide an incredibly durable protective coating for your car. Confident that Summer Jacket will give the best results possible, Power Maxed will give you your money back if you find a similar product that performs better.

Price: £12.99

www.bit.ly/pmsummerjacket



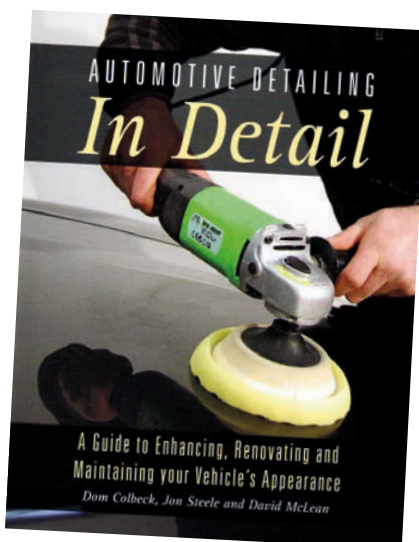
RECOMMENDED READ

AUTOMOTIVE DETAILING IN DETAIL

Written by three leading detailing experts (including Dom Colbeck, top dog at detailing product producer, Dodo Juice), this 272-page full-colour tome provides a thorough and expansive overview of various car cleaning techniques. From pre-wash, wash and preparation routines through to machine polishing, paint correction and maintenance, every detailing stage is covered. Surface types, contaminants and products are analysed, with each treatment and process laid bare. In the age of the internet and social media, a plethora of detailing knowledge is available online, yet it's strangely difficult to discover completely, or to harness usefully. Perfectly suited to beginners and experts alike, this guide to enhancing, renovating and maintaining your vehicle's appearance redresses the balance. Do you and your car a favour: hop online, visit the Amazon store and order a copy (either paperback or Kindle edition) today!

Price: £35.55 (Kindle edition £17.27)

www.bit.ly/detailingbook





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PORSCHE



1970 911 2.2E LHD

£145,000

Delivery mileage since complete rebuild, Tangerine Orange with leatherette interior, immaculate throughout, originally supplied in Switzerland but fully registered in UK.

Porsche Centre Hatfield

01707 277 911



1976 911 2.7S LHD

£85,000

18,705 miles, PTS Blue with Black interior, specification includes 15-inch Fuchs alloy wheels, electric windows and sunroof, UK registered.

Porsche Centre Hatfield

01707 277 911



1986 928 S2

£72,000

65,879 miles, Crystal Green Metallic, one owner from new. Restored by Porsche Centre Hatfield and M&A Coachworks as part of the Porsche Classic Restoration Competition.

Porsche Centre Hatfield

01707 277 911



TWO OF A KIND

With 546bhp between them, this duo of air-cooled classics makes for the perfect Porsche double act

WORDS **Andrew Mearns and Dan Furr** PHOTOGRAPHY **Andy Tipping**



Ultimate
Porsche
MODIFYING
SPECIAL.





The vast majority of cars on the road are exactly as they rolled off the production line, but the great thing about owning a classic 911 is that Porsche built a sports car that can be personalised to suit its owner and the driving environment he or she is likely to find themselves in. Fancy a grand tour of the Alpine passes? Have we got the car for you! Maybe you prefer to stay local, but have a love of tuning? Step right up! Whether it be leisurely cruises or hard driving, the 911 has you covered.

Early on in its history, Porsche established itself as a manufacturer of cars that could be used to commute to work in the week before being hammered around a circuit on Saturdays and Sundays. All you needed to do was add race numbers to each door, strap on your goggles, tighten your safety helmet and get going! The fact that the 911 became known for holding its own in some of the world's most established road races meant that a Porsche customer had great faith in the ability of his or her four-wheeled friend to turn in a strong performance at the track. After all, the 911 being sold in dealer showrooms shared the same DNA as those being put through their paces in punishing endurance racing competitions, including those held at the Nürburgring.

The pair of green racing machines you see here started life as a 1972 911S and a 1974 four-cylinder 914. Despite being beautiful sports cars 'out of the box', they've undergone significant changes to suit their former owner's love of motorsport styling and seriously heightened engine performance.

The top-of-the-line 'S' designation was added to the 911 for the six years leading up to the close of 1973. Engine displacement ran from two-litres to 2.4, with power in later cars rated at 190bhp. The 911 featured here is one such example, ordered by its first owner in Viper Green. After leading a trouble-free life, the car was eventually converted to 2.7



Race ready

In 1970, new racing regulations allowed the 911's wheel arches to be extended by two inches in order to accommodate wider wheels promoting increased stability and higher levels of grip. Engine displacement was also increased thanks to the approval of an enlarged flat-six cylinder bore size. Limited to low volume production, the resulting S/T was less of a production car and more of an exciting demonstration to owners of S-badged 911s showing how their cars could be turned into formidable racing machines if treated to the Weissach S/T tuning package. Of course, to get the message across, Porsche built a handful of factory S/Ts. In a bid to keep weight at a minimum, these super-rare 911s featured floor pans and roofs made from thinner gauge steel than 911 road cars.





Left and below This bright green S/T tribute has experienced many trim changes, from standard 911S specification through to RS gear and beyond!



THE S/T WAS AVAILABLE TO BUY WITH A CHOICE OF ENGINES FEATURING MAGNESIUM CRANK CASES LONG BEFORE THE RS BADGE EXISTED

» RS specification before being imported to the UK where hill climb events provided a suitable forum for the pretty Porsche to demonstrate its strength at sprinting. Over the course of the past decade, however, the car has shifted from RS trim to that of the 911 S/T.

Produced in limited numbers, the S/T was a super-light, wide-arched track weapon that achieved success in some of the world's most respected endurance racing competitions, including the Targa Florio and events at Sebring, Daytona and 'The Green Hell'. The S/T was available to buy with a choice of engines featuring magnesium crankcases during a time before the RS badge existed. Later cars boast 2.5-litres of displacement, but the green tribute here has been treated to a 2.8-litre flat-six built by Neil Bainbridge at BS Motorsport.

RUN FOR THE HILLS

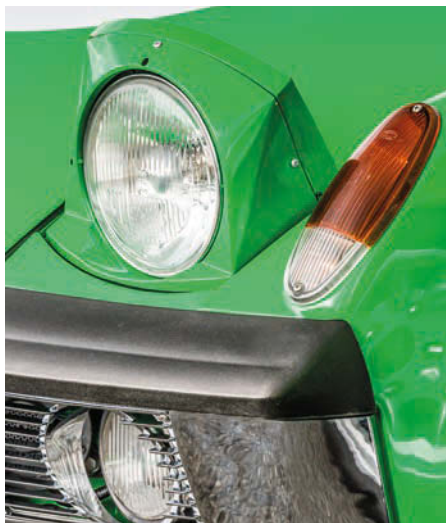
Based on a 2.7-litre Type 911/48 (a unit originally equipped for use with a Sportomatic gearbox), the modified powerplant is chucking out 246bhp thanks to the appointment of 92mm J&E barrels and pistons, ARP fasteners, an RSR flywheel, a twin-outlet exhaust and mechanical fuel injection. Power is sent to the nine-inch wide rear wheels via a fully rebuilt 915 five-speed gearbox bolstered by a Giken limited-slip differential. The vibe is simple: take inspiration from a competition-winning factory 911 and apply it to a road car. The end result is this fabulously decorated hill climber.

Dorset-based classic Porsche restoration specialist, Canford Classics, takes credit for how well the car looks, with a flawless finish and the company's high standard of workmanship evident from all angles. Colour-coded fibreglass front and rear bumpers keep weight down, as does a stripped cabin populated by little more than a 10,000rpm rev counter, a MOMO Prototipo steering wheel and half-leather buckets with Securon harnesses.

It's a similar affair inside the 914, a Signal Green stunner built to complement its S/T-bodied stable mate. A California car free of rust, it remained just as Porsche intended until 2012 when it was transformed into a 914/6 GT tribute. Fundamentally a racing version of the standard 914/6 (read all about









Right Fitting a 993 3.6-litre flat six into the engine bay of a 914 isn't as straightforward as this brilliantly presented installation might suggest at first glance



» the history of the 914 by ordering a back issue copy of the June edition of *Ultimate Porsche* at www.bit.ly/buyporscheup), the GT was easily identified by way of its boxy extended wheel arches, model-specific valances and fat rubber. The model finished sixth overall in the 1970 24 Hours of Le Mans, a staggering achievement when you consider the fact that the two-litre roadster (and its flat-six) was beaten only by pure racing models, including the 917 (powered by a 4.5-litre flat-twelve) and the Ferrari 512 (a Prancing Horse loaded with an angry five-litre V12).

Porsche equipped the 914/6 with a 100bhp flat-six, but that's not the engine propelling the car you see here. Nope, you're looking at a two-seater producing 300bhp thanks to the installation of a 993's 3.6-litre beating heart!

Running stock 993 fuel injection, K&N air filters, free-flowing headers and Magnaflow mufflers, the engine is mated to a 915 gearbox (donated by a 1985 Carrera 3.2) along with a Guard limited-slip differential and beefed-up 915 driveshafts.

As you can see from our photos, dropping a 993 engine into a 914 works, but it's not a straightforward fit. Of course, there's a tight engine bay to deal with, but there was also the not-insignificant task of sorting appropriate wiring; the 914's engine bay needed to be decked-out with a modified 993 harness. Furthermore, the standard 914 battery tray was in the way of the 993 distributor and coil setup. This meant that the tray had to be removed, leading to the fitting of twin lightweight batteries in the car's cabin. One sits ahead »

Baby talk

Although the 914 is considered by many to be the German equivalent of the MGB GT, the 'Baby Porsche' cost almost as much as a Jaguar E-Type at its original point of sale! The 100,000th 914 landed in May 1974. A limited edition 'Jubilee' model was launched to celebrate the occasion. Powered by a two-litre engine, the specially-styled roadster was available to buy with a choice of black and yellow or red and white limited edition twin-tone finishes.



» of the passenger's foot well, the other can be seen between the front seats behind the gear selector mechanism!

Serious power upgrades demand serious chassis stiffening, which is why Bilstein front struts, Koni adjustable rear shocks, Eibach springs, 911 torsion bars and a Tarett adjustable front anti-roll bar work alongside Weltmeister adjustable camber plates, a front strut brace, welded-in body strengthening plates, a 911 SC aluminium front axle beam, 930 ball joints and reinforced trailing arms.

TAKE THE HIGH ROAD

Housed beneath those steel arches is the same combination of eight-inch wide Fuchs and nine-inch wide Minilites found on the similarly-styled 911 parked close by, but that's not to say that this GT tribute is about to hammer its way up a hill. Contrary to the point of the coupé build, the Targa-topped Porsche has been assembled for fast-road use. Bigger brakes have been added in order to keep power amounting to three times factory specification in check, and the conventional rod setup of the aforementioned gear selector has been updated with slick cable operation, thereby reducing travel during furious shifting.

This 914's immense power (coupled with feedback from its wide wheels) makes cornering an involved pursuit, albeit one that can be tackled in confidence thanks to those well-considered chassis upgrades. This is a car that rewards bravery; with each turn comes the realisation that what is now an object in the



Above It seems a shame to separate this extraordinary pair of played-with Porsches, but they're available to buy individually (or as a pair) from Gmund Cars right now

rear-view mirror could have been attacked with more force. And with the roof down, many senses get involved in the action.

They might have started out as standard production Porsches, but these lean green sports cars are now fantastic examples of how four-wheeled treasures from Stuttgart can be pulled apart and put back together again in a custom configuration to suit whoever is lucky enough to own them. And in the case of this dynamic duo, it could be you. Yes, both are currently offered for sale at Gmund Cars. The only thing required from a prospective buyer is an answer to the following question: which of these modified motors best reflects your personality?!





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1974 Porsche 914/6 S/T Signal Green, UK registered, 993 motor giving 300 bhp, amazing spec, £65,000



1989 Porsche 911 3.2 Sport Cabriolet, Guards Red w/black hood, 66k miles, G50 box, high spec, £50,000



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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Phil Hillyard

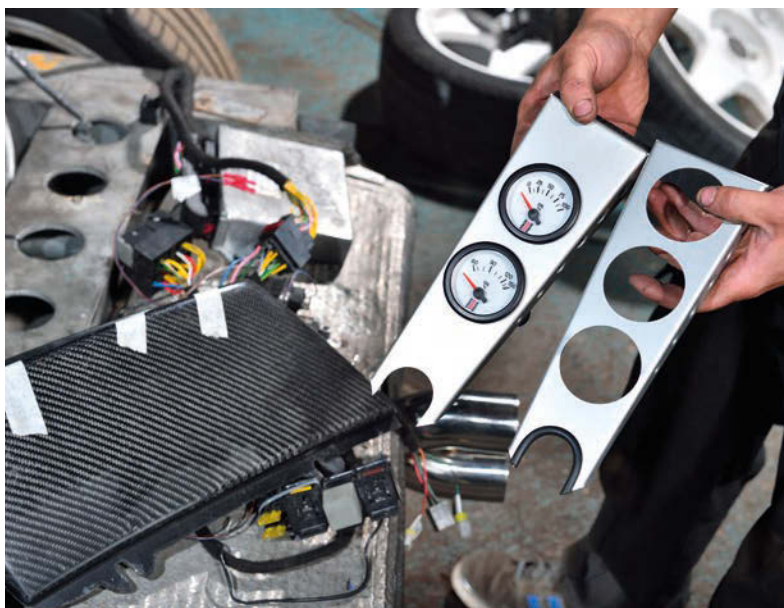
Modifying your classic Porsche isn't something you should shy away from. It's an activity likely to result in a car even more suited to you as an individual than the vehicle you started with, argues Phil Hillyard...

As a technician at independent Porsche servicing and repair specialist, Revolution Porsche (revolution-porsche.co.uk), I'm no stranger to the idea of modifying a fast car. Granted, not every customer that walks into the workshop I'm stationed at in West Yorkshire wants to alter their four-wheeled friend by way of uprated suspension, brakes, engine upgrades or a fresh set of wheels, but there are many Porsche owners who like the idea of owning a sports car that isn't the same as the one parked on a driveway two streets away.

Change for change's sake can be a dangerous (and expensive!) pursuit, but there's nothing wrong with the idea of modifying a vehicle in order to suit your own driving style and the environment where you're most likely to be putting the pedal to the metal. For example, your car may spend most of its time at the track, in which case, chassis equipment designed for circuit use is likely to provide you with a more satisfying drive than gear intended for the road.

When it comes to modifying, no matter how good your classic Porsche is, treat the car as a starting point. Determine where you'd like to make changes that suit you as an individual, but also those that provide function as well as form. Aftermarket bonnet vents on a front-engined car are a good example of this, where toasty engine operating temperatures are allowed to escape through ventilation that can be styled in any number of ways through a variety of finishes. NACA ducts? No problem. Louvered metal? As you wish. The choice is yours.

Air-cooled 911s are a modifiers dream come true thanks to the colossal number of upgrades available for flat-sixes; a significant hike in horsepower linked to modern engine management is far from unusual. Water-cooled cars are also happy to be toyed with, especially when it comes to forced induction. Furthermore, the range of performance trim across the Porsche range means that swapping parts from one car to another is often easily done.



Backdated 911s are a prime example of modifying in action, where newer, less exclusive vehicles are transformed into tributes to some of the greatest sports cars ever built, but that's not to say you have to follow a tried and tested path when it comes to tuning. Have a go at achieving a setup unique to you and your ride. A more comfortable steering wheel, more responsive brake pads, grippier tyres, a free-flowing exhaust, rims you haven't seen on another Porsche. These are all fairly straightforward modifications that are likely to improve the amount of fun you have in your car. I draw the line at beaded seat covers and furry dice, but each to their own!

Porsches are so good from factory that many owners like to leave their cars exactly as they rolled off the production line. There's nothing wrong with doing so, but many of us will always be looking for ways to improve and personalise our cars. After all, what might be the perfect setup for one driver isn't necessarily a configuration ideally suited to the next!

Above Customising a Porsche is huge fun and is likely to produce a sports car that reflects your personality more than stock spec ever can



I draw the line at beaded seat covers and furry dice, but each to their own!



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Porsche 911 Carrera 3.2L 1986
Cabrio, Manual Gearbox, LHD, Grand
Prix White with Egg shell white leather
interior.



Porsche 911S 1977 2.7L Targa
SportoMatic Gearbox, LHD, Black
with original Tan interior.



Porsche 911SC 1982 3.0L Targa
Manual Gearbox, LHD, Guards Red
with Black interior.



Porsche 911 3.0L Carrera 1977
Manual Gearbox, LHD, Continental
Orange with black leather interior.

SEE OUR WEBSITE FOR A FULL LIST: WWW.DESIGN911.COM/CARS

Torque *Enthusiast*

Ian Goodman

If it sounds like Porsche has lost the plot by ditching its LMP1 programme in order to compete in Formula E, then you haven't been listening, suggests Ian Goodman...

Imagine motor racing without sound. I can. I was born with congenital hearing loss (a fancy way of saying I've been deaf since day one). My love of fast cars is as strong as that felt by those of you lucky enough to be able to enjoy the roar of an engine zooming past, yet if I'm to believe what the majority of Formula One fans say, then there's no way I should be able to appreciate what Hamilton, Vettel and Alonso get up to on a Sunday afternoon. "The current crop of turbocharged F1 engines aren't as loud as the old V8s," is a complaint I've read a trillion times on social media, usually followed by a declaration from the author that he or she refuses to tune in to any further F1 coverage on TV. If they don't like what they're hearing, perhaps they should hit the mute button on their remote controls? Welcome to my world!

Sound is just one of many ways of experiencing the thrill of a powerful car. You probably don't realise when listening to the din of an engine firing on all cylinders, but vibration is a powerful sensation that comes in many different rhythms and intensities depending on the car or powerplant you're sitting in or staring at. In the same way that you can identify a poor-running engine through the noise it's making, I can do the same by 'feeling' how smooth it may or may not be operating. When you stop to think about it, we're reaching the same conclusion through the use of different stimuli.

As a spectator sport, motor racing can be enjoyed in many different ways. Primarily, it's through watching the thrills and spills of fast track action, nail-biting overtaking manoeuvres, the sprint to the finish line. Edge of the seat stuff, and none of it is dependent on sound. Don't get me wrong, I'm sure hearing commentators go nuts on a final lap stirs the soul in a way that subtitles can't, but I've got eyes, I can see what's going on. I'm beating my fists in the air just like the rest of you!

This leads me to address lazy complaints regarding Formula E. Full disclosure, I love it, and the news that Porsche has abandoned its Le Mans LMP programme in order to



participate in what I – and many of my friends – think is an exciting series is an important development in the Porsche story. Sadly, moaning concerning sound has been levelled at Formula E by the same people whinging about six-cylinder engines in F1. It's a given that electric engines are quiet during operation, but that doesn't mean the racing needs to be any less competitive, does it?

The fact that you can buy a new car powered by a combustion engine is amazing considering how old the basic design is, and while I adore my 911 Carrera 3.2 and 944 Turbo, it's time motorsport fans accepted that automotive technology is moving on at a rapid pace. By all means, wax lyrical about how great Porsche's achievements with flat-fours, flat-sixes and flat-twelves have been in racing competitions over the years. Buy tickets to historic racing tournaments where you can enjoy yesteryear's race cars doing what they do best, but stop knocking the future of racing for its apparent lack of noise. There's as much to enjoy in what Porsche is preparing for as there is spending time driving one of its classic cars at the limit. And I should know!

Above Bass frequencies from engines can be interpreted as easily identifiable vibrations



The fact that you can still buy a new car powered by a combustion engine is amazing



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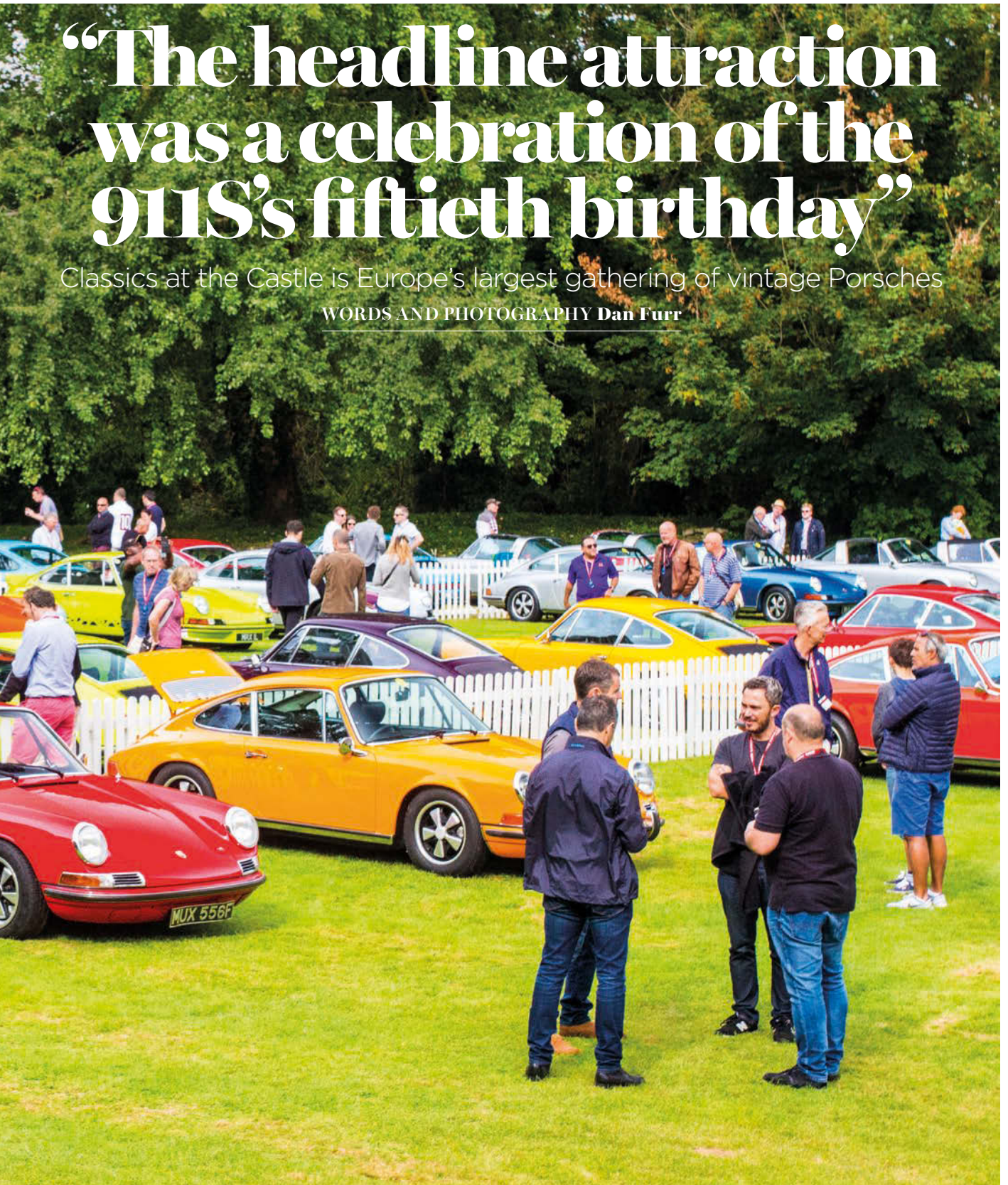
Porsche people



“The headline attraction was a celebration of the 911S’s fiftieth birthday”

Classics at the Castle is Europe’s largest gathering of vintage Porsches

WORDS AND PHOTOGRAPHY **Dan Furr**





Porsche people



We usually venture out to a Porsche enthusiast's house, lock-up or place of work in order to showcase his or her collection of classics as part of our Porsche People series. On this occasion, however, we set our sights on Hedingham Castle in Essex where more than eight hundred of you gathered together to show off your cars in the summer sun.

Considered to be the best preserved Norman keep in England, Hedingham Castle was constructed in the early twelfth century. Almost square, the keep comprises four floors, including a great banqueting hall. The building is more than seventy feet (twenty-one metres in new money) tall with walls well over three metres thick. Sadly, two of the keep's original corner turrets are missing, as is every other one of the site's medieval elements, including the castle's hall, drawbridge and original outbuildings. In contrast, the venue's grounds and gardens are in excellent order thanks to their recent restoration after becoming a wilderness during the latter part of the last century. ➤➤





911s WEREN'T IN SHORT SUPPLY, WITH THE 1970 TOUR DE FRANCE S/T TAKING PRIDE OF PLACE OUTSIDE THE CASTLE KEEP



Top 1970 Tour de France S/T is the lightest factory-built 911

Left Immaculately presented 356A Carrera GS was restored by Gantspeed and is one of only six right-hand drive examples supplied to the UK





Porsche people

» Today, Hedingham Castle is a popular wedding venue. It also hosts various outdoor events, including music concerts, fairs, jousting, archery and falconry competitions, as well as battle re-enactments and the occasional classic car show, which is, of course, the principal reason we were in attendance.

Organised by Porsche Club GB (PCGB), Classics at the Castle is touted as Europe's largest gathering of vintage Porsches. You don't need to be an owner or club member to attend, although you will have to park in the 'non Porsche' parking area if that's the case. Don't be alarmed; we spotted various Ferraris, rare M-badged Bimmers, a split screen VW camper and a classic SAAB 900 Turbo parked alongside each other in what would ordinarily be recognised as a car show in its own right!

The headline attraction was a celebration of the 911S's fiftieth anniversary, yet models spanning all eras of Porsche production could be spotted as we wandered through »





Left 917K chassis 013 was built in 1969 and took part in Steve McQueen's *Le Mans* movie



Right Tog Tipping finds himself (and his 356) the wrong side of a camera!

Below Modern classics were as welcome as the oldest surviving Porsches





Porsche people



the multitude of display stands. 356s ruled the roost, and while there was little in the way of transaxles to gawp at, it was good to see John Bone's 944 Turbo (a Kalahari Beige example that went up against a 928 S in our June issue's shootout: www.bit.ly/buyporscheup) in exceptionally fine form.

A smattering of brightly coloured 914s made themselves known, as did a superb collection of classics brought to the show by

independent Porsche maintenance and sales specialist, Paul Stephens. A beautifully restored red 912 took pride of place on the firm's stand, although it found itself competing against other seriously cool cars for the affections of showgoers, not least of all due to the presence of 917K chassis 013. Raced in 1970 and 1971 by Porsche/JW Automotive at Daytona, Sebring and Monza, the car also had a supporting role in Steve McQueen's legendary *Le Mans* flick. Interestingly, the flat-twelve's oil radiator panel has been signed by all those who had the pleasure of piloting the Gulf-liveried monster in period. We're told McQueen's autograph is proving slightly more difficult to get hold of.

As you'd expect, 911s weren't in short supply, with the 1970 Tour de France S/T taking pride of place outside the castle keep. Weighing in at just 780kg, the psychedelic racer is the lightest factory-built 911 ever assembled, and was originally driven by Formula One and Le Mans veteran, Gérard Larrousse, to third place in the competition it was built for.

Other highlights included LGK 6D, one of the first right-hand drive 911s delivered to the UK, plus the bright yellow RSR 2.8 formerly driven by Swedish rally driver, Björn Waldegard (winner of the 1979 World Rally Championship).

An abundance of trade stands and food retailers helped to empty pockets and fill bellies, while families – many of them with dogs in tow – enjoyed exploring the castle grounds on what was a thoroughly enjoyable day out. We can't wait until next year's Classics at the Castle.

See you there!



Above Huge thanks to PCGB for laying on a fantastic day of fun at Hedingham Castle

Left Stunning white-on-white 928 put in a shift for the V8 transaxle brigade!





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In the first part of our guide to rolling roads, we highlight how to best prepare your car and what you can expect to happen when it's strapped to a dyno

Keep on rollin'



Many owners of modified motors think about taking their cars to a rolling road in order to discover how much power has been achieved after a series of engine modifications have been applied, but it's just as important to get a reading in advance of any work being carried out so that you can be absolutely sure that the car was operating without fault before you started tinkering. It's also vital to be able to compare and contrast dyno graphs (ideally registered on the

same rolling road) before and after tuning has taken place, thereby giving you the opportunity to see what impact the changes you've made have had on the performance of your Porsche, where there might be room for improvement, and whether or not the results have met your expectations.

We popped along to Stevenage-based Dyno Developments (visit dynodevelopments.co.uk), a company known for the design and supply of two-wheel drive and four-wheel drive rolling roads (rated at 1200bhp and 2400bhp respectively) to some of Europe's top tuners. The company's chassis

dynamometer control systems are respected as the fastest and most stable in the industry, with very fine load control and update speeds of 50,000 times a second!

Under the guidance of company boss, Mike Gurney, Dyno Developments has forged a reputation for the accuracy and high quality of its hardware, software, training and customer support. With this in mind, it made perfect sense for us to head straight to the source to discover more about dynamometers, how they work, what they do and how to interpret the information they provide. ➤➤



THE CAR

Barrie Powell kindly let us use his 944 Turbo S as our test mule. He's owned the stunning transaxle for five years, and though we were bowled over by its pristine condition, he told us the car hasn't always looked so good. "It was a dog when I first laid eyes on it!" he howls. "Parts were missing, rust was doing damage and the engine was barely running!"

That was then, this is now. After a significant amount of work bringing the car back to its best, Barrie was keen to find out what effect the fitting of ProMAX ECU chips and a manual boost controller have had on his pride and joy's output of power. There was only one way to find out!



PREPARATION

Put simply, a chassis dynamometer (commonly referred to as a rolling road) measures force, and is primarily used to tune performance vehicles and/or to see how well they behave under load. It's vital your car's engine and associated equipment is well maintained to ensure the best possible results, so don't think you'll be able to rock up in a bag of bolts and leave with a colourful graph demonstrating a NASA-esque power figure.

The dyno operator will check to make sure your Porsche is in good working order before he drives it onto the rollers. It's advisable to treat the engine to a service (including fresh fluids, filters and spark plugs), before you arrive. Similarly, make sure you've been running the car on the correct

grade fuel; super unleaded is recommended for many turbocharged and tuned vehicles. It won't do you any favours to fill up on a tank of the good stuff minutes before your car is due to be tuned on a rolling road if you usually drive around on low octane supermarket petrol. Not that you would, right?!

Ensure any fault codes are identified and cleared before booking your slot on the dyno. Any underlying electrical issues, not least of all dodgy sensors, may inhibit the performance of your car under load. Talking of which, make sure its tyres are filled to the correct pressure, and get the engine up to operating temperature before you arrive; cold powerplants are likely to produce less power than those working as they would in normal driving environments.



WHAT TO EXPECT

If the dyno operator is happy with the condition of your car (he'll soon tell you if he has any concerns!), it'll be driven onto the rollers and strapped down to avoid any movement under load. This is essential, because the last thing you want is your car to break free when it's closing in on its rev limit!

An evaluation of the car then takes place. This involves making a note of the particulars associated with the vehicle about to be tested. Various readings from tyre pressure (this can have a massive impact on the results registered) to oil temperature are noted, along with the ambient temperature at the point the test takes place. Additionally, a device will be attached to the car's exhaust to monitor the air/fuel ratio.



TESTING, TESTING!

Contrary to popular belief, even on a busy club dyno day (if you're interested in arranging one, Dyno Developments hosts them at its Hertfordshire headquarters!), your car will be subjected to a series of tests before a power figure will be registered. In the first instance, a calibration run is undertaken. This is a 'baseline' test where the dyno operator is looking for any underlying problems. Is the engine running lean? Is it too rich? Is the clutch slipping? A calibration run will reveal all. It'll also let the operator know what the rev limit is set to and where boost kicks in.

If there's nothing to worry about, the gathered information will be fed into the rolling road's computer system ready for a power run. A large fan - Dyno Developments designs and sells its own to complement the company's range of rolling roads - is placed in front of the car. This kit is designed to provide the same flow of cool air to the engine it would experience if driving at speed on the public highway or track.



Any underlying electrical issues, not least of all dodgy sensors, may inhibit the performance of your car under load



NUMBERS GAME

Once power runs are finished, the computer attached to the rolling road will process all the information fed into it. Engines are sensitive to ambient temperature, so information relating to this will be included in the system's final calculation. This is important, because cooler ambient temperatures result in denser air which produces more power when sucked into an engine. In other words, two different dyno sessions – one on a cold day, one on a warm day – might produce different power graphs, even when the same car, rolling road and dyno operator are used. It's not that the engine is capable of producing any less or any more power, it's simply the case that atmospheric pressures have changed.

If external factors like these are left unchecked, inconsistencies creep into the results presented by the rolling road. After all, weather conditions can change quickly, so it's essential they don't skew the results. Ah yes, the results...

THE MOMENT OF TRUTH

It's time for that all-important set of numbers. What exactly are you interested to know? Peak performance? That's only part of the story. Take Barrie's 944 Turbo S. After a session at Dyno Developments, the car registered 275.99bhp and 277.27lb/ft torque. That's a perfectly respectable result, and gives him a rock solid point of reference to measure against when he adds more tuning equipment and returns for another dyno session in the not too distant future. Numbers alone, however, reveal nothing of how a car behaves throughout the rev range, how it delivers its power and its overall driveability. At the end of the day, these are the things that make piloting a classic Porsche so enjoyable!

To understand how well a car performs, we need to look at the power graphs produced by the rolling road's computer. It's surprising how much information we can gather from such a simple-looking diagram, but the valuable data provided will indicate where there's room for improvement and when your classic Porsche's engine hits the sweet spot.

We'll take a further look at rolling roads, including power graphs and how to read them, in next month's edition of *Ultimate Porsche*. Subscribe and never miss an issue: www.bit.ly/subscribeup

POWER RUN

If the Porsche being tested is your road car, the chances are you've never seen or heard it hit full throttle all the way to the redline. This is exactly what you'll experience at the rolling road, and it can be quite alarming. Dyno Developments has its own custom dyno chamber, complete with carefully designed acoustics and a giant exhaust gas extractor, but even hearing your classic car roaring loudly through the thick glass of a separate viewing area can be worrying if you've never heard your prized possession at full chat! Don't fret. If you've prepared your Porsche as outlined earlier in this article, then there should be nothing for you to worry about. Besides, the rev limiter is designed to protect your car's nuts and bolts from catastrophe!

The dyno operator will position himself inside your car and work his way through gears from a steady pace all the way to the redline. He'll then back off the throttle and let the car return to the speed it started at. Some rolling road operators carry out an additional 'coast down' run to further help measure transmission losses.

We're not done yet, though! The operator will carry out two or three runs until the car fails to produce power better than what's already been registered. A turbocharged vehicle's best results tend to be on its first or second run, with three repeat performances usually being sufficient for most cars, but with a well-built fan channelling a constant supply of cool air up front, the operator may be able to keep going without concern for rising engine operating temperatures.



If the Porsche being tested is your road car, the chances are you've never heard it hit full throttle all the way to the redline

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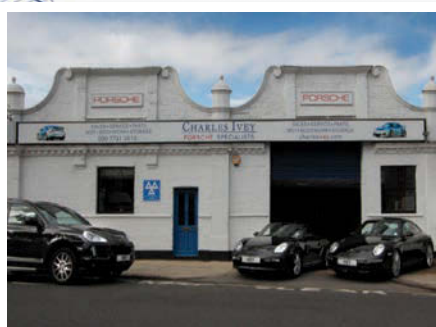
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FOUR PLAY

Build the car you want! Take the scandal by the handle! Patrick Rodda did, and this high-rise hero of a 928 is the result!

WORDS **Emma Woodcock** PHOTOGRAPHY **Viktor Benyi**



A front-engined, four-wheel drive Porsche! Do you remember the scandal, clutched pearls and murmured disapproval that circulated when the Cayenne was announced? Porsche fans weren't happy. Five doors, a matching number of seats and an elevated driving position. It just wasn't on! The mega-selling SUV wasn't even assembled in Germany, let alone Stuttgart! Of course, this is *Ultimate Porsche*. No matter what your thoughts are regarding the brave new whirl our favourite manufacturer took at a previously untapped market segment, it's all a bit too modern for us. Luckily, we know about a one-of-a-kind 928 that drives all four wheels

and sees purists spitting acid. Hailing from Tucson, Arizona – the sunniest city in the USA – this once-standard Gran Turismo embodies the supersize spirit, rolling on 31-inch Mickey Thompson Baja Claw tyres. Yikes!

The owner of the 928 we're banging on about, Patrick Rodda, has been driving Porsches since buying a 1982 928 in 1990. That particular car didn't stick with its master for too long, but it did leave a lasting impression. In 2001, he relocated to Arizona, and quickly found himself looking for a new 928 which he could use to enjoy the 350 days of sunshine a year his new home state afforded him.

A tidy example of the V8-powered transaxle presented itself as available for purchase via eBay. Patrick soon had the car in his





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HIS **WILD 928** MIGHT LOOK LIKE A HOT WHEELS DIE-CAST, BUT THE CONVERSION WAS FAR FROM **CHILD'S PLAY**



➤ possession. He kitted-out his new toy with a supercharger and let rip on the open roads of the desert state before the urge to upgrade returned a short while later. This time, he went on the hunt for a late-spec S in order to fit the model's uprated brakes and suspension to his older machine. While searching, he stumbled across a 1988 928 S4 lacking an engine and sporting a smashed glasshouse. It wasn't the most promising start to a project, but the car featured every part our man was looking for.

"I asked the S4's owner if I could buy the bits I needed," recalls Patrick. "I offered \$300. The guy told me that for \$350, he'd deliver the entire car to my house!" he gasps. The deal was a no-brainer, and it didn't take long for the '88-plate two-door to arrive at Chez Rodda where it was stripped of the parts Patrick was after. Unexpectedly taking delivery of a rolling shell, however, left him with a conundrum: what was he to do with the leftover body? Arid Arizona weather had kept its metal free from corrosion. Sending it to the great scrapyards in the sky seemed like a waste of a perfectly good Porsche.

The answer came from Patrick's past. "When I was eighteen years old, I built a four-wheel drive Ford Pinto station wagon based on the chassis of a 1977 Ford Bronco 'Bobtail' MPV. I drove that thing all over the USA! My son-in-law recently reminded me of the project. Looking at the S4 shell, I began to think about repeating the build. The search for a donor Bronco was on!"

He found a suitable candidate for the job at a salvage auction. Taking the form of a 1984 Bronco II with front-end damage, the big ol' Blue Oval ticked all the right boxes, but as Patrick started to strip the Ford's body from its chassis, his plans for the Porsche changed. "My initial idea was to make a low-buck desert driver, but several years and many scraped knuckles later, here she is!" he tells us.

His wild white 928 might look like an oversized Hot Wheels die-cast, but the conversion was far from child's play. After the chassis was liberated, it was shortened. All of its mechanical componentry – save for the front differential – was moved three-inches forward

Above and facing page Who would have guessed that a blend of Blue Oval and Porsche parts would generate a 928 as amazing as this?!



in order to allow greater firewall clearance, not to mention making sure the new frame matched the length of the original Porsche wheelbase. The 928's wings were then cut back and flared to enable those massive Mickey Thompson tyres to clear wheel arches at full articulation. The work didn't stop there, though.

MAKING A MONSTER

Patrick hunted high and low for an appropriate engine to power his four-wheeled Frankenstein. After much deliberation, he stuck with eight-cylinder power, but not from the Porsche stable. He chose the five-litre High Output SEFI lifted out of a willing 1986 'Fox Body' Mustang. A duo of T4 turbochargers were promptly added to the mix, as were high-flow injectors, a cylinder overbore, a MAF conversion and standalone fuel management.

The big-eight burbles through a custom stainless steel exhaust and produces power in the region of 400bhp. The engine transmits its might to the asphalt through a fully rebuilt driveline from the donor Bronco.

Gears are shifted through a three-speed C6 automatic transmission from which Patrick detected a severe vibration early on. The problem was swiftly traced to a crack in the bellhousing, prompting a refurbishment that also saw the installation of a heavy duty torque converter. It sends drive to the Bronco's original Ford New Process transfer box, which gives the car its high and low range abilities.

The system is controlled by a pair of B&M shifters – one mounted to the transmission tunnel for main gearbox operation, the other located by the driver's leg controlling transfer case functionality.

Patrick kept the Bronco's standard stoppers, complete with discs at the front and drums at the rear. Axles and differentials were also carried over from the fruity Ford; a split Dana 44 axle with manually-locking hubs sits at the front of the car, while a Ford nine-inch with a limited-slip differential lives at the rear. He configured the kit to run a 3.50:1 final ratio for more relaxed highway driving, but otherwise left the equipment in factory specification. ➤

Ahead of time

Despite the fact that many car fans think the S4 was a 1990s creation, the model first appeared in 1986, although it never featured four-wheel drive! Years before the Cayenne and Macan dominated Porsche sales figures, however, the firm tested out four-wheel drive in one of the toughest arenas imaginable: the Paris-Dakar rally. Equipped with an experimental drive system borrowed from the 959 project, Rene Metge's 911 took top honours in 1984, a feat he would repeat at the end of the same competition in 1986 driving a 959. Despite Porsche's Group B hopes, it was the only off-road event the 959 ever competed in.



Standard dials continue to operate as Porsche intended thanks to the efforts of a Dakota digital conversion system. A double DIN DVD head unit and twin eight-inch subwoofers aside, interior changes capitalise on the space provided by this nifty 928's revised structure: the car's rear end has been significantly remodelled to enable a hi-fi amplifier, battery and a colossal 129-litre fuel tank to sit in the space once occupied by the Porsche's standard transmission. Loading up on a high volume of petrol is a necessity for long drives, as is the 76cm roof-mounted LED light bar and the four-tonne winch peeking out from below the car's modified front bumper.

"I use the finished 928 for everything from collecting groceries to lengthy excursions into the desert," explains Patrick. "It's easy to forget I'm in a raised 'fourby' when I'm sat behind the wheel. Most of the time, it feels like I'm in a standard 928!" he laughs.

Though his peculiar Porsche has seen plenty of public road use, its real home is in the vast expanse of space provided by the Arizona desert. Around 65% of the state remains uninhabited, and all it takes to enjoy miles of secluded sand dunes and mountain roads is a 'land use' recreation permit. Yep, Patrick enjoys what seems like endless days of open map exploring in his off-road Porsche (we're certain not to be the only ones reminded of the Dakar 959!).

"It was a challenging build," he admits. "Combining Ford and Porsche is like mixing oil and water. The solution will combine if you shake it for long enough, but it will almost certainly separate thereafter. Put it this way, if American car manufacturers did a job one way, you can bet the Germans did it another!"

After such a huge amount of work, it doesn't surprise us to learn that he plans to keep the car for the foreseeable future. "I plan to own it for a very long time to come. You rarely spot a 928 in Arizona, let alone an example as modified as mine. I doubt I'll ever see another like it." He's probably right. Long live the S4x4!



» In contrast, the car's suspension saw plenty of alteration; front springs and the Bronco rear leaf setup have been replaced with airbags managed by in-cabin switches. Furthermore, on the occasions Patrick wishes to stun onlookers at automotive events, he can control the height of his sensational S4 by dangling his digits over a Bluetooth-linked app on his smartphone. "I love going to car shows, including the Wuste European Car Festival in Las Vegas, where I can surprise everyone present by remotely operating the airbags on my 928!" he chuckles.

Impressively, he's managed to retain his Porsche's original interior, including its heater and air-conditioning gear. "That was vital," he stresses. "Keeping control of in-car temperatures means that I can use my modified S4 year-round. Arizona weather can hit highs of close to 110°F in the summer!" In case you were wondering, that's almost 43°C.

Above Interior is pretty much what you'd expect from a 928 S4, although the less said about that dodgy steering wheel cover, the better!

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Builds



NEW BEGINNINGS

The *Ultimate Porsche* 944 Turbo project kicks off with a stockpile of parts and a dodgy wheel nut!

WORDS AND PHOTOGRAPHY Dan Furr



After finding my 944 Turbo buried deep in the hedge it has lived in for the past half-decade, I called my 'go to' vehicle transportation guy, Robin Hunter, and arranged for the tired transaxle to be hauled onto his low loader in order for the car to be carried to my house a few miles away. Knackered black circles refusing to hold air pressure didn't exactly do their best to help us shift my new toy from its place of slumber, leading me to place an order for a fresh set of Toyo Proxes T1-R tyres.

Designed for sports cars, T1-Rs deliver high-speed stability and excellent handling in all weather conditions. They're a popular choice with owners of classic Porsches, and it's easy to see why – I put a set through its paces on a recent 'seven countries in seven days' tour of Europe and enjoyed great grip, even when navigating my way along the rougher sections of Alpine mountain passes.

Deciding to kill two birds with one stone, my intention was to remove the car's staggered Teledials before delivering them to The Wheel Genie in Huntingdon for professional refurbishment and the fitting of the new Toyos. What I hadn't banked on was a mismatch of wheel nuts. The standard aluminium nuts are about as tough as butter (I intend to replace them with steel parts) and rounded as soon as I looked at them. Nevertheless,



Above New Toyo Proxes T1-R tyres are a great match for a classic Porsche, including those with turbochargers





Builds



►► the majority of them shifted. Nut twenty of twenty, however, was a different beast altogether. Displaying unusual exterior dimensions, it was split down one side and looked as though somebody had tried to extract it in the most heavy handed fashion before throwing in the towel.

I tried many methods of despatch (from tapping with a chisel to attacking with a hole saw), but nothing would move the stubborn nut. I'll report back as soon as I've achieved success!

The car's previous owner invested in a brand new set of Brembos not long before he stopped driving what was once a well-presented 951. I'll give the front and rear calipers an overhaul before putting them to the test, and I'll be replacing the old discs and pads with new EBC Brakes precision rotors and Yellowstuff pads. Ideal for 'spirited' road use, this same combination of braking equipment served me well whenever I needed to come to a swift stop on the aforementioned road trip.

Stockpiling parts in readiness for a first turn of the key continues with fresh fluids and filters, the latter coming from K&N; high-flow oil and air filters landed on my doorstep not long before we went to print. I have K&N air filters fitted to all of my motors, which is as much about saving money as it is a wish to improve the performance and responsiveness of each vehicle. Yup, K&N filters are serviceable and guaranteed for a million miles, meaning that I won't ever need to buy another air filter for the car!

Timing gear is next on my shopping list, along with a stack of cleaning products



that'll get rid of the grime currently covering what seems like every last part of the Turbo's exterior and engine bay. New wings, sills, doors and paint are required, but at this stage, the primary concern is getting the car running reliably under its own steam. More on that to follow in the next issue of *Ultimate Porsche!*

THANKS

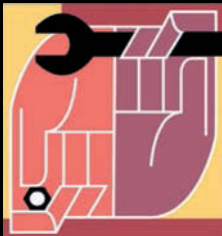
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Above The Vauxhall Griffin watches on as the 944 Turbo is carted to its new home



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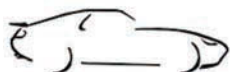


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Gerhard Mitter

Has there ever been a more versatile Porsche racing driver?

WORDS Julie Nash PHOTOGRAPHY Porsche AG

Born in the former Czechoslovakia, Gerhard Mitter was a Formula One and sports car driver who raced motorcycles before switching to four wheels. Moreover, he was a talented engine tuner who turned his hand to any kind of competition racing, ordinarily in a Porsche.

Mitter scored Grand Prix points in a 718 in 1963. He raced 904s, 907s and 908s at Le Mans as a works driver, competing every year from 1964 to 1969. He won handsomely at the 12 Hours of Sebring during a five-season stint starting in 1965, and shared driving duties with Porsche legends, Herbert Linge, Hans Hermann and Gunther Klass.

Outside of endurance racing, Mitter was a force to be reckoned with in hill climb contests. His phenomenal sprinting abilities – coupled with a ‘show no fear’ attitude – earned him the title of European Hill Climb Champion in 1966, 1967 and 1968. The super-light 910/8 and 909 were his chariots of choice, but danger lurked around every corner. Indeed, a head-on collision with a rock wall near Spa in 1966 smashed his foot to pieces, but not even an injury as



Outside of endurance racing, Mitter was a force to be reckoned with in hill climb contests

severe as this was enough to stop him from racing. He simply powered on with his leg in a cast!

Heavy clutch work caused the protective plaster to fall apart almost as soon as Mitter got back behind the wheel, leading him to instruct his engineers to encase the damaged foot in plastic. Despite the immense heat attracted by the material in harsh racing environments, Mitter

soldiered on, winning the championship. A truly amazing feat/feat!

Famously, his daredevil antics saw him flip a Porsche at high speed at Daytona. The car slid down the track past the pits on its roll bar. Flying sparks were clear to see. Later, Mitter told his team that he could have lit a cigarette off the red hot framework, such was the intensity of the heat it was generating! Accidents aside, he enjoyed success at the circuit, winning the 1968 24 Hours of Daytona in a 907.

Throughout these amazingly busy years – we almost forgot to mention his hard-fought victory in a 908 at the 1969 Targa Florio – Mitter continued to participate in German GPs

at the Nürburgring, albeit for Lotus and as a private entry in a Brabham BT23 F2 (due to the long track, Formula 2 cars were allowed to compete in their own class). It was while he was practicing for the race as a BMW driver in 1969 that his luck ran out. The victim of a suspected steering failure, he crashed his 269 F2 at high speed at Schwedenkreuz, arguably the Green Hell's most dangerous corner. After cheating death in a bad crash at the 24 Hours of Le Mans three weeks earlier, Mitter died from his injuries at the Ring. He was just thirty-three years old, but left an astonishing legacy of victories spanning a wide variety of professional motorsport disciplines.



FROM THE
VAULTS

THE FINAL FLING

It was the last Porsche of its kind, yet the 968 proved that you can teach an old dog new tricks

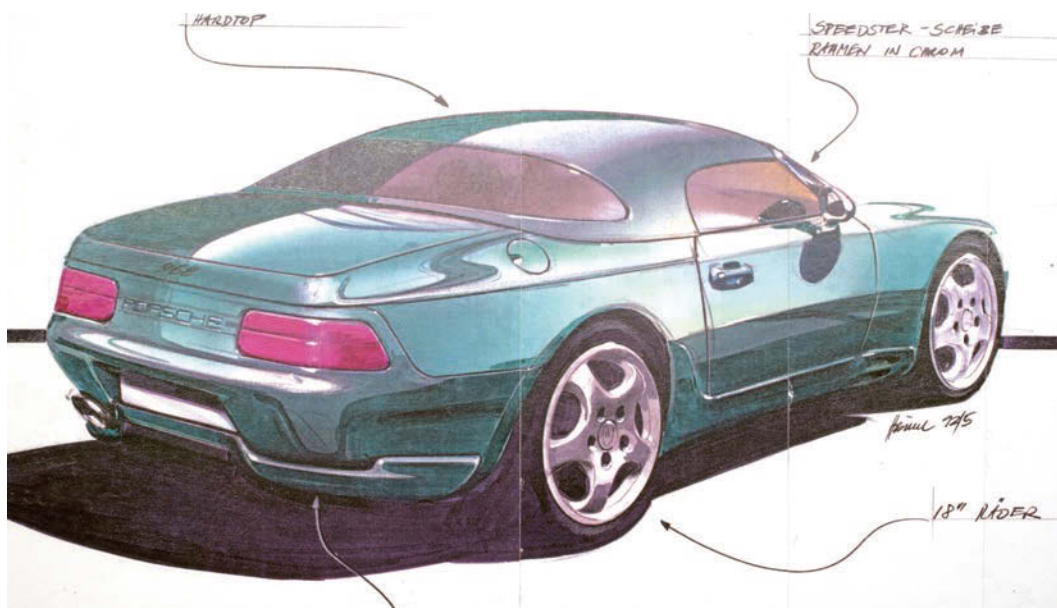
WORDS **Richard Gooding** PHOTOGRAPHY **Various**

The Porsche 944 enjoyed success as blistering as its sills, and after the release of the S2 in 1989, factory bosses made plans to develop the model even further. The next-gen 944 was set to wear the S3 designation, but so extensive were the proposed changes that it became clear the resulting car would be more or less an entirely new Porsche! With this in mind, the decision was made to forge ahead with a path that followed the chosen route, but ended with a new model. Adopting its development programme codename, the 968 was born.

Launched in August 1991 for the 1992 model year, the new sports coupe from Zuffenhausen

comprised a mix of close to eighty percent new parts and fresh design when compared to the 944. Even so, lineage back to the 924 was clear to see; the basic profile and window silhouette from the 968's curvaceous wheel arches upwards was undoubtedly inherited from the first model to be listed in Porsche's transaxle range!

Keen to forge a contemporary 'family resemblance' between its line of cars, the manufacturer blessed the 968 with 928-esque visible headlamps, complete with pop-up functionality and frog-like looks when activated. The 944's wide rear quarters remained, with more integrated bumpers, smoother lines and gently curved wings. Neat touches included wing junctions reflecting those of the 993, ➤



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



Low volume production means most people don't even realise the 968 exists!

FROM THE VAULTS



as well as door handles and mirrors shared with the same 911 (they debuted on the 968 before the air-cooled car, fact fans!). There was a Fuba 'bee sting' aerial, plus subtle Porsche script between all-red rear light lenses. The 968 nomenclature was clearly displayed above them.

The 968 romped from 0-62mph in 6.5 seconds thanks to an upgraded version of the 944's four-cylinder sixteen-valve engine. Displacement was now 2990cc with a power figure of 240bhp in a standard state of tune. New exhaust and induction kit ensured the more powerful engine could breathe easily, while an updated ECU and a dual-mass flywheel also enhanced the basic package.

Big news, though, concerned the introduction of Porsche's new VarioCam variable valve timing system (debuting on the 968, the VVT arrangement would become a feature – some would say a defining one – on the 993, the last air-cooled 911). Applied to the 968's M44/43 powerplant, VarioCam came on song between 1500rpm and 5500rpm, assisting the production of 225lb/ft torque at 4100rpm. The last four-cylinder Porsche until 2016's 718 Boxster, the 968 had both the power and the technology to match its streamlined appearance.

STICKING POINT

A new six-speed gearbox was a ratio up on the outgoing 944's transmission. Non-purists who were less than thrilled at the prospect of stirring a stick shift (hello to our North American readers!) were offered the then three-year-old Tiptronic system as a cost option. Familiar equipment remained, however, in the form of a chassis inherited from the 944 S2, one that could trace its roots back to the 944 Turbo.

Like the 951 (Porsche's internal designator for the original 944 Turbo), the 968 included Brembo four-pot calipers, while extensive use of aluminium suspension components kept weight down to a 1370kg. Production was moved from the 944's home at Audi's Neckarsulm plant to



Porsche's Zuffenhausen facility, and echoing the 944 family, both hard-top coupe and convertible versions of the 968 were available to buy. Truth be told, the open-roofed variant possessed a much sleeker look that the 944 Cabriolet that came before it. Perhaps surprisingly, performance wasn't diminished when the later rag-top was compared to its coupe-bodied sibling; those brave enough to have their toupees ruffled would reach 62mph from rest in the same 6.5 seconds as those safely ensconced in the closed-roof 968! The interior of both cars was almost 'identikit' 944, but no matter – all the essentials were present and correct.

The first 968 hit UK shores in May 1992. If anyone dared dismiss Porsche's new offering as a 'has been' due to its familiar appearance, they were very much mistaken. *Autocar* declared the 968 as "the world's best-handling automobile." *Car* added its voice to the debate: "there has never been a better balanced front-engined, rear-drive car than the 944 Turbo, yet the 968 is just as good. Fast, sure-footed and

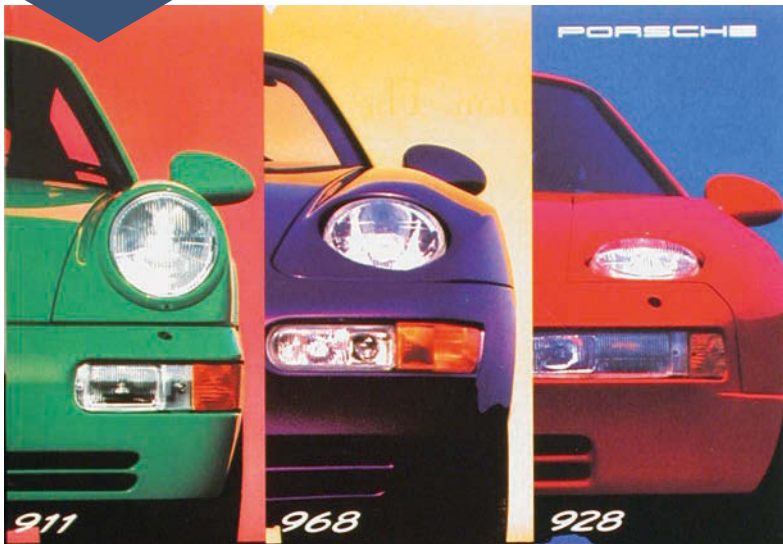
Above Club Sport was created in response to demand for a lightweight, track-friendly 968



Hit the road

The car on the left may look like a 968 Cabriolet, but the 968 Roadster was a concept produced in 1992 to evaluate the enticing prospect of a more glamorous open-top Porsche. Ditched in favour of the stunning Boxster concept of 1993, the Roadster was penned by Porsche design legend, Harm Laagay. Fixed 993-style headlights, a lower windscreen rake and a widened rear deck marked the Roadster as something special. Speedlines borrowed from the 964 range, vivid Tahoe Blue paintwork and a colour-coded dash inlay were also added to the one-off rag-top.

FROM THE VAULTS



911 968 928

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» manoeuvrable, it's thoroughly entertaining on winding roads." The deal was sealed.

Porsche had done what seemed like the impossible – it had developed the 944 (the most successful offering in the Stuttgart car maker's back catalogue up until the arrival of the Boxster) into a model that was even more admired by the motoring press!

While there was little to be found wanting with the standard 968, an appetite for a more track focused version of the horse-badged newcomer resulted in the lightweight 968 Club Sport in 1992. Borrowing its name from more extreme earlier Porsche models, the new 'CS' offered a purer driving experience as a consequence of the dismissal of standard luxury equipment, including heavy sound deadening.

Tipping the scales at 1320kg – close to 100kg lighter than the regular 968 – the Club Sport was obvious in its intentions. Its colour palette was limited to standout shades, while wide

seventeen-inch 'Cup' alloys were colour-coded to match the host vehicle's body. Thanks to 20mm lowered suspension, 225-profile sport-oriented performance tyres comfortably filled their enveloping wheel arches.

The 'weightless' theme continued inside the car. Manual cranks replaced electric window mechanisms, lightweight Recaro buckets with manual adjusters and body-coloured backs took the place of power seats, while an airbag-free three-spoke steering wheel added a racier look. The same bulk-saving regime saw the 968 coupe's rear seats binned, as well as the appointment of a small battery and an 'essentials only' wiring loom. This hoon-tastic 968 couldn't be more focused on its enhanced fast-road and track duties, qualities it announced to the world with giant Club Sport side decals.

0-62mph was achieved in 6.2 seconds. Top speed was registered at 157mph. An M220 option of limited-slip differential made sure

Above Porsche's attempt to create a family 'mould' for its product range is clear to see



JUST LIKE THE STANDARD 968, THE CLUB SPORT ATTRACTED RAVE REVIEWS FROM MOTORING MEDIA

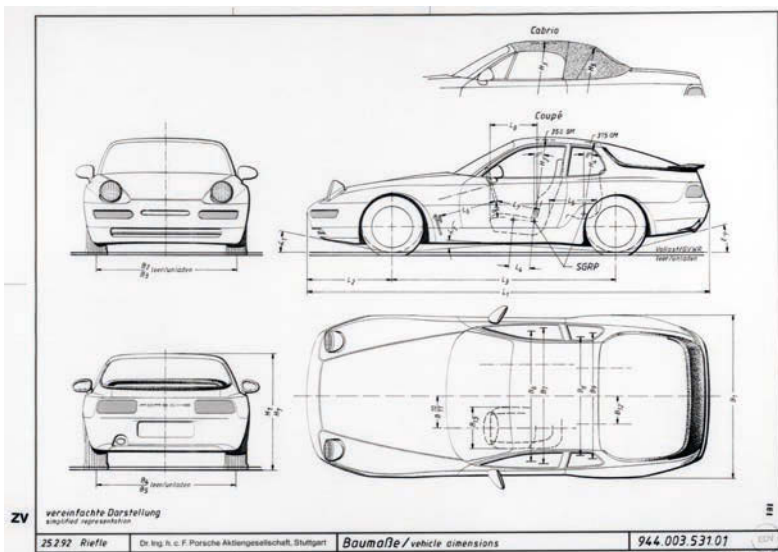
that the Club Sport's 240bhp stuck to whichever ribbon of tarmac it happened to be barrelling down. Cor!

Just like the standard 968, the Club Sport attracted rave reviews when it was tested by the motoring media. Crowned with a 'Performance Car of the Year' award by *Performance Car*, the only complaint seemed to be that the nimble 968 wasn't available for all to enjoy; the lightweight Porsche was only available in the UK, Australia, Europe and Japan. The first examples touched down in January 1993 priced at £7000 less than the stock 968, with the price of joining the Club Sport club listed as £29,975 in 1994.

CLUB CLASSICS

Buoyed by the warm welcome received by the gym-fit 968 Club Sport, the 968 Sport was sold exclusively in the UK from 1994 to 1995. We showcased the model in the June edition of *Ultimate Porsche* (grab a back issue copy at www.bit.ly/buyyporscheup). Essentially a Club Sport with reinstated creature comforts, the £32,995 Sport was priced £5,500 less than a standard 968 and £3,000 less than the CS. Equipment included central locking, specially-trimmed cloth comfort seats, electric windows and rear seats for coupes. The Sport's dual 'lean and luxury' personality proved popular, encouraging the car to outsell the standard 968 by almost seven-to-one in 1994/95! Nevertheless, only 306 968 Sports ever found homes, a figure highlighting low volume 968 production. Even today, outside of Porsche circles, many don't even know the model exists!

Sport-badged 968s weren't the ultimate incarnation of Porsche's '90s transaxle offering. That accolade is reserved for the 968 Turbo S. Limited to just sixteen units, the 305bhp quasi-racer looked similar to the Club Sport, but could be correctly identified by its NACA bonnet scoops, brutish front spoiler and adjustable rear wing. The car's three-litre 944 S2-style engine block featured an eight-valve single overhead-cam cylinder head which encouraged prodigious performance; the 968 Turbo S only needed 4.7 seconds to hit 62mph from a standing start, while top speed was 175mph – 18mph up on the Club Sport! Monster torque of 370lb/ft ensured power wasn't far off the beginning-to-be-developed 996, the 911 that arrived in 1996. ➤



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FROM THE
VAULTS

Adding to the Turbo S's legacy, a quartet of 968 Turbo RSs were built by Porsche's Motorsport Research and Development division. Taking the form of a stripped Turbo S, the RS was conceived for Porsche's customer racing teams and offered in two variations. First was a 337bhp car built to meet the rules and regulations laid out by the German ADAC GT series (ballast added to bring the car up to a minimum weight of 1350kg). Second was a 1212kg 'international' spec race car that made use of a Kuhnle, Kopp & Kausch (KKK) L41 turbocharger producing 350bhp. Each of the four Turbo RSs was painted in a different colour (red, yellow, black, white), and each can rightly claim to be one of the the rarest 968s ever produced.

Australian-based engineering outfit, Fitzgerald Racing Services, built four of its own RS-themed 968s using genuine factory-sourced RS parts and Club Sport chassis. Each car was priced at more than AU\$225,000 and came customised in accordance with the requirements of its well-heeled buyer.

The 968 proved that that Porsche's transaxle line still had some life left in it... and what a life! Today, the Club Sport is regarded by many car fans as a modern classic, with prices of the model on the used car market climbing as fast as the stripped-out 968 can accelerate!

Like the 944 that came before it, the 968 doesn't suffer from questions about its authenticity as a 'proper' Porsche, and the model



holds the title of being the last front-engined product from the manufacturer until the introduction of the Cayenne SUV in 2003. Take it from us, the 968 is well worth checking out, and represents the final fling in the evolution of Porsche's transaxle family.

Along with the 928 GTS, production stopped in 1995 after 12,776 968s were built (8402 coupes, 4374 drop-tops). Such low numbers means the 968 is more of an exclusive find than the 944, and like buried treasure, its riches will reward those lucky enough to find their name on a 968's logbook. Best of all, used 968 purchase prices have remained sensible, so get out there and secure a delicious slice of performance Porsche transaxle action. Ready. Set. Go!



This page Factory Turbo RS is the rarest 968 of them all, with only four examples built for Porsche's motorsport clients

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ACID ATTACK

This brightly coloured 1974 911 RSR tribute is powered by 3.5-litre flat-six packing a 350bhp punch

WORDS Dan Furr PHOTOGRAPHY Alan Schaefer



THE RSR WAS BUILT AS A **PURE RACE CAR**,
EMPLOYING THE BEST BITS FROM PORSCHE'S
BACK CATALOGUE OF **MOTORSPORT TECH**



The classic 911 has won more motorsport silverware than pretty much any other model in the history of racing. Impressively, the rear-engined two-door's legacy of championship-winning high-octane action includes victories both on and off the track, with the coupe's success in rallying being just as impressive as its abilities to dismiss whatever pack it found itself competing against at the circuit.

Of course, there was a time when the 917 was Porsche's dominant force on the grid. Endurance racing titles in America and Europe came thick and fast, but when the FIA introduced new regulations for the 1972 World Sports Car Championship (thereby calling time on the golden age of sports car racing in a move that



Right and below Frank's 1974 RSR tribute is producing the same power as the factory race car, albeit through a custom 3.5-litre flat-six and Canems engine management



replaced Group 6 prototype and Group 5 sports car classes with a new rulebook), the seemingly unbeatable 917 was effectively forced into early retirement in Europe.

The success of the model had slowed development of the 911 as a competition machine, but when the chaps in Stuttgart were forced to re-examine their approach to continued domination at Le Mans, a silhouette of the road car began its long and fruitful history of bagging trophies at the track; engineers were given almost free reign to make the most powerful and competitive 911 possible with the tools and technology available at the time.

Initially, the plan was to have the new race car ready for battle by the mid-1970s, but the keen spanner-wielders at Weissach made progress at a staggering pace by borrowing

much of the kit they'd used to great effect with the 917. By 1973, a road-going version of the new car was launched, and an automotive legend was born. The 911 RS had landed.

In case you were wondering, RS stands for Rennsport (the German word for racing). Much has been written about the desirability of RS-badged 911s, but it's easy to forget that Porsche didn't intend to create a line of cars that would end up selling for a gazillion quid at auction many years later. The 911 RS was simply a way of homologating the new race car, a no-holds-barred powerhouse of performance introduced to the world as the 911 RSR.

The RSR was built as a pure race car, employing the best bits from Porsche's extensive back catalogue of motorsport tech. For example, the triple-lettered racer included ➤

Imitation game

Only fifty-four 911 RSRs are thought to have been built in the workshops at Weissach for the 1974 and 1975 race seasons. Surviving examples of the legendary Porsche do come up for sale at auction from time to time, but you're not going to have much change left out of a few million quid. What you can do is convert your less exotic 911 into an RSR tribute thanks to the ability of any one of a number of specialists well versed in the art of the 'backdate'.

» the four-piston brakes and cross-drilled discs from the Can-Am 917. The suspension was lowered, stiffened and bolstered by heavy duty dampers and adjustable anti-roll bars. The standard 911's bodywork was dramatically altered in order to incorporate a huge front airdam, while track width was increased to allow for giant rubber and deep dish Fuchs to sit beneath massively flared wheel arches.

A 'ducktail' rear end, an endurance-spec fuel tank, chassis strengthening and a stripped interior boasting little more than a roll cage set the tone, while a 2.8-litre flat-six with new camshafts, raised compression, updated fuel injection and a five-speed transmission (joined by a dedicated oil cooler) pumped up the volume. The result was an extraordinary-for-the-time 280bhp, a power figure generated on the cusp of 8000rpm.

The 911 RSR was quick from the off. The model won the 24 Hours of Daytona and numerous GT series. It even managed to beat powerful prototypes in the Targa Florio. The new racing Porsche was a monster, conquering every tournament it participated in.

For the 1973 24 Hours of Le Mans, the car's flat-six was bored out to three-litres. It was this engine that provided the template for what would be fitted to the 1974 911 RSR, a racing weapon that was even wilder than the car that preceded it; the newer Porsche's hugely increased rear track encouraged the appointment of 917-inspired flat-spoked magnesium split rims, giant flared wheel arches with integrated cooling ducts, pulled and vented wings and a downforce-generating 'whale tail' in place of the '73 car's rear adornment. After all, 350bhp pushing forward from the back isn't to be scoffed at!

Despite its limited production, the new RSR quickly forged a reputation for being the sports car of choice for those serious about winning. Understandably, its outlandish appearance and remarkable competition success inspired many to fashion their road-going 911s in a similar vein. Few fettle fast-road classic Porsches, however, are as arresting as Frank Cassidy's Acid Yellow 1974 RSR tribute.

If his name seems familiar, then that's probably because we featured Frank's Signal Orange 1973 RSR tribute on the cover of last month's issue of *Ultimate Porsche* (order your copy online at www.bit.ly/roadandrace). Yes, he's lucky enough to have not one, but two RSR-inspired builds in his lock-up, although it's safe to say they're very different beasts.

"The yellow car is a hooligan!" he laughs. Based on a 1985 Carrera 3.2, it produces the same power output as the racing machine it apes, albeit through the use of a flat-six with displacement increased to 3.5-litres. Sympathetic to the RSR's original specification, the fully reworked engine is kitted-out with twin-spark ignition, sprint-spec cams and a free-flowing exhaust system. It also benefits from Carillo connecting rods, Mahle pistons, PMO



Above and right Functional race car office will attempt to shake Frank senseless when it carries him on a 3500-mile tour of Alpine mountain passes

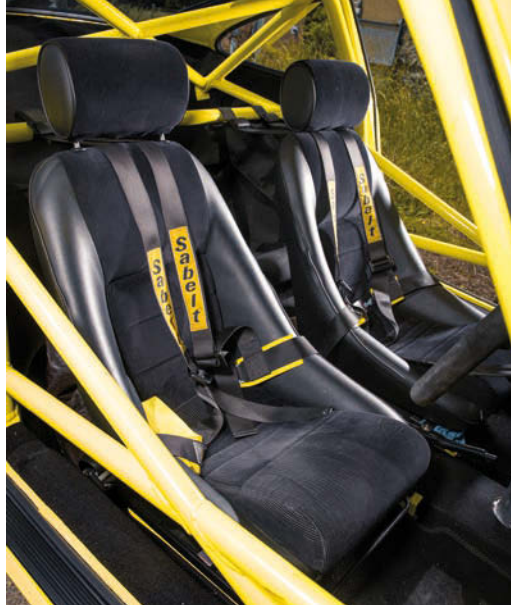
induction, K&N filters, porting and polishing, an uprated valvetrain, high-capacity Bosch fuel injectors, ATEC Autotechnic fluid transfer pipework and Canems engine management.

"I first saw the car in the workshop of air-cooled engine specialist, Redtek," continues Frank. "I was there to see the company's owner, Nick Fulljames, when I spotted the bright yellow RSR tribute he was working on. I was immediately transported back to a childhood drooling over vintage Le Mans footage, so you can imagine how quick I was to pounce when Nick told me the car's owner was looking for someone willing to buy the awesome road rocket I was staring at!"

With power amounting to 100bhp per litre, not to mention a super-lightweight body comprising fibreglass panels and polycarbonate windows, the not-so-mellow yellow 911 flies like a bullet out of a gun, but does it stick to its target? "There's a delicacy to its brutality, meaning that it's extremely responsive to driver input and will bite you on the arse if you get it wrong!" warns Frank. "If you're not careful, you can spin the wheels in third without any effort. The experience of being in this car is completely different to time spent in my 1973 RSR tribute, a classic 911 capable of holding its own at the track, but one best-suited to fast-road use."

The creature comforts found in the orange car are nowhere to be seen in the '74 tribute. Its cockpit consists of little more than the bare essentials, or as Frank puts it, "three pedals and a steering wheel!" Of course, there's a dashboard (flocked and housing a quintet of gauges, including a colour-coded rev counter), but all other luxuries have gone, save for a pair of corduroy buckets and Sabelt safety harnesses.

"The car featured modern 911 GT3 seats when I bought it," continues Frank. "They were totally at odds with the theme of the build, a fact that led me to replace them early on. »



Red alert

Involved with the development of performance engines for over twenty-five years, Redtek man, Nick Fulljames, has worked with Cosworth Formula One, numerous touring car teams and within the realm of supercar power solutions. Regardless of these exciting work experiences, his passion lies in getting safe, reliable power out of 911 race flat-sixes. He has been involved in the rebuild of classic Le Mans machines and has fine-tuned powerplants for Jaguar, Ford, Ferrari, Volvo, Aston Marton and Tom Walkinshaw Racing. To find out more, visit the Redtek website: redtek.co.uk



DRIVER

Q&A



FRANK CASSIDY

First Porsche
1989 964 Carrera 4

Favourite Porsche
Black Betty, my 1990
964 Carrera 4

Best thing about Porsche ownership

Both the amazing driving experience and the wonderful variety of Porsche owners you meet from all walks of life



IT PURRS LIKE A PUSSYCAT, BUT WILL BITE YOUR HEAD OFF WHEN YOU GRAB IT BY THE TAIL

Unfortunately, the low-bolstered buckets >> I bought don't provide much in the way of side support when I'm navigating my way around technical turns at speed, which means I'm not fully confident in being able to detect where levels of grip expire. For this reason alone, I've just placed an order for the same Rennsport race seats that inhabit the cabin of my '73 RSR tribute," he smiles.

What he can be sure of is the sledgehammer-like impact of putting his foot to the floor. "The beauty of working with Nick Fulljames is that he completely understands how to get the best out of an air-cooled engine. Sprint cams can result in flat-sixes that behave poorly at low rpm, but Nick has mapped this car in such a way that it purrs like a pussycat when stuck in traffic, even though it tries to bite your head off when you grab it by the tail!"

Putting the car through its paces is something Frank does regularly. Track days (plus an imminent 3500-mile tour along the legendary mountain passes of the Alps) enable him to push all 3.5-litres to the redline, shifting through the strengthened 915 gearbox as galloping ponies hit the tarmac via a lightweight flywheel, a Quaife limited-slip differential and seventeen-inch BBS split rims that measure a massive fourteen-inches wide at the rear. Not that they're staying...

"It's likely I'll keep the gold centres, but I'll reduce the overall diameter of the rims by an inch through the use of new lips made from

stainless steel. They'll be heavier, they'll provide better balance, and they'll enable me to choose from a wider selection of tyres than the difficult-to-source profiles I'm currently stuck with," reveals the self-confessed Porscheophile.

What might seem like a minor update will make a huge difference on a car as light as this. It already handles brilliantly thanks to the effectiveness of carefully-configured Bilstein coilovers, but even a small change to this potent Porsche's radically altered chassis is enough to significantly alter its character.

"To my mind, that's the beauty of the car," beams its proud owner. "Most people I take out for passenger rides think it's a violent, uncomfortable 911 to spend time in. Not even my wife is prepared to come out with me! But for someone who wants to explore and understand the impact of chassis modifications through constantly playing with camber, caster, bump and rebound settings, it's a fantastic build to be in charge of."

Proving its capabilities, this wild air-cooled classic feels as fast as any contemporary supercar we've had the pleasure of driving. It regularly despatches modern Porsches as it blasts its way around racing circuits at home and abroad. And as good as they look, that weld-in multi-point roll cage, its crossovers and dash bar aren't there for show purposes. Brute force is the name of the game, and this car has it in spades. "It's completely mental!" roars Frank. A fitting tribute!

Above Refreshingly, Frank isn't afraid to use his cars on the road or at the race circuit





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Ultimate Porsche

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Under the hammer

Hammer time!

This month, we focus our attention on what went down at the recent Silverstone Auctions Salon Privé sale at Blenheim Palace

WORDS Dan Furr PHOTOGRAPHY Everyone else

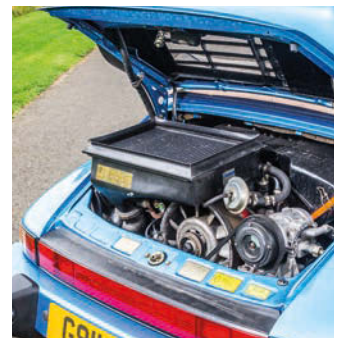


SOLD FOR
£245,250

BIG
SPENDER

1989 930 SE FLACHBAU CABRIOLET

One of the most eagerly anticipated auctions of the past few weeks concerned this 'one owner from new' 911 Turbo (930) SE Flachbau Cabriolet. Believed to be one of just two right-hand drive examples ordered in Minerva Blue, the car features cream leather seats with blue piping, deep-pile blue carpets and gold embellishments. A factory-correct blue hood recently replaced the white canvas roof ordered at the car's original point of sale, after which this pristine Porsche covered just 35k miles. We couldn't wait to add a few more when we spent time with it in advance of its record-breaking appearance at the Salon Privé sale. Keep 'em peeled for the full feature in the next issue of *Ultimate Porsche*!



1968 912 TARGA

Many enthusiasts have found themselves priced out of the classic 911 market, leaving the 912 as the obvious 'second best'. Granted, there's no flat-six to marvel at, but as our recent feature outlining the history of the 912 demonstrated (order a back issue copy at www.bit.ly/americanoutlaws-up), the 912 is a fantastic model in its own right. Besides, it shares the majority of its DNA with the bigger-engined Porsche, and outsold the 911 by a massive margin during the first few years both cars were on sale side-by-side in dealer showrooms. Best of all, 912s can be bought for 911 SC money, as this beautifully restored Targa-topped Beigegrau-and-black example proved when it went under the hammer for a smidge over forty grand.

SOLD FOR
£40,500



SOLD FOR
£69,750



1986 RSR EVOCATION

This backdated 911 started life as a 1986 Supersport bought by a Porsche specialist to use as a development vehicle for his tuning and servicing business. Eventually, it was decided to strip the car to a bare shell and rebuild it with aggressive RSR styling and vastly reduced overall body weight. The standard Carrera 3.2 powerplant (and its Motronic engine management) delivers 240bhp, while the car's interior sports Recaro Pole Position buckets, a half roll cage, Sparco safety harnesses and RSR door cards. Turbo brakes, Fuchs wrapped in Yokohama rubber and a twin outlet sports exhaust add to a performance package that attracted bids ending with a sale price close to seventy large ones.



SOLD FOR
£30,375



1991 928 S4

Increased interest in the 928 as celebrations for the model's fortieth anniversary begin to draw to a close has been noted across all automotive media, with auction prices reflecting the willingness of enthusiasts and collectors to dig deep for whichever variant of the V8-powered GT takes their fancy. As if to prove the point, someone parted with more than £30k for this S4!

Originally shipped to Japan, the car was a display model in a Porsche dealership and wasn't registered on the road until 1994, hence the L-plate awarded when the tip-top transaxle was shipped to the UK a few years later. Its Grand Prix White paintwork with extended Sherwood Green leather pack (covering seats, centre console, dash, headlining, sun visors and tailgate trim) proved just as attractive as mileage more or less matching the final sale price!



Under the hammer

SOLD FOR
£191,250



1960 356B SUPER 90 CABRIOLET

The 356 is acknowledged as being Porsche's first production car. The model was an instant hit due to its rear-engined, rear-wheel drive configuration and nimble handling. As is the case with all Porsche products, the 356 was continually re-engineered throughout its production cycle, leading to the arrival of the Super 90 (one of the most desirable 356s you can lay your hands on). This matching numbers example was supplied new by AFN and has enjoyed only three keepers in close to six decades! Restored in 2011, the awesome open-topped

classic remains highly useable and is finished in Ivory paintwork with beautifully preserved original features, including a rare Blaupunkt Frankfurt radio.



UNSOLD!



1997 993 TURBO X50

We were surprised to see this R-reg 993 Turbo pass through the auction without selling. With just 28k miles on its clock, the car is equipped with an X50-option engine and an ECU remap reported to be producing 480bhp. Nevertheless, not even Turbo S suspension, sports seats with painted backs, a derestricted exhaust, a racing steering wheel, carbon interior trim and an extensive history file was enough to encourage buyers to consider taking this fantastic example of a last-gen air-cooled classic home with them.



SOLD FOR
£194,625



1992 964 RS N/GT

Just 290 N/GT versions of the 964 were built, all left-hand drive. These cars were stripped beyond the state of the already super-light 964 RS, with carpets removed in favour of plywood footboards and RS seats replaced by Nomex-covered FIA-approved buckets. A full roll cage, a long-range fuel tank, dual internal fire extinguishers, engine kill switches and six-point safety harnesses were also included as part of the package. The result was a track-destined 964 even more hard hitting than the RS. This Rubystone Red N/GT was originally supplied by OPC Zurich before making its way to the UK in 2014. Phil Hindley (head honcho at Porsche tuning specialist, Tech9), was bowled over to find out the car had covered less than

9000 miles, and even more surprised to note that its engine and gearbox had never been separated, suggesting the continued use of the original clutch!





Photo: Stirling Moss Collection

“When I became the first Englishman to win the British Grand Prix on home soil at Aintree in 1955 did Fangio let me sneak it on the last corner? I honestly don't know. I saw the opening and went for it - all over in a split second and I was the winner.”

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Buy & tune

PORSCHE 968

Top-of-the-line 968s can be bought for less than bottom-of-the-barrel 911s. Here's our guide to what you need to know regardless of the 968 you choose to invest in...

WORDS Roger O'Donnell PHOTOGRAPHY John Colley

Ask Joe Bloggs to bring to mind a model from Porsche's transaxle family of cars, and he'll most likely think of a 944 or a 928. He might even visualise a 924, but the likelihood is that he isn't aware of the 968. In part, this is due to the fact that few 968s were made, but it's also because there's every chance those unfamiliar with Porsche's product line will incorrectly identify a 968 as a 944. Which in a way, it is.

The 968 was intended to be launched as the 944 S3, an ultimate iteration of the best-selling Porsche of all-time prior to the arrival of the Boxster, but as outlined elsewhere in this magazine, the lofty number of highly modified or re-engineered parts applied to the new car left chief designer, Harm Lagaay, and his team feeling as though their creation was deserving of its own name.

Eventually, what was supposed to be marketed as a third-generation 944 was revealed as the 968. The car's

shape was clearly traceable all the way back to the narrow-bodied 924, yet the 'new for 1992' sports car from Stuttgart had a lot in common with the 928 S4, notably its always-visible headlights and wraparound rear light clusters. This was no coincidence: Porsche created a common set of styling rules for its model range, bringing the 911, 928, 959 and 968 together as a family.

Like the 944 before it, the 968 was available in hard-top and cabriolet formats. It was offered with a far greater selection of interior and exterior colour



The 968 was pulled from production in 1995. The 928 was discontinued at the same time, meaning that Porsche had ditched the only two front-engined models in its product line! Also, the 968 was the last four-cylinder Porsche prior to the 718 Boxster in 2016.



schemes than its predecessor, as well as an updated version of the 944's inline-four engine, now boasting three-litres of displacement and delivering almost 240bhp free of forced induction.

If there's a positive to be drawn out of the 968's apparent anonymity with the general public, it's that the model's price on the used car market has remained low. The flip side of the same coin is that there aren't as many 968s to choose from as one might like, but with those that are available often advertised for sale at less than ten grand, it's fair to say that any 968 will give you a huge amount of car for your money.



BODY

You don't need to park a 968 next to a 924 or a 944 to see obvious similarities between the styling of each model, with the 968 representing the most curvaceous iteration of Harm Lagaay's vision for Porsche's four-cylinder transaxle offering. Despite being galvanised at the factory, however, the 968's body attracts rust in hard-to-see spots, including around the rear suspension equipment and floor pans. It might be difficult to check these areas in advance of your test drive, but try to get underneath the car and have a good poke around. Better still, take someone with you who knows what they're looking at.

Accident damage might have been inflicted upon 968s in track trim (Club Sport and Sport models), so check panel gaps to make sure they're straight. Look for signs of mismatched colour and don't be afraid to ask questions. You might be looking at a Porsche which has simply been tapped with a shopping trolley in a supermarket

car park, but then again, the car might have been stacked into a tyre wall at a race circuit! Either way, Porsche body repairs shouldn't be done on the cheap, so ask to see receipts relating to the work carried out. A paint thickness gauge will help you to determine if you're looking at rear quarters full of body filler.

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 tries to hurry you into a decision, then what is it that he's trying to hide?

If you're intending to buy a 968 Cabriolet, thoroughly examine the condition of the car's hood. Products from Renovo will help you to recolour roof fabric, but tears may be expensive to fix. Small nicks probably won't get any worse, but check they're not letting in water! Fully retract the electrically-operated hood to ensure the motors driving it are in good working order.

If you're intending to buy a 968 Cabriolet, thoroughly examine the condition of the car's hood



Buy & tune

IDENTITY

The 968 you're looking at should display a matching VIN on its V5 document and on the identification plate attached to the offside slam panel. Additionally, the car's VIN will be stamped into the offside inner wing. Elsewhere on the V5, you'll see the engine number. Check this against the number etched into the rear nearside of the block. If they don't match, ask the owner why the car has been fitted with a replacement powerplant. There might be a perfectly reasonable explanation for this, but try to make sure it ties in with what the supporting paperwork suggests.

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. The service will return all test passes, failures and advisories registered as far back as records are stored.



It may have sold fewer than 13,000 units, but the 968 has a dedicated army of devotees thanks to its exclusivity, superb handling and great performance from what was one of the world's most impressive naturally aspirated powerplants at its point of manufacture



ENGINE

The 968's engine is a naturally aspirated three-litre unit that was touted as the world's largest capacity four-cylinder production powerplant upon its release. Featuring a 104mm bore and an 88mm stroke, the smooth-running straight-four featured Porsche's new-for-the-time Variocam variable valve timing technology. Much like Honda's famous VTEC system, Variocam continuously varies the timing of intake valves by adjusting the tension on the chain connecting the exhaust and inlet camshafts. This process ensures the engine is performing at its best for the driving conditions experienced, whilst at the same time, keeping emissions at a sensible level.

Check for any rattling noise from the Variocam system. Ask the seller when the parts were last examined for signs of wear.

Look for documentation highlighting a change of fluids, filters, belts and the engine's water pump. If there



is no sign of this work taking place, consider it as a bargaining point.

Finding a 968 with low mileage is a good result, but regular servicing and frequent oil changes are required on every classic Porsche regardless of how much ground they've covered. Have a butcher's at the dipstick for the colour and condition of oil. Do the same with the contents of the coolant expansion tank. All should be in good order.

Are there any screeching noises when turning the steering wheel on full lock? If so, check the level of the power steering fluid reservoir and ask the seller when the fluid was last changed. While you're under the bonnet, eyeball all hoses and vacuum pipes for signs of wear. These are easily replaced, but it's an expense you can do without.

Keep your eyes peeled for dashboard warning lights when you head out on your highly anticipated test drive.

TRANSMISSION

968s benefit from six-speed transmission in place of the 944's five-speed. Dual-mode Tiptronic automatic gearboxes were offered on late 968s.

Tiptronic and Variocam made the 968 something of a technical marvel, adding to its fame as a perfectly balanced sports car, but be prepared for costly repairs if the tech-fuelled transmission goes wrong. Our advice would be to seek out a 968 with manual gearbox where possible.

While on your test drive, establish how easy is it to change gears. A high mileage 968 may feel 'notchy', which may mean its clutch needs replacing. You'll need to prepare for the possibility of replacing the car's dual-mass flywheel at the same time.

Finding a 968 with low mileage is a good result, but regular servicing and frequent oil changes are required on every classic Porsche



SERVICING

Regardless of the 968 you buy, be sure to observe a service schedule involving the replacement of spark plugs, fluids and filters in accordance with the manufacturer's instruction. If your car only comes out on sunny days, be sure to service it at least once a year irrespective of mileage. Always use the recommended grade oil.

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. If you

don't want to take on the job 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 and girls at Injectortune for assistance: injectortune.co.uk



Buy & tune



SUSPENSION

Ask anyone who has experience of driving a 968 and they'll tell you that the model handles like it's on rails. Making use of the same suspension setup found on the 944 Turbo (McPherson struts with either standard Sachs dampers or M030 cost-option Konis), the 968 wows with its lack of body roll, even when being thrown into tight corners at speed. The experience is enhanced

further with Sport and Club Sport models thanks to chunky sway bars and a lower centre of gravity produced by reduced-height springs.

Listen out for knocks over bumps, indicating worn bushes. Check for irregular sounds at full lock. Shine a light in each wheel arch and look for leaks from dampers. If the car pulls to one side or feels tail-happy over bumps, then this may be a sign that shock absorbers are past their best.



If the car pulls to one side or feels tail-happy over bumps, then this may be a sign that shock absorbers are past their best



Porsche was unable to sort its cashflow problems through sales of the 968, although the car's development from the 944 platform already highlighted times were tough when the world expected an all-new model. It came in 1996 in the form of the Boxster.



BRAKES

Brembo four-piston brakes – originally a plus point of the 944 Turbo – feature as standard equipment on the 968, as do lightweight aluminium semi-trailing arms, but an M030 sport chassis upgrade provides even greater stopping power thanks to even bigger calipers and cross-drilled 304mm discs. Whichever brake package the car you're looking at makes use of, British braking equipment manufacturer, EBC Brakes, has a range of reasonably-priced discs and pads available in different designs and compounds to suit your driving style.

INTERIOR

Stepping inside a 968, it's difficult to believe Porsche's claim that you're sitting in a car that is "eighty-percent new" when compared to the 944. Everything is familiar, from clocks to the gear knob. It certainly isn't the step forward many would expect from a manufacturer's new model! Even so, the classic 'oval dash' is a great design, far more modern than what was being fitted to the 911.

Sporty variants of the 968 focus on weight saving, so forget about electrically adjustable seats or precious

soundproofing materials. In fact, forget about creature comforts full stop! Even the standard 968's cabin is pretty basic by today's standards, although Porsche thankfully saw fit to continue its trend of equipping transaxles with ridiculously comfortable seats (unless you're sitting in a Club Sport's bucket!).

As is the case with the 944, fabric seat centres can fray if left exposed to sunlight for long periods. Thankfully, replacement materials are available to buy direct from 924werk.com





Buy & tune



968 suspension and brake upgrades aren't in short supply, with M030 and aftermarket alternatives readily available

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. Once you're satisfied that this is the case, airflow updates that will free trapped ponies can be easily bought and fitted to your 968. A 'plug and play' K&N panel air filter, an enlarged stainless steel exhaust system and renewed hoses will make a world of difference to your new car.

Unlike modern ECUs, the 968's electronic brain can't be mapped, meaning that chipsets need to be installed on the original circuit board. These old-school parts can be bought from a number of different retailers and should

improve the torque curve of your car whilst simultaneously raising its rev limiter. For the most comprehensive ECU upgrade, invest in a standalone engine management system.

A re-profiled camshaft will offer instantly noticeable performance benefits over the fairly tame standard Porsche part. Balancer shaft deletion and lightweight pulleys will also provide optimised power.

The easiest and most cost-effective way to make a 968 quicker and faster is to reduce its overall weight. Consider ditching the rear seats, passenger seat, heavy audio equipment and any

other parts you consider supplementary to requirements. Porsche did, hence the 968 Club Sport! 968 suspension and brake upgrades aren't in short supply, with retro-fit M030 cost options and aftermarket alternatives readily available.



PRICE

You can buy a 968 for under ten grand (it's almost always 968 Cabriolets offered at this price), but even a low-mileage Club Sport loaded with chassis upgrades and a limited-slip differential can be yours for less than the price of a tired 911 SC. A quick scan of what's on sale this month delivered the following results:

1993 CABRIOLET

Blue, Cup alloys, Variocam overhauled, full leather, replacement hood, free of rust, supplied with tailored car cover, 104k miles

£10,495

1993 COUPE

Black, all belts replaced, full MOT with no advisories, ten-speaker upgrade, full leather, 108k miles

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1994 SPORT

Guards Red, Club Sport trim, black and red twin-tone leather interior, removable electric sunroof, Cup alloys, replaced timing belts, 87k miles

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1993 CLUB SPORT

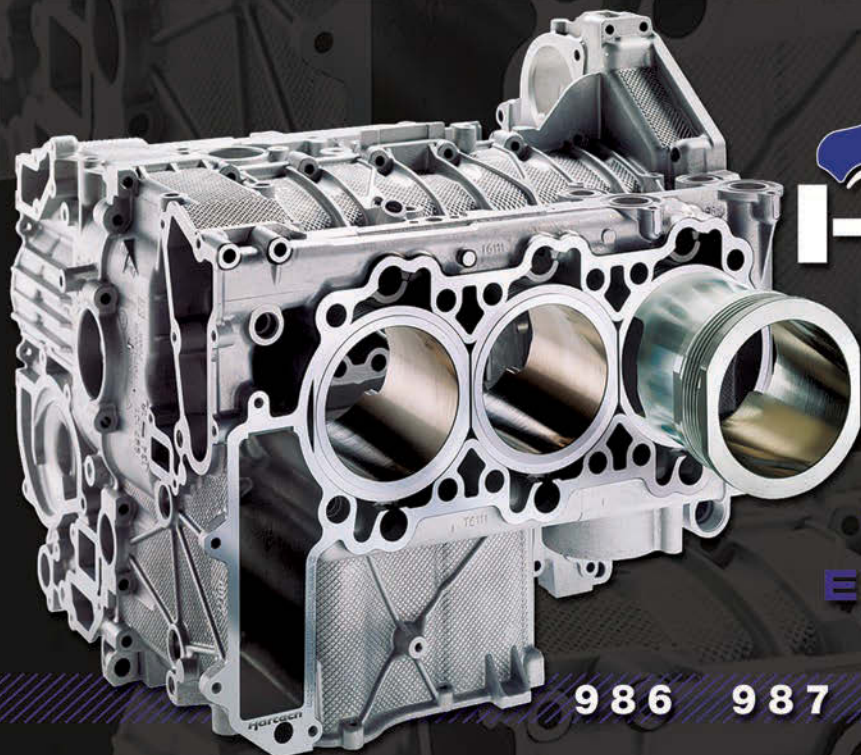
Black on black, originally sold on the Japanese domestic market, M030 kit (Konis, adjustable ARBs, big brake kit), limited-slip diff, Cup alloys, air-con, colour-coded Recaros, manual transmission, had only covered 33k miles

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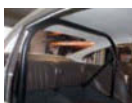
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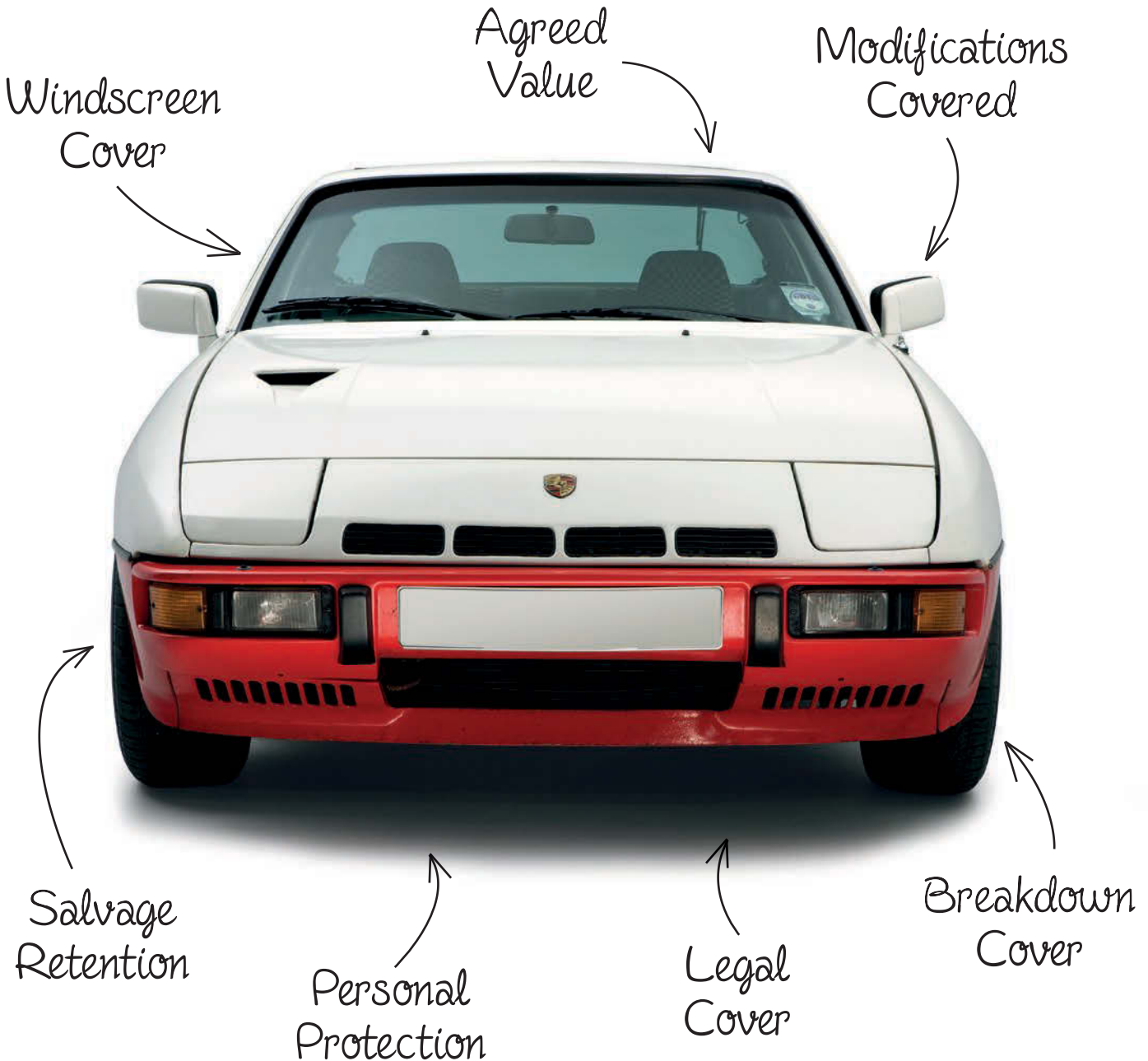
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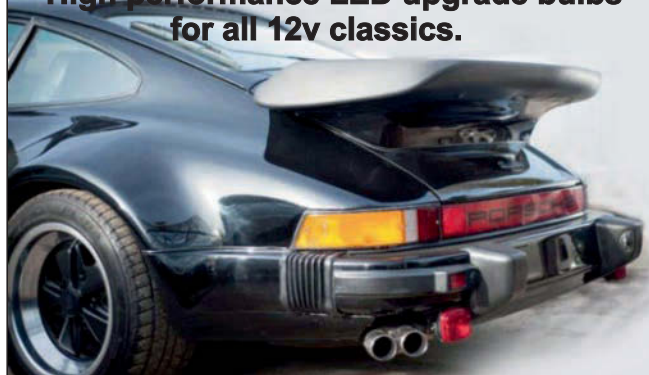
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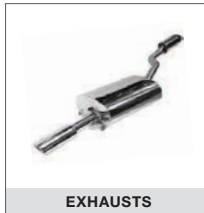
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