

**CLASSIC
PORSCHE
DROP-TOP
SPECIAL**

356 BUYING GUIDE WHAT TO WATCH OUT FOR



Ultimate **Porsche**



100% CLASSIC PORSCHEs

ISSUE No. 3 | JULY 2017 £4.95



**944 TURBO
CABRIOLET**

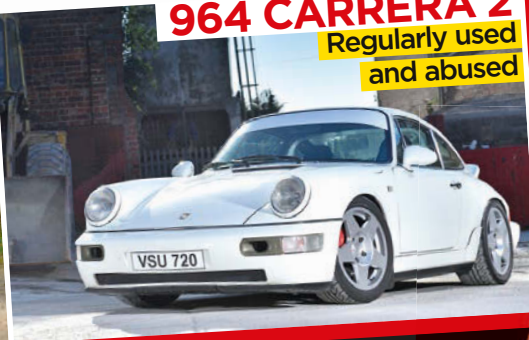
FUN IN THE SUN

STARRING TARGAS, TURBOS and... TRACTORS!

911 T 2.4 TARGA
Stateside stunner
restored



964 CARRERA 2
Regularly used
and abused



Plus

- **PORSCHE RACING**
- **THE HISTORY OF TARGA**
- **BRAKE TECH**

Badge engineering
Evolution of the Porsche crest

Down on the farm
Porsche-Diesel muck machines





M&A
— 1971 —
COACHWORKS



London's only Porsche Recommended Repair Centre

Established in 1971, specialising in Prestige Body Repairs and restoration.

A reputation built on quality, fine detail and integrity.

London's only recommended Porsche Repair Centre.

Officially approved, recommended and trusted by the leading motor manufacturers of the world.

M&A Coachworks. 135 Highgate Road London NW5 1LE

Call 0203 823 1900

Email customerservice@macoachworks.co.uk



www.macoachworks.co.uk



Ultimate Porsche

Kelsey Media, Cudham Tithe Barn,
Berry's Hill, Cudham, Kent TN16 3AG

EDITORIAL

Editor: Dan Furr **Twitter:** @DanFurr
Email: dan.furr@kelseymedia.co.uk
Art Editor: Hallam Foster
Contributors: Matt Woods, Richard Gooding, Alan Schaefer, Sharon Horsley, Phil Hindley, Caesar Barton, John Colley, Andrew Mearns, Howard Langston, Graham Martin, Matt Dear

ADVERTISEMENT SALES

TANDEM MEDIA
Managing Director: Catherine Rowe
catherine.rowe@tandemmedia.co.uk
Account Managers:
Emma Philcox, 01233 228751
emma@tandemmedia.co.uk
Ben Rayment, 01233 228752
ben@tandemmedia.co.uk
Perianne Smith, 01233 228753
perianne@tandemmedia.co.uk

PRODUCTION

Production Supervisor:
Joe Harris, 01733 362318
kelseyemotoring@atgraphicsuk.com
Production Manager:
Melanie Cooper, 01733 362701

MANAGEMENT

Managing Director: Phil Weeden
Chief Executive: Steve Wright
Chairman: Steve Annetts
Finance Director: Joyce Parker-Sarioglu
Retail Distribution Manager:
Eleanor Brown
Audience Development Manager:
Andy Cotton
Brand Marketing Managers:
Debra Hagger, Nikolas Lovely
Events Manager: Kat Chappell
Publishing Operations Manager:
Charlotte Whittaker

SUBSCRIPTIONS

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

Find current subscription offers at:
www.bit.ly/subscribeup
Buy back issues at:
www.bit.ly/backissuesup

ALREADY A SUBSCRIBER?

Manage your subscription online at:
shop.kelsey.co.uk/myaccount

CONTACT US

UK subscription and back issue orderline:
01959 543747
Overseas subscription orderline:
+44 (0) 1959 543747
Toll free USA subscription orderline:
1-888-777-0275
UK customer service team: 01959 543 747
Customer service email address:
subs@kelsey.co.uk
Customer service and subscription postal address:
Ultimate Porsche Customer Service Team,
Kelsey Publishing Ltd, Cudham Tithe Barn, Berry's
Hill, Cudham, Kent, TN16 3AG, United Kingdom

DISTRIBUTION

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

PRINTING

William Gibbons & Sons Ltd

Kelsey Media 2017 © All rights reserved. Kelsey Media is a trading name of Kelsey Publishing Ltd. Reproduction in whole or in part is forbidden except with permission in writing from the publishers. Note to contributors: articles submitted for consideration by the editor must be the original work of the author and not previously published. Where photographs are included, which are not the property of the contributor, permission to reproduce them must have been obtained from the owner of the copyright. The editor cannot guarantee a personal response to all letters and emails received. The views expressed in the magazine are not necessarily those of the editor or the publisher. Kelsey Publishing Ltd accepts no liability for products and services offered by third parties. Kelsey Publishing Ltd uses a multi-layered privacy notice, giving you brief details about how we would like to use your personal information. For full details, visit www.kelsey.co.uk or call 01959 543524. If you have any questions, please ask as submitting your details indicates your consent, until you choose otherwise, that we and our partners may contact you about products and services that will be of relevance to you via direct mail, phone, email or SMS. You can opt out at ANY time via email: data.controller@kelsey.co.uk or 01959 543524. **Ultimate Porsche** is available for licensing worldwide. For more information, contact bruce@bruceandfordlicensing.com



Ultimate Porsche is entirely independent of Dr. Ing. h.c. F. Porsche AG. Contents may not be reproduced in any form or stored on any electronic system without written permission. No responsibility accepted for any unsolicited material. **Ultimate Porsche** recognises and abides by copyright laws and attempts to correctly credit all material used. If we have used and/or credited some of your work incorrectly, please contact us and we will do our best to fix the error.



**SUBSCRIBE TO
ULTIMATE
PORSCHE**
SEE PAGE 80
FOR DETAILS

EQUAL TO THE TASK...

AT ITS ORIGINAL POINT OF SALE, the base price of a new 928 was higher than the previously sold range-topping 911, yet plenty of punters still bought the front-engined grand tourer. Clearly, their fondness for the 928 over the 911 wasn't influenced by cost, which can mean only one thing: many of the manufacturer's customers simply preferred the 928 to the 911.

Other Porsche magazines would have you believe that the only reason people buy 924s, 928s, 944s and 968s today is because they've been priced out of the 911 market. Granted, where air-cooled Porsche prices have risen rapidly in recent years, the other models we've just mentioned have remained within financial reach of those working to a modest budget. However, the fact remains that irrespective of bank balances, there are plenty of petrolheads who are big fans of the refinement and performance offered by Porsche's water-cooled classics.

We love the 911. It's at the core of what has made Porsche great, but

we're firmly of the opinion that other models to roll off the Porsche production line deserve equal billing. That's why you'll find a 944 Turbo Cabriolet, a stack of 924s and even a trio of tractors in this issue of *Ultimate Porsche*. Each vehicle brings something different to the party, each deserves to be celebrated.

That's not to say that you won't get your fix of rear-engined joy. We've got a beautiful 911 T 2.4 Targa and a 964 Carrera 2 for you to drool over, plus a fine selection of other air-cooled cars that feature in our retrospective look at the history of open-topped Porsches. Yup, with summer here, we thought we'd showcase a selection of motors designed for fun in the sun. We're sure you'll enjoy reading about 'em!

Dan Furr Editor
@DanFurr

Email dan.furr@kelseymedia.co.uk **Twitter** @ThePorscheMag
Facebook facebook.com/UltimatePorsche **Instagram** [theporschemag](https://instagram.com/theporschemag)

Ultimate Porsche CONTENTS

Features

8 BACK TO THE FUTURE

One of only 100 right-hand drive 944 Turbo Cabriolets

22 MADE IN THE SHADE

Restored 1973 911 T 2.4 Targa has led a colourful life

58 FIELD OF DREAMS

Porsches don't come more open-topped than this trio of tractors!

64 PORSCHE CHAMPIONSHIP

Racing 924s and Boxsters do battle in one of the UK's fastest single-make motorsport series

72 USED AND ABUSED

A modified 964 Carrera 2 that regularly gets put through its paces

78 BADGE ENGINEERING

A look at the design and evolution of the famous Porsche crest

Torque

31 PHIL HINDLEY

Tech 9 head honcho has noticed a return to demand for well presented, low mileage 964s

33 CAESAR BARTON

Why go with the flow when you can have your very own Porsche?

35 GRAHAM MARTIN

Mr Martin is fed up with modern car cockpits resembling the bridge of the Starship Enterprise. If only their user interfaces were as simple to use as the buttons and dials in his 928!

Regulars

16 NEWS

Ultimate Porsche is a hit in Japan!

18 SMUGGLER'S BOX

Hot products on planet Porsche

36 PORSCHE PEOPLE

A father and son-in-law share their passion for Porsche

46 TECH TALK

We answer your questions about stopping power

52 FROM THE VAULT

The origins and history of Targa, one of Porsche's most popular creations



80 SUBSCRIBE

Get each and every issue of *Ultimate Porsche* delivered direct to your door

82 UNDER THE HAMMER

The cars causing a stir at the auctions

86 BUYING GUIDE

How to identify a solid 356, the original Porsche drop-top

98 NEXT ISSUE

A taste of things to come







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

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



PORSCHE

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



Porsche Club
Great Britain



From £600 to 600 hp, we are here for you

Founded in 1961, our mission is to enhance the Porsche-owning experience of our membership, now in excess of 14,000 enthusiasts. We do this by embracing all models of the marque, from the earliest 356 to the very latest supercar. Whether it's £600 or 600 hp, Porsche Club Great Britain is here for you. **Patron: Dr Wolfgang Porsche**

Porsche Club GB benefits

Porsche certificate of authenticity
High quality monthly magazine
Comprehensive events calendar
Club insurance scheme
Members' discounts

Regions & Registers
Race Championship
Valuation service
Factory visits
Trackdays

Join Us

We are proud to be the only officially Porsche AG recognised Porsche Club in the UK and we'd love to welcome you as a member.

For a free, no obligation enquiry pack visit www.porscheclubgb.com or call Cornbury House on **01608 652911**

  **porscheclubgb**  **@pcgb**





BACK TO THE FUTURE

Now in its twenty-sixth year, the seldom seen 944 Turbo Cabriolet can be considered as a precursor to the 718 Boxster S

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





Where the 924 faced criticism from 'purists' upset at the fact that the popular Stuttgart-badged 2+2 was loaded with equipment highlighting the model's origins as a joint venture between Porsche and Volkswagen, the 944 that followed put paid to any whinging. Here was a Porsche launched with a robust 2.5-litre engine – essentially a developed 928 V8 cylinder bank – from the manufacturer's own stable. The car boasted wide rear quarters (hello to all you 924 Carrera GT fans out there), optimised handling, and in true Porsche fashion, was the subject of a development programme that saw various tweaked and tuned coupé and open-top 944s go on sale with either naturally aspirated or forced induction powerplants during the course of a near ten-year production run.

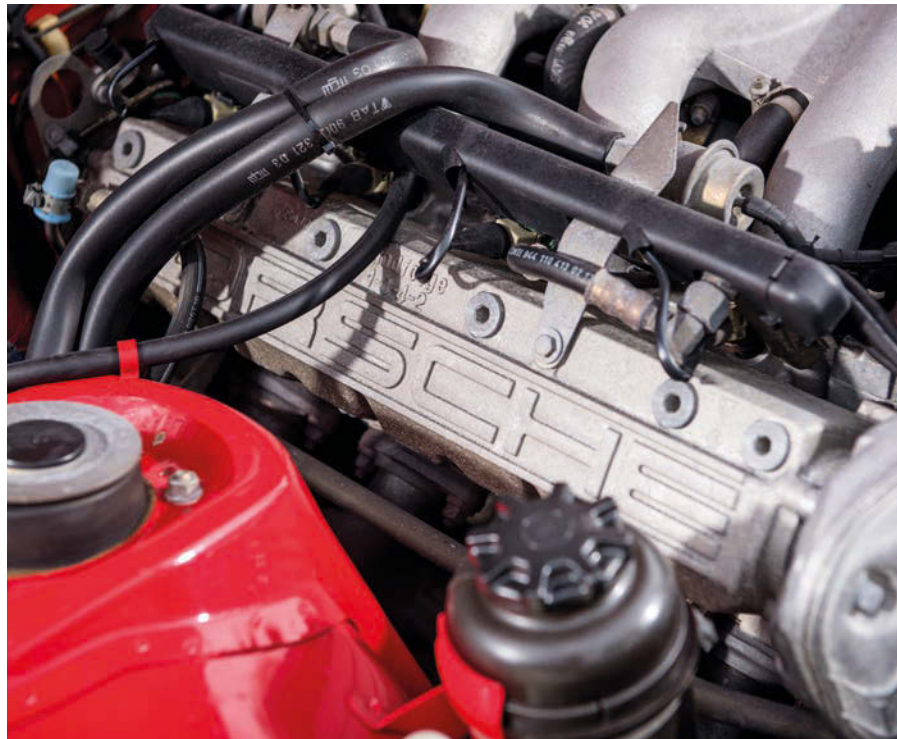
In 1991, Porsche unveiled the 944 Turbo

Cabriolet. By then, the boosted hard-top variant of the front-engined, rear-wheel drive supercar was chucking out 250bhp and had been treated to suspension, brake and transmission upgrades that had formerly been the reserve of those taking advantage of main dealer cost options. The turbocharged 'al fresco' 944 inherited the very same kit from the off.

Of the 625 944 Turbo Cabriolets made, none were imported Stateside and only 100 were built in right-hand drive configuration, making the model a rare sight on British roads (*howmanyleft.co.uk* lists just sixty-two examples, and half of those are declared SORN). Its scarcity has seen it become one of the most desirable Stuttgart drop-tops, a status that's a far cry from the 'not a proper Porsche' accusation that's often levelled at transaxles by those who have yet to experience the quality of engineering, performance and comfort that these cars offer.

Of course, air-cooled Porsches and their flat-six engines have been the driving force ➤





Above Immaculately presented 2.5-litre engine has covered just fifty-thousand miles **Left** Trademark pop-up headlights reveal tell-tale signs of a recent respray in OEM Guards Red



THE **944 TURBO CABRIOLET** IS RIGHTLY
REGARDED AS ONE OF PORSCHE'S
BEST-LOOKING OPEN-TOPPED **CREATIONS**



This page The 'oval' dash fitted to 944s from the mid-1980s was a massive leap forward from the awkward, clunky control panel fitted to earlier incarnations of the wide-arched transaxle, although the model's seats have always been incredibly comfortable, few more so than the gorgeous black-and-red leather figure-huggers in this Turbo Cabriolet

» behind the surge in popularity (and price) of classic German metal in recent years, but you only have to take a look at the current product line-up from our favourite car maker to realise that the 944 Turbo Cabriolet represents a formula that works just as well for Porsche today as it did more than a quarter-century ago; the 718 Boxster S is a turbocharged convertible powered by a 2.5-litre four-cylinder engine. Whichever way you look at it, there's no denying the newer car's following of a tried and tested path (one that leads to practicality, performance, great handling and fuel efficiency) as laid down by the 944 cabby.



CATCH THE SUN

With a quoted maximum speed of 162mph and a 0-100km/h sprint of less than six seconds, the 944 Turbo Cabriolet promised performance in keeping with that of its fixed head sibling. The cab's chassis was stiffened in order to reduce the kind of body roll and flex so often associated with open-topped sports cars; rigidity was achieved by welding together two floor pans. The work was carried out by American Sunroof Corporation (ASC) at its base near Stuttgart. Put simply, 944 coupés were wheeled in to the Weinsberg-based facility before being cut down to size – literally! A windscreen with a pronounced rake and a 60mm reduction in height was then added along with a metal boot lid and an electrically operated, manual locking, twin-lined fabric hood. »



Call me a cab!

The 944 Turbo Cabriolet is one of the quickest and fastest open-top sports cars from the early 1990s. Its strengthened chassis ensures that its ride is firm and focused no matter how hard you drive it, and the 250bhp inherited from the closed-top Turbo S delivers a swift sprint from 0-60mph in less than six seconds. The model went on sale with a price of £47k back in 1991. Current values are climbing.



Lifting the lid

One of the 944 Turbo Cabriolet's most celebrated features is its cabin silence when the model's twin-lined canvas roof is in the 'closed' position. Quiet might not be a characteristic that many consider when thinking about buying a soft-top (after all, you're planning to drive with the roof down, right?!), but the reality of the matter is that British weather isn't exactly known for uninterrupted sunshine and perfectly dry driving conditions. The 944 Turbo Cabriolet makes motoring with its roof up less of a compromise and more of a 'bonus' feature; the excellent fit and finish of the car's hood results in significantly less noise during closed-top driving than the soft-tops installed on other convertibles from the same era. This makes the 944 Turbo Cabriolet a joy to drive even if the sun hasn't come out to play!

» Following the same design as the naturally aspirated 944 convertible that came before it, the Turbo Cabriolet is rightly regarded as one of Porsche's best-looking open-topped creations. The photographs on these pages should provide all the proof required to confirm the claim; you're looking at a freshly resprayed Guards Red 944 Turbo Cabriolet supplied new in the UK by AFN on 31st January 1992. Finished with a jet black leather interior punctuated by bright red piping, the car has covered little more than 50k miles and formed part of a collector's portfolio before being offered at the Silverstone Auctions May sale.

HIGHS AND LOWS

With classic 911 prices continually exceeding expectation, the transaxle family of Porsches are beginning to ride the same wave. As if to prove the point, this very car sold for £39,375, smashing its lower estimate by almost fifteen grand. While this particular 944 Turbo Cabriolet's spectacular condition and low mileage were undoubtedly factors that contributed towards such a respectable sale price, the 924, 928, 944 and 968 are increasingly regarded as accessible routes to owning a classic Porsche, with prices starting from as little as a couple of grand (maybe lower if you're lucky) for a presentable 924 with a fresh MOT certificate.

The 944 Turbo Cabriolet was only in production for a few months, but it remains one of the highlights of Porsche's transaxle back



Above A tight package of power, performance and style made this 944 Turbo Cabriolet one of the most eagerly anticipated lots at the Silverstone Auctions May Sale

catalogue. The 'charged rag-top represents the pinnacle of the 944's dealer showroom specification, the final chapter in the evolution of the model before it made way for the fresh-faced, round-rumped 968.

Recognising the popularity of chopped 944s, Porsche was quick to release a similar version of the 968 (as featured in the launch issue of *Ultimate Porsche*), but much like naturally aspirated 944 soft-tops, the later car's high volume production means that the 944 Turbo Cabriolet's position as king of front-engined, water-cooled Porsche convertibles remains unchallenged to this day.



EVERY PART FOR every PORSCHE

Call our Sales Team on
+44 (0) 20 8500 8811

Visit our Online Catalogue at
www.design911.com

E-mail us on
sales@design911.com

DESIGN 911

Centre for Porsche

- LIGHTING & RUBBER SEALS
- SERVICE PARTS
- AIR COOLED ENGINE PARTS
- WHEEL & TYRES
- REPAIR & RESTORATION PARTS
- GEARBOX & DRIVE TRAIN PARTS
- SUSPENSION & EXHAUST
- PARTS DEPARTMENT
- WORLDWIDE SHIPPING



WAYS TO BUY



IN PERSON



PHONE



MOBILE
SHOP



WWW



E-MAIL

5% OFF

use online code
ULTIMATEP9
at checkout

DESIGN911

CLASSIC CAR CENTRE



Porsche 911SC 1982 Coupe
Manual Gearbox, LHD, Black,
interior 100% original.



Porsche 965 Turbo 3.3L Coupe
1991, Manual Gearbox, LHD,
Metallic Black with Matador Red
leather interior.



Porsche [911] 930 Turbo 3.3L
1987, Manual Gearbox, LHD,
Black with Black leather interior.



Porsche [911] 930 Turbo 3.3L
1985, Manual Gearbox, LHD,
Black with Black leather interior.



Porsche 911T 2.4L 1973 Targa
Manual Gearbox, LHD, Black with
Black interior.

Telephone:
+44 (0) 20 8500 8811

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

Platform

Email dan.furr@kelseymedia.co.uk **Twitter** @ThePorscheMag
Facebook facebook.com/UltimatePorsche **Instagram** the.porschemag



Kriesel 910e electric supercar goes on sale

Modern performance combined with classic styling

Classic (or inspired by classic) cars powered by thoroughly modern electric engines are popping up everywhere, but few are quite as eye-catching as the 910e supercar recently launched by Kriesel, the Austrian automotive firm known for its reinterpretation of vintage vehicles. Offering “breathtaking performance”, the family-run company’s cool creation is a modern slant on the Porsche 910. A 0-100kph time of just 2.5-seconds is achieved through an automated two-speed transmission, a self-locking

diff and an integrated electric oil pump supporting a 490hp motor, while a realistic range of 350km is promised by way of a high performance lithium-ion battery pack. “With the first purchasable electronic Kriesel car, our company is entering into a new phase”, commented Markus Kriesel, the company’s MD. “The 910e combines the feeling of sitting in a fascinating classic Porsche with the incredible dynamics of a modern motor, all entirely without emissions, and thus enabling you to enjoy yourself without a guilty conscience!” Only a small number of the 910e will be built, so act fast if you want to buy one.





Rallycross 911 back to winning

Driving the Porsche 911 that Rolf Nilsson used to win the first-ever British Rallycross Grand Prix in 1982, Barry Stewart returned to the Retro Rallycross Championship for the second round of the season at Lydden Hill. He claimed victory despite missing Q1 with a fuel problem. He was second fastest in Q2 and fastest overall in Q3, securing a first place start. As the lights turned green, Stewart made the best launch in the run down to the first corner. He seized the lead, where he would stay for the entire race. "It's great to be able to hit the track in such a fantastic 911. Retro Rallycross is as hard as it's ever been, so it's great to come away with the win," he said afterwards.

See you there...

COVENTRY MOTOFEFEST

Growing in popularity each year, Coventry MotoFest wows visitors with a range of fantastic displays and stunts on the city's ring road, but 2017's event (taking place Saturday 3rd June) promises even more action-packed entertainment following the MSA's successful campaign to allow closed road motorsport events to take place in the UK. But why Coventry? Well, no other city in Britain has a heritage of transport innovation and development to match the city. From the invention and manufacture of the first modern bicycle, through to today's automotive design and development, Coventry has always been proactive when it comes to the transport industry. Full details and a video of last year's MotoFest can be found by visiting bit.ly/covfest

SIMPLY PORSCHE

All Porsche owners are invited to drive into Beaulieu and park within the museum complex for what promises to be a superb day out on Sunday 4th June. All models in all conditions are welcome, and all attendees have the opportunity to see their car picked as the winner of the People's Choice Award, selected by public vote. 2016's gathering saw more than 800 Porsches in the Beaulieu grounds. More info at bit.ly/simplyporsche

LE MANS 24 HOURS

Porsche Club GB will have a presence at the world's most famous endurance race on 17-18th June. Thanks to PCGB's partnership with Lycian Events, 'Village on the Curves' campsite is available for Porsche owners to use as a base. Book now at bit.ly/pcgblemans

Ultimate Porsche – big in Japan!

It's official! *Ultimate Porsche* is big in Japan! As our photo illustrates, Mr Tamiya himself, Shunsaku Tamiya, took time out to read our last issue at the legendary plastic model and radio-controlled car manufacturer's HQ in Shizuoka. The 911 pictured next to him is the car Tamiya's technicians famously dismantled and put back together (in collaboration with Porsche Japan's engineers) in order to facilitate the design and

production of its line of 911 model kits. Founded in 1946, Tamiya makes battery and solar-powered educational models, sailboats, acrylic and enamel paints, various modelling tools and hobby supplies (in addition to its automotive offerings). In 2016, the firm celebrated the fortieth anniversary of its radio-controlled car series, a popular line that started with a take on the 934 Turbo RSR. Visit bit.ly/tamiyauk for a list of the company's products.



Magnus Walker releases autobiography

That most famous of Porsche modifiers, Magnus Walker, is set to release his autobiography, *Dirt Don't Slow Me Down*, on 1st June. Raised in the grim, urban decay of Thatcher's Britain, the Sheffield-born car nut left school with just two O-levels before buying a one-way ticket to America. Three decades and a matching number of celebrated businesses later (not to mention the documentary that established his name), he's succeeded against all odds, and has the 911s to prove it! To support the launch of the book, Walker will be touring book stores and Porsche Centres across the UK throughout June. For times and locations, visit bit.ly/magnusbook



PLANET
PORSCHE

GEAR REGISTERING ON OUR RADAR

Smuggler's box

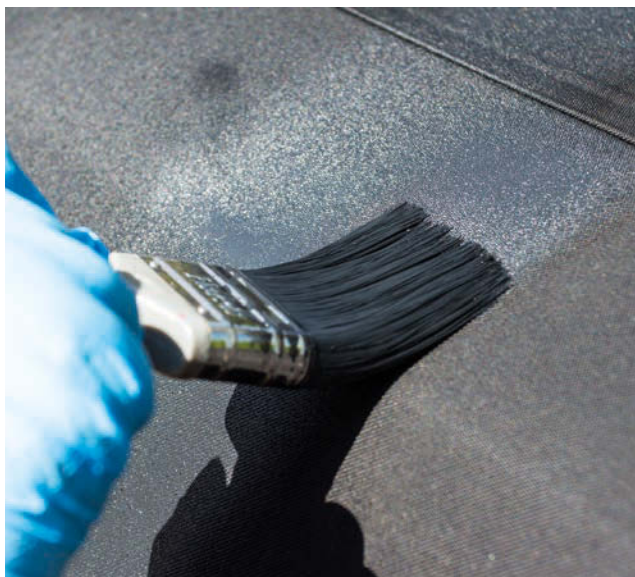
RENOVO SOFT-TOP CARE KIT

The Renovo three-stage canvas cleaning, colouring and ultra-proofing kit is the ideal solution for owners of open-topped Porsches looking to keep their car's hood in excellent condition. The first part of the process involves cleaning the fabric with a specially-formulated shampoo designed to remove any loose contaminants, mould, mildew and previously applied waterproofing agents. A soft wheel brush works brilliantly at helping to get rid of dirt before a rinse reveals a nicely prepared surface ready for a fresh coat of colour.

As soon as the hood has dried, a plentiful supply of Renovo's 'Revive' recolouring agent can be brushed on. Matched to industry standard Pantone numbers, the product ensures that discoloured canvas is quickly afforded a new lease of life. The transformation is extraordinary, especially when it comes to treating black roofs that have faded to grey.

The final stage of the restoration involves the application of a durable waterproofing solution that not only provides a protective barrier against adverse weather, but also delivers UV protection and mould/mildew resistance. Rest assured, we've tried and tested these water-based Renovo products, and they're every bit as good as we've made them sound. Now it's your turn!

From £13.25 per product
www.bit.ly/renovokit





GRAVITY ONE

Porsche Design's Gravity One Bluetooth speaker projects sound 360° around a room for total listening freedom. Whether in the boardroom or the living room, Gravity One packs a powerful punch far exceeding its size! Ten hours of playtime are possible, while USB connection allows charging of mobile devices.

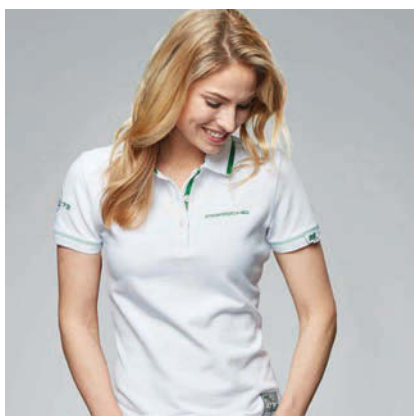
Price: £380
www.bit.ly/gravityone



CREST MUG

You get a thrill out of driving your Porsche, but you also love standing around staring at it. You might as well fill your boots with warm brown stuff while you're in a state close to suspended animation, and what better tea or coffee holder to be supping from than an official Porsche's product?!

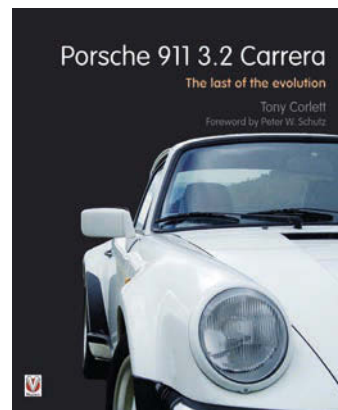
Price: £15
www.bit.ly/crestmug



RS 2.7 COLLECTION POLO SHIRT

Piqué cuffed with viper green accents, this 100% cotton polo shirt from the official Porsche Driver's Selection forms part of the manufacturer's range of clothes and accessories celebrating the enduring appeal of the 911 RS 2.7. Available to order in sizes and shapes to suit men and women, the bright white polo is the perfect choice for anyone wanting to bring the appeal of the legendary RS into their everyday life. It makes for a great gift too. You can find our address on the inside cover of this magazine, hehe!

Price: £60
www.bit.ly/rspoloshirt



3.2 CARRERA BOOK

When it comes to 911s, the 3.2 Carrera's high volume production has made it one of the easiest ways to own a classic air-cooled Porsche. To help buyers and enthusiasts brush up on the history, development and features offered by the model, Veloce has republished Tony Corlett's excellent *The Last of the Evolution*, a 160-page tome packed full of technical data. Featuring an in-depth look at the car's different versions (as well as a guide to upgrading engine, brakes, wheels, suspension and interior components), this extensively illustrated, photo-packed, full-colour book provides a 'behind the scenes' look at what was happening at Zuffenhausen during the 3.2 Carrera's lifespan. A foreword from former Porsche CEO, Peter Schutz, outlining the model's importance to the company's survival is a particularly nice touch.

Price: £35
www.bit.ly/carrerabook

SPARK 1:43 1965 904-6 CARRERA GTS COUPE

The Auguste Veuillet 904-6 Carrera GTS Coupe was driven at Le Mans in 1965 by Robert Buchet and Bernardus Marinus 'Ben' Pon. Unfortunately, the team retired in the seventeenth hour of the race following a catastrophic oil leak. Nevertheless, the car put in a decent enough performance to inspire die-cast model maker, Spark, to create a 1:43 version of the silver stunner more than fifty years later. Visit the Racing Models online store for this and many more small scale Porsches.

Price: £38
www.bit.ly/racingmodels





THINKWARE DASHCAM

Thinkware's X550 delivers up to ten times more brightness than dashcams from other manufacturers thanks to its all-new image signal technology and real-time video processing. The X550 also boasts improved video storage, a lane departure warning system and 1080p HD recording at 30fps.

PRICE: £169
www.bit.ly/thinkwarex550



DEI EXO SERIES

DEI's EXO Series sleeving is a heat-resistant glass material woven into a 100% silicone sleeve with a 304 stainless steel exoskeleton exterior mesh that provides massive protection to wires, lines and hoses exposed to harsh or abrasive conditions and extreme heat in high performance applications.

PRICE: £24.35
www.bit.ly/delexoseries

MEGUIAR'S MIRROR BRIGHT DETAILING KIT

"Creating something new, but with a solid respect for the traditions of the past." This is how Meguiar's describes its new Mirror Bright detailing range, a retro-styled collection of car cleaning products that owes more than a passing nod to some of the firm's oldest research and development programmes.

Available as individual bottles or as a kit presented in a specially-stitched carry bag, these fantastic fluids include wheel cleaner, detailing spray, polishing wax and shampoo. Each unique formula is designed to complement others in the range, and each is safe to use on all paint types, lacquers, enamels and clear coats. An optional Mirror Bright leather lotion and air freshener are also available to purchase at the Meguiar's online store.

Price: Kit £50, leather lotion £12, air freshener £2
www.bit.ly/mirrorbright



AUTOBRITE DIRECT PAINT CORRECTION KIT

This all-in-one package from Staffordshire-based detailing specialist, Autobrite Direct, includes a DA-21 dual action polisher, five-inch and six-inch microfibre cutting discs, five-inch and six-inch microfibre finishing discs, 25mm and 150mm backing plates, a 40x40cm Reaper buffing towel, a microfibre applicator, a detailing pad brush, plus bottles of 'Restore' cutting compound, 'Enrich' polishing compound and 'Final Finish' glaze (each in 250ml quantities). The DA-21 has a powerful 880W motor with a six-speed setting that delivers masses of torque and quiet operation. A long power cable gives you plenty of room to manoeuvre around your car, and the entire package is presented in a heavy duty carrying bag. Aimed at professionals and enthusiasts alike, this is a comprehensive paint correction kit.

Price: £270.50
www.bit.ly/autobrite



CLASSIC RETROFIT ELECTROCOOLER

Electrocooler (Classic Retrofit's all-new HVAC for air-cooled 911s 1965-1989) is a complete redesign of the 911's air-conditioning system with notable improvements to blower functionality and heat distribution. Comprising all modern electric components, the kit weighs just 14kg and fits in the host vehicle's front luggage bay, making use of standard holes and mounting points with no need for bodywork alterations. Simple to use and controlled by a single 'smart button', Electrocooler uses the standard ventilation system to pump cool air into your car's cabin via a modern double-cage blower. Using less than 1hp of engine power, this energy efficient product joins Classic Retrofit's ever-growing range of plug-and-play creations for Porsches. Cool!

Price: £2995
www.bit.ly/electrocooler



Porsche 918 Weissach CS

- In Stock Now
- Very Low Mileage
- LHD



Porsche 997 Carrera S

- In Stock Now
- 1 Owner
- Very Low Mileage



Porsche 964 Turbo

- In Stock Now
- Marine Blue
- High Spec



Porsche 997 Carrera

- In Stock Now
- Low Mileage
- Speed Yellow



Porsche 911 2.4T

- In Stock Now
- Slate Grey
- Fully Restored



Porsche 964 RS

- In Stock Now
- Basalt Black
- Low Mileage



Porsche 911 Coupe

- In Stock Now
- Black
- Linen Leather



Porsche 911 2.7

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



Porsche 964 RS

- Lightweight
- Grand Prix White
- Low Mileage



Porsche 996 GT3 RS

- In Stock Now
- Right Hand Drive
- Low Mileage



Porsche 912 1.6

- In Stock Now
- Low Mileage
- LHD



Porsche 911 2.7

- In Stock Now
- LHD
- Gold



Porsche 993 RS Homage

- Clubsport
- Speed Yellow
- Very Special Car



Porsche 993 C2S

- In Stock Now
- Ocean Blue
- Low Mileage



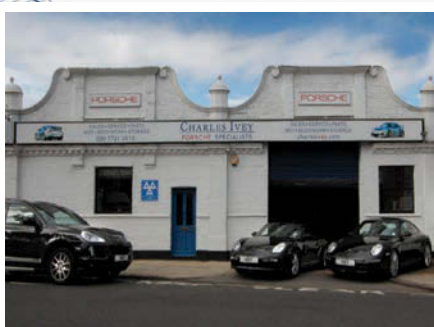
Porsche 993 RS

- In Stock Now
- Low Mileage
- Speed Yellow

CHARLES IVEY

SPECIALIST CARS LTD

*In London for over 45 years
and now also in Surbiton*



160 Hurlingham Road
Fulham, London SW6 3NG



Ivey House, Hollyfield Road
Surbiton, Surrey KT5 9AL

info@charlesivey.com **020 7731 3612** www.charlesivey.com

MADE IN THE SHADE

Beige might not be the most desirable of colours for a classic car, but as this 1973 911 T 2.4 Targa proves, you'd be a fool to dismiss it

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





DRIVER

Q&A



JONATHAN FLETCHER

First Porsche

A silver 996 Targa that I bought more than fifteen years ago

Favourite Porsche

911 RS 2.7

Best thing about your 911 T 2.4 Targa

The car serves to demonstrate just how advanced Porsche's engineering capabilities were in the early 1970s

Worst thing about your Targa

I've only owned it a short while!



No matter what classic Porsche takes your fancy, we can all agree one thing – a car's colour is one of its most important features. Indeed, there are those who won't be swayed by even the finest Zuffenhausen metal if it's not painted Guards Red, Speed Yellow or Grand Prix White. Strange then, that shades of brown, bronze, gold and beige (as adopted by a huge number of car makers in the 1970s) appear to be making a comeback in the automotive universe.

A quick look at the 911 T 2.4 Targa on these pages goes some way towards demonstrating why scarcely celebrated shades are experiencing newfound popularity with those shopping for classic cars. Pretty, isn't it?! Where earthy conservative hues were once seen as hugely unfashionable relics of the past – especially when paired with brown cabin furniture – they're now regarded as 'retro chic', so much so that manufacturers are reintroducing golds, caramels and cream finishes as options available to buyers of their luxury models. This move is at odds with stories we regularly hear when interviewing owners, dealers and restorers of classic Porsches, where in many cases, OEM browns or beiges have been replaced with more vibrant, sporty colours.

Red. Grey. Solid black. These are the different finishes that the early 1973 left-hand

drive Targa laid out on the pages before you was treated to after its factory-prescribed Beige-Grün was deemed to be too unstylish by the car's various Stateside owners. Originally sold by Porsche's official sales centre in New York, the nippy 911 spent most of its life zig-zagging across America until it was taken in by a classic car dealer in Toronto, Canada. By then, the aforementioned black bodywork was in full effect, decorated with thick white stripes running bumper to bumper, details made even more pronounced by the inclusion of an added fibreglass ducktail.

Little more than two years ago, the well-travelled Targa was bought by Yorkshire-based Porsche restoration and vintage vehicle sales centre, Gmünd Cars. A subsequent examination of the black beauty confirmed the seller's claims of an unwelded body free of corrosion, although the soft-top's interior left a lot to be desired – original herringbone seats had been replaced by big-bolstered Recaros not dissimilar to those found occupying the cockpit of a Ford Escort Series 2 RS Turbo! Much like the import's modified exterior, the presence of these aftermarket seats highlighted a previous owner's desire to personalise his ride regardless of what Porsche intended for it at the point of manufacture. And when it came to making his Targa stand out from all others, his tinkering could also be detected beneath the car's altered engine cover...



Above It's difficult to believe that the jet black, white-striped, ducktailed Targa that arrived in the UK after a life across the Atlantic is the same car we took photos of for this magazine feature **Right** Twin Weber carburettors were fitted to the left-hooker before it landed in Blighty



Hit for six

The last generation of pre impact bumper 911s were fitted with potent 2.4-litre flat-six powerplants. When exported to America, many of these engines were kitted-out with mechanical fuel injection, a system that was soon superseded by K-Jetronic kit. It didn't take long for the 2.7-litre flat-six to roll out, and with it came the birth of an icon in the form of the 911 RS 2.7. Despite the RS's legendary status, in tuned form, the 2.4-litre lump had been one of Porsche's motorsport engines of choice, but racing regulations prevented displacement from being increased beyond 2.5-litres.



Time out

Porsche hasn't always got it right when it comes to ergonomics and interior design (have a read of Graham Martin's column in this edition of *Ultimate Porsche* if you don't believe us!), but the plush deep pile carpets and amazing herringbone seat cloth seen inside this beautifully presented Targa make for one of the best classic Porsche cockpits we've laid eyes on. And that's just as well, because while we have no doubt that Jonathan will spend enjoyable hours staring at his new toy, the likelihood is that he's going to rack up a far greater amount of time driving it!





MACHINE-POLISHED AND BUFFED, THE ICONIC ROLL BAR WAS REINSTATED



» In stock form, the 2.4-litre 911 T makes use of carburettors, except in the USA where the model could also be bought with mechanical fuel injection (MFI). In January 1973, however, American 911 Ts were updated with K-Jetronic continuous fuel injection (CFI). The USDM example that Gmünd Cars bought was registered in February of the same year, yet it arrived in the UK equipped with twin Webers! A modified stainless steel exhaust system had also been added, indicating an attempt to release what were presumed to be stifled ponies.

While the Gmünd boys were determined to return the new arrival to its original colour, they reasoned that they'd leave the Webers in place – albeit treated to an overhaul and new filters – due to the engine being in excellent mechanical order and producing strong, reliable power. The 2.4-litre flat-six itself was removed from the car while its shell was stripped to bare metal (a process which revealed the previously mentioned catalogue of colours), although the noisy exhaust was ditched altogether in favour of new heat exchanger and pipework ordered direct from Porsche.

DUCKS IN A ROW

A stock engine cover was bought to replace the aftermarket ducktail. Similarly, new bumpers and headlights were acquired in advance of the car's reassembly. Meanwhile, as the stripped bodywork was being prepared for paint, a set of OEM sports seats were bought and sent to a trusted trimmer charged with the job of wrapping them in fresh herringbone cloth and jet black leather. The finished upholstery looks fantastic and is joined by new carpets.



Facing page Recently sourced sports seats have been treated to a phenomenal herringbone cloth retrim. **Above** Modern head unit is designed to match vintage 911 dash equipment

Unlike many Targas of a similar age, and despite the styling and body updates thrown at this particular 911 T over the years, its roof bar remained unpainted. Along with its neighbouring glass, this key component was removed prior to the bare body shell being covered in a new coat of its original colour. Machine polished and buffed, the iconic, character-defining roll bar was reinstated along with other carefully cleaned brightwork, a re-trimmed hood, new roof seals, a new door mirror and yellow-tinted spot lamps. The latter isn't a feature believed to be original to the car when it began its adventures in America more than forty-four years ago, but it's an update that finishes the front end beautifully. »



FOR THE FIRST TIME IN FOUR DECADES, BUYERS ARE **LOOKING** FOR FAWN

» The beige belter's standard brake calipers were rebuilt before being shoved behind the same fifteen-inch Fuchs that the car sat on when it arrived in Yorkshire. As you'd expect, these distinctive rims have been refurbished. They've also been treated to new black circles (fat Avon ZT5 touring tyres in case you were wondering).

AFTER EIGHT MINT

We're told that the restoration of this terrific Targa took eight months from start to finish. The quality of the workmanship involved is second to none, and we were thrilled to hear that our appreciation for the car was echoed by the enthusiasm of Porsche fan and company director, Jonathan Fletcher. He's owned a string of Targas (as well as a Cayenne) over the years, but none featured the sublime herringbone fabric and pale paintwork of the 911 T rebuilt by the guys at Gmünd Cars. "It's bloody smart!" he smiles, happy to announce that he bought the 2.4-litre stunner just as we were about to go to press. We're inclined to agree with him.

Above Yellow spot lamps aren't part of the car's original specification, but they finish its nose off a treat!



For the first time in four decades, buyers of old cars are actively looking for sepia, fawn and chocolate-themed colours when scanning classifieds for their next purchase. As is ably demonstrated by Jonathan's gorgeous Targa, this love of paintwork that was considered to be unfashionable only a short while ago is no bad thing, and we'd be lying if we said we hadn't found ourselves cooing over Nordic Gold, Cognac Brown, Pewter, Sand, Desert and Kalahari Beige classic Porsches in recent months. Now, if you'll excuse us, we're off to brush our chest wigs, polish our medallions and jump into our tight polyester jumpsuits. Before you ask, we're ruling out poodle perms. Well, for now at least.



RolloverJigs.com

AUTOMOTIVE HANDLING SOLUTIONS

***For Cars & Commercial
Classic Restorations***



**Call Tom 07969 681328 or
David 07828 912986**

We also sell castor kits and shell dollies

**Breathe New Life into your
Car's Soft Top**
with Renovo's range of car care products

RENOVO®

www.renovointernational.com



Fabric Soft Top Cleaner

For regular cleaning of fabric soft tops, freshening appearance and helping to preserve overall condition.

Soft Top Reviver

Re-colours and re-conditions like new.

Vinyl Soft Top Cleaner

For regular cleaning of vinyl soft tops freshening appearance and helping to preserve overall condition.

Ultra Proofer

Re-establishes the original "as new" waterproof weather barrier with mould, mildew and UV inhibitors.

Vinyl Ultra Proofer

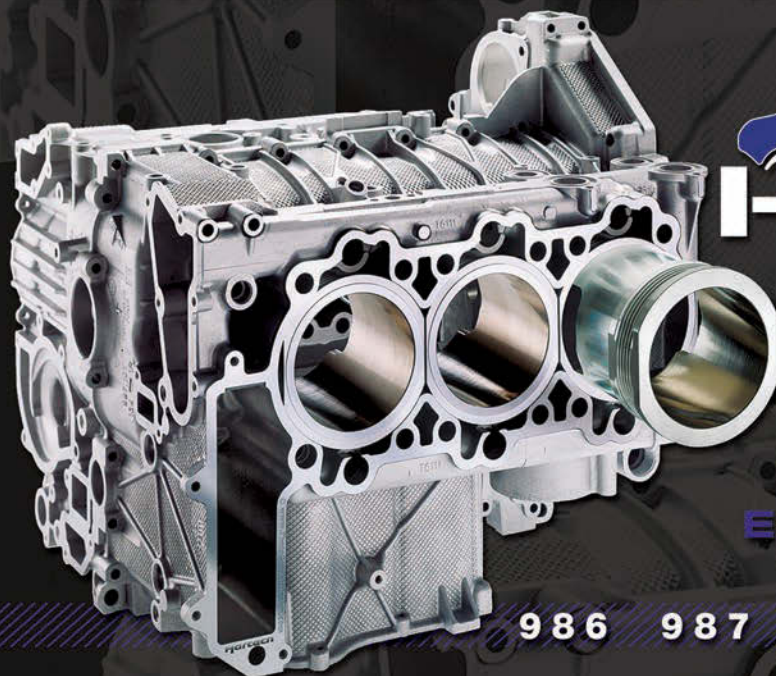
Protects and conditions against stains and oxidation.

Plastic Window Polish

The definitive Plastic Window Polish.

Tel: 01444 443277

ENGINE REPAIR SPECIALISTS



Hartech
INDEPENDENT PORSCHE SPECIALIST

**T: 01204 302809
E: auto@hartech.org**

986 987 996 997 CAYMAN

w w w . h a r t e c h . o r g

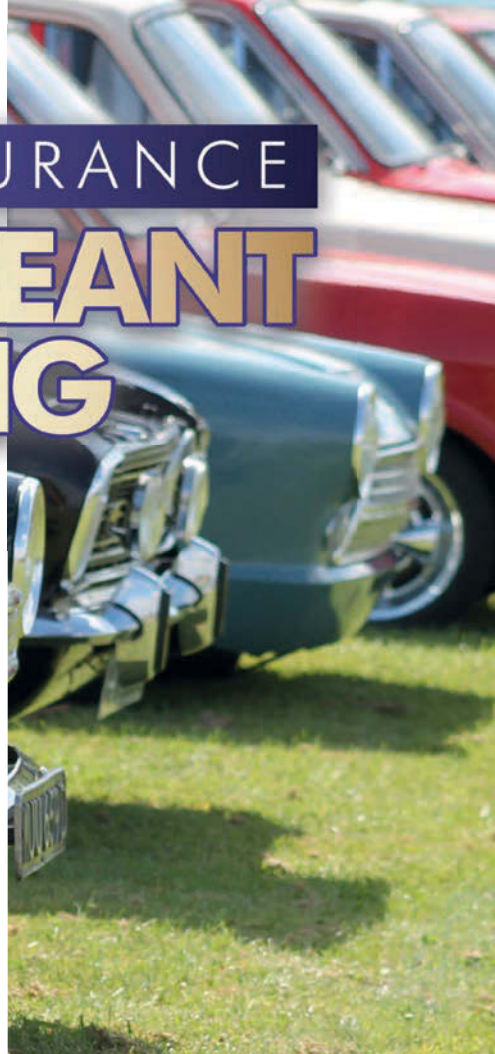
THE

PETER JAMES



INSURANCE

BROMLEY PAGEANT OF MOTORING



Live Music
Club Stands
Famous Faces
Quality Exhibitions
One Make Parking
Restoration Projects
Autojumbles and Trade



FUN FOR ALL THE FAMILY!

SUNDAY 18TH JUNE 2017

NORMAN PARK, BROMLEY

www.bromleypageant.co.uk

Torque Specialist

Phil Hindley

The 964 is finally receiving the recognition it deserves after far too many examples have spent years fighting for survival, says Tech 9 head honcho, Phil Hindley...

Not long after my Porsche sales, service and tuning company, Tech 9, opened its Liverpool workshop's doors back in 1993, my team and I began a journey that led us to prepare a number of different cars for the Porsche Cup, a primarily production-based motorsport series in which we enjoyed great success.

The 964 was one of the models we raced in the competition. As Tech 9 approaches its twenty-fifth birthday, I'm reminded of the fun we had with what was a fairly new 911. Sadly, the 964 fell out of favour following the arrival of the 993, but a new generation of Porsche fans has shown a lot of interest in the older car over the course of the last few years, resulting in many 964s being saved from a life of neglect.

The cyclical nature of the classic car market is the obvious factor at play when it comes to trying to determine why the 964 spent so many years towards the lower end of the 911 pecking order. Allow me to explain...

There are many wealthy Porsche fans who want the very latest 911 money can buy. The passion these guys have for new sports cars means that they're unlikely to keep hold of their fruity four-wheelers for more than three years, after which the cars they part with fall into the hands of those that don't necessarily have the means to keep on top of a high standard servicing and maintenance schedule. The 964 is an expensive vehicle to keep in top-notch condition. It's not unusual for the rebuild of its flat-six to hit five figures.

A decade ago, a run-of-the-mill 964 wasn't worth much money. Many owners didn't see the value in ploughing a shedload of cash into maintenance jobs on a car that was going to provide little or nothing in the way of return on investment. Consequently, a significant number of 964s developed catastrophic oil leaks and suffered engines with scored bores.

Fast-forward to the present day, and guys that were enjoying their formative years during the late 1980s and early 1990s are identifying



the 964 as one of their generation's most iconic sports cars, recognition that has seen the model experience a new wave of popularity, an increase in value and the emergence of owners who are prepared to open their wallets for restorations, engine rebuilds, wheels, paint jobs and whatever else the object of their desire might benefit from.

Investors in auction rooms are, of course, largely responsible for the current boom in classic car prices, but as I said earlier, the cyclical nature of attitudes towards 911s can also be attributed to the 964's mixed fortunes. The same is now happening with the 993, where Turbo-badged examples are fetching strong money, encouraging the rest of the model line to revel in a sharp rise in financial value.

It's great to see a resurgence of interest in 964s. Lots of them are arriving at the Tech 9 workshop in need of remedial work following many years of poor maintenance, but with a dedicated army of owners keen to return these cars back to their best, the 964's future is looking very bright indeed.

Above Many 964s have been on the receiving end of poorly observed service schedules, but a new breed of owners are arriving at Tech 9 (tech9.ms) with instructions for restoration



A significant number of 964s developed catastrophic oil leaks





AUTOFARM

PURELY PORSCHE SINCE 1973.

We have been serving the needs of
the Porsche owner/driver/racer/
enthusiast for over **40 years**



Autofarm (1973) Ltd, Oddington Grange, Weston-on-the-Green, Oxfordshire OX25 3QW

T: +44 (0)1865 331234 F: +44 (0)1865 331666 E: workshop@autofarm.co.uk W: www.autofarm.co.uk

Torque Contributor

Caesar Barton

Paying attention to what your neighbours have parked on their driveway is a waste of time when you've got the wonderful world of Porsche at your disposal, argues Caesar Barton...

'Status' might just be the most depressing word in the English language. Defined as 'position or rank of someone when compared to others in a society', it informs lifestyle choices where many people ditch gut feeling in favour of decisions influenced by what others are doing. This unfortunate attitude is rarely seen as clearly as when one observes typical car purchasing behaviour.

Happily, for those of us not bothered about keeping up with the Joneses, Porsche's back catalogue of classics offers a cornucopia of colourful machines that stand out from the crowd. And thanks to their excellent build quality, these super sports cars will gladly serve their masters for decades beyond the life expectancy of your neighbour's new SUV!

My own passion for Porsches is firmly focused on models from the mid-1970s through to the 2000s. This period in the lifespan of the manufacturer saw a wide variety of cars produced, a range that offers something to suit every taste and budget. Fancy an attractive, front-engined GT cruiser that looks as other-worldly today as it did in period? Then how about a 928? If you don't want to own a vehicle as thirsty as Oliver Reed, then perhaps a 968 – a Sport if your budget permits – would be a better choice. Fleeter of foot whilst retaining some of the 928's signature styling (including uncovered pop-up headlights), the 968 combines speed and smooth curves with assembly that's as robust as a bank vault.

The 944 sits in between the two. An excellent 'all-rounder' available in many different guises, the model was once the most successful car line in Porsche history. Sadly, the 944 proved to be so usable (and abuseable!) that finding a genuinely clean example is trickier than one might expect.

For those with a smaller pot of cash to play with, the 924 is the obvious choice. Much like its more expensive stable mate (yes, 944 Turbo values are rapidly appreciating), it's a model that's cheap to run, easy to work on and available



to buy in a surprisingly varied selection of trim options. There's a massive network of 924 enthusiasts providing highly valued technical support too, not to mention a dedicated class in the BRSCC Toyo Tires Porsche Championship (see page 64) for those that want to find out just how aggressive this underrated car can be.

"Why hasn't he mentioned 911s?" I hear you cry. Don't worry, I haven't forgotten about Porsche's signature product line, but in the interests of narrowing my enthusiasm to 'everyman' classics, it's difficult to find a 911 that fits the bill in the current climate.

Okay, so those produced in high numbers (SCs, Carrera 3.2s etc.) are still low in price compared to many other 911 variants, and I guess it would be churlish of me not to mention the desirability of the 964. The same goes for 911 that replaced it, the 993. The later car's discontinuation may have marked the end of air-cooled Porsches, yet its modern standards of performance, beauty and trim are well suited to those who want what many consider to be the last of Stuttgart's 'modern classics'. Now that's free thinking!

Above The many different Porsches available to choose from on the used car market enables true petrolheads to express their individuality through a variety of Stuttgart-designed body styles, colour combinations, power and engine configurations



The 968 combines speed and smooth curves with assembly that's as robust as a bank vault



SUBSCRIBE TODAY

ROLLS-ROYCE & BENTLEY *driver*

SUBSCRIBE AND PAY JUST £3.75 PER ISSUE

Celebrating two of Britain's most prestigious automotive marques, **Rolls-Royce & Bentley Driver** magazine will be the definitive quarterly publication for all Rolls-Royce and Bentley enthusiasts and owners.

Principally focusing on the classic models of these luxurious car brands, it will offer comprehensive coverage of the most popular versions from both Rolls-Royce and Bentley, ranging from immediately after WW2 up to around the turn of the millennium. Undoubtedly, there will be some coverage of pre-war models, and we will feature modern classics such as the Bentley GT coupe. Whatever the model, however, our aim with **Rolls-Royce & Bentley Driver** magazine is to offer a mix of owners' stories, buying advice, technical hints and tips and inspiration on how to restore, maintain, and, crucially, enjoy your favourite Rolls-Royce or Bentley. Take advantage of this discounted subscription deal and receive **Rolls-Royce & Bentley Driver** before it hits the newsstand. Each issue will be delivered direct to your door in advance of the 'on sale' date.



PAY
FROM JUST
£15
FOR 4 ISSUES
AND SAVE
24%*

SUBSCRIBER *plus*

ALL PRINT MAGAZINE SUBSCRIBERS
ARE AUTOMATICALLY MEMBERS OF
SUBSCRIBER PLUS, GIVING YOU:

- Preferential rates on our associated events and products
- A constantly refreshed range of products to choose from
- First access to subscription offers on other Kelsey titles
- Exclusive discounts on your favourite brands
- Free entry into subscriber only competitions

shop.kelsey.co.uk/subscriberplus

3 EASY WAYS TO ORDER

1 ONLINE
shop.kelsey.co.uk/rrb

2 POST
Please send details to: **FREEPOST RTKZ-HYRL-CCZX**,
Rolls-Royce & Bentley Driver Magazine Subscriptions, Kelsey Publishing
Ltd., Cudham Tithe Barn, Berry's Hill, Cudham, Kent, TN16 3AG

3 CALL OUR SUBSCRIPTION TEAM
01959 543 747 & quote offer code RRBPO517
Hotline open: Mon - Fri 8am - 6pm.

*24% saving based on cover price of \$4.95 per issue. UK Direct Debit print offer only.



Graham Martin

Designers of modern cars could learn a thing or two from the simplicity and effectiveness of the 928's unfussy interior and easy to use functionality, suggests Graham Martin...

Despite my passion for and ownership of several 928s (why have just one?!), I find myself covering 20k miles a year in a 2015 VW Golf GTD DSG. The car benefits from traction control, adaptive cruise control, lane assist, electronically adjustable suspension and a mass of other driver aids that are now commonplace on modern cars. And when the Golf's sidelights automatically illuminate, its dash lights up like a Christmas tree.

VW have provided me with a touchscreen infotainment centre that allows for the operation of satellite navigation and the remote control of my mobile phone. I have a choice of digital radio stations, CD (remember those?) and MP3 media types, but there are no buttons to be seen. Instead, I have to scroll through endless menus on an interactive screen. This means I have to stop the car or take my eyes off the road in order to make changes.

I'm convinced that despite the government's worthy ambition of reducing road accidents by stamping out illegal on-the-move phone use, there's a very real danger that drivers of modern cars can be all too easily distracted by feature-rich displays and equally as commanding head units. Truth be told, Porsche is guilty of providing buyers of its new cars with engrossing digital user interfaces. Just look at the interior of a Panamera. It reminds me of the Millennium Falcon. Worse still is the dash of a Tesla. It's like being on the bridge of the Starship Enterprise.

Do we really need such complex interaction with our cars? Does it add or detract from the purpose and pleasure of driving fast, safely and legally? I return to the opening sentence of this opinion piece, where I outlined my enthusiasm for the 928. Never has the phrase "every essential control at your fingertips" been more appropriate. With its 'clean sheet' composition, the 1978 European Car of the Year was recognised for its outstanding ergonomic interior design. Chunky controls for headlights, fog lamps, and the heated rear window (and



from the S onwards, hazard warning lights) surround the dash binnacle. Secondary controls are located in an easy to reach part of the centre console. Here's a Porsche that delivers purity and clarity of design.

I'm not a blinkered 928 fanboy. In addition to the Golf, I own a Lotus Elise and an Audi TT DSG (both cars blessed with outstanding interior ergonomics), but I do believe that the 928 represents a high point in Porsche interior design. Every function is within easy reach and is simple to operate without requiring lengthy periods of 'screen watching'.

Less is more. Driving one of my 928s after jumping out of my Golf is relaxing. No touchscreen. No voice activated controls. Sure, the VW is more practical (and it's way more fuel efficient!), but it brings little pleasure compared to the experience of hopping into a classic Porsche. If you need convincing, come and sample the delights of a 928's cabin for yourself when what we hope will be the largest number of the model ever gathered together in the UK descends upon Brooklands on Sunday 28th May. I hope to see you there!

Above It may feature control switches that wouldn't be out of place on the Fisher-Price production line, but Graham reckons his 928 is as good as Porsche interior design gets



Porsche is guilty of providing buyers of its new cars with engrossing digital user interfaces





“I’ve promised his mum he can have a ride around the garden!”

Graham Goodyear and Mike Mitchard’s love of classic Porsches is most definitely a family affair

WORDS Dan Furr PHOTOGRAPHY Matthew Dear





Porsche people



New tricks

As outlined in our look at the history of Targa on page 52, the 993 version saw the debut of the retractable glass roof that replaced the iconic 'hoop' of earlier Targas. This was a completely new approach to the Targa concept. Criticism from dedicated Targa fans was immediate. They were unhappy about the new system's weight, which being at the top of the car, raised its centre of gravity and had a claimed negative impact on its handling. Even so, Porsche managed to sell more than 4600 993 Targas between 1996 and '98.





DRIVER

Q&A



GRAHAM GOODYEAR

Occupation
Engineer

Favourite Porsche
356 Speedster

Best thing about your 944 S2
Its timeless styling

Worst thing about your 944 S2
Emerging rust!

What do you do when your significant other claims ownership of your classic Porsche? If you're Mike Mitchard, you buy another (Porsche, not partner!). "The blame lies with the chairman of the Three Counties Vintage & Classic Car Club," he smiles. "I'd taken my 993 Targa to a summer show, whereupon the chairman approached my wife and told her how much he admired what he assumed to be her Porsche. She's never let me forget it, and has since always referred to the car as being hers!"

Resigning himself to the fact that he'd kissed goodbye to the late 1998 semi open-topped speed machine, he began to search classifieds for a suitable replacement. "I'd owned a TVR

Griffith 500 which I absolutely loved. It was an excellent car, much like the Boxster my wife had been in charge of prior to her commandeering my beloved 993. I reasoned that a 3.6-litre 964 would offer the same air-cooled fun as the Targa, albeit without the benefit of the later car's VarioRam induction system."

A grey 964 Carrera 2 presented itself for sale at Williams Crawford in Saltash. The car had spent much of its life in the Land of the Rising Sun where it had enjoyed an existence away from unpredictable British weather. Mike was impressed by how immaculate the '92-plate Porsche was, and he didn't hesitate to scribble his name on its logbook shortly after a test drive.

"Porsche specialists who have serviced the car in the time I've owned it have said that it's in far better condition than any other 964 they've come across," he grins proudly, before going on to tell us that the car has provided ➤➤

Above and facing page Mike's 993 Targa is running like a dream following a period of heavy expenditure righting a fair few mechanical wrongs



Porsche people

» trouble-free motoring and plenty of smiles to the mile. That's in stark contrast to his early experiences with the 993. "Its roof leaked, its suspension was tired and its diff was crying out to be replaced. Don't get me wrong, it's a great car now, but it's taken a couple of quid to get it that way," he sighs.

Not oblivious to the fun Mike was having with his pair of Porsches, his son-in-law, Graham Goodyear, registered an interest in joining the party. "I'm a big fan of the 944," he confirms. "The model's flared bodywork and sharp shape have always appealed to me. I view the 944 as possessing a more timeless design than many newer Porsches, and so it came as no surprise to Mike when I suggested we go to look at a 944 that I'd seen advertised for sale in Birmingham."

BLACK COUNTRY BLUES

Visiting the West Midlands from Graham's home in Hampshire isn't a quick nip around the block. We'll be the first to advocate travelling virtually any distance for the right Porsche, but a round trip of more than four hours with nothing to show for such effort was understandably frustrating for the water treatment systems engineer. "The car we went to see was in worse condition than any I've come across," he cries. Rotten, missing various pieces of trim, pissing copious amounts of oil and barking wildly from a badly-built aftermarket exhaust system, the knackered 944 failed to live up to the description that had led Graham to get excited about venturing northward. Annoyed, he left Brum empty-handed.

It was while travelling back down the M5 that he turned to Mike and explained how upset he was at missing out on a Guards Red 944 S2 that had disappeared from online classic car sales websites a few days earlier. "I encouraged Graham to search for the seller's contact information," says Mike. "After a fair bit of digging around, we struck gold. Over the phone, the fella confirmed that his 944 was still for sale. Grabbing the bull by the horns, we took a diversion to Gosport in order to have a look at the elusive Porsche in the metal."

The 1991 S2 they found waiting for them had been bought by the seller following his recent retirement. Sadly, he'd suffered a heart attack – and then a stroke – shortly after he'd driven the car home. "The poor chap couldn't use it, hence its availability," remarks Mike.

His pickup truck had dragged a trailer all the way to Birmingham in anticipation of returning to Graham's gaff with the original 944 they'd been to see. Following Graham's





A **SECOND OR TWO** OF SILENCE
PASSES BEFORE THE **DYNAMIC DUO**
FALL ABOUT LAUGHING



Right The 3.6-litre flat-six tucked away at the back end of Mike's 964 is essentially the same engine that powers his 993, although the later car benefits from Porsche's performance enhancing VarioRam induction system



DRIVER

Q&A



MIKE MITCHARD

Occupation
Retired chief investment officer for an insurance firm

Favourite Porsche
997.2 Targa

Best thing about Porsche ownership
A scene full of terrific cars and terrific people

Worst thing about Porsche ownership
Nothing really, although main dealer servicing attracts a cost I wouldn't miss



Porsche people



» decision to buy the S2, the load-lugger was being used to haul a 944 back to base as intended, but not before more high drama.

“Graham forgot to activate the car’s handbrake!” roars Mike. “It wasn’t working!” responds his defensive son-in-law. A second or two of silence passes before the dynamic duo fall about laughing.

In event akin to a miracle, Graham’s new 944 managed to unexpectedly roll off the back of the trailer without sustaining any damage. The trailer, however, didn’t fare quite so well. We decide that asking for further detail might result in Graham and his wife being written out of Mike’s will, so we change the subject by enquiring about how much work the car needed after it arrived at its new home.

EXHAUSTING WORK

“It’s had a new cambelt, regular servicing, and it’ll soon be heading to a bodyshop for an exterior tidy-up and fresh paint,” he confirms. He’s added Spax coilovers, an ECU update and a Dansk stainless steel exhaust system, yet he’s keen to promote the fact that his intention is to drive the car, not to work on it.

Owning a front-engined Porsche gave him all the excuse he needed to tease his father-in-law about his brace of “tarted-up Beetles.” Mike’s reply? The purchase of an Amazon Green 968. “It’s blue!” laughs Graham. With a roll of his eyes, Mike insists that it’s green. Whatever your view on the finish of his tidy transaxle, it drives like a dream and benefits from a recent respray and a custom exhaust system. “I wanted a Porsche that I wouldn’t feel guilty about subjecting to heavy mileage,” explains the car’s satisfied owner. “This 968 already had 150k miles on it when I brought it home. It handles brilliantly, it’s fast and it looks great. I’m thrilled with its performance, and it’s being put to good use as my daily driver.”

With two front-engined and two





Series link

Our 'Porsche People' series gives you the chance to showcase your collection of classic Porsches in a magazine read all over the world. Got a pair of 968s in the garage? We want to know about 'em! Use a 924 as your daily while your 356 stays out of the rain? Tell us more! Use editor Dan's contact details (they can be found accompanying his introduction to this issue of *Ultimate Porsche*) or hit us up with photos and an overview of each car by messaging us through our Facebook page. We look forward to hearing from you!



Left Clear indicator lenses hint at Graham's love of an OEM+ approach to modifying, where standard factory equipment is subtly enhanced or personalised





Porsche people



» rear-engined Porsches between them, we wonder what the guys will set their sights on next. Before we've asked the question, Mike has the answer. "I've decided to restore a Porsche tractor!" he announces. "It's a Standard that I bought from a collector based in Truro. It hasn't been used in more than twenty-five years. I stripped its engine down to discover a busted piston ring and shot big ends. I've bought new shells, new pistons and rings. An engineering firm close to where I live is sorting a set of connecting rods. I'm hoping to have the two-cylinder machine up and running by the time my young grandson comes to visit in a few week's time," he reveals. "I've promised his mum that he can have a ride around the garden!"

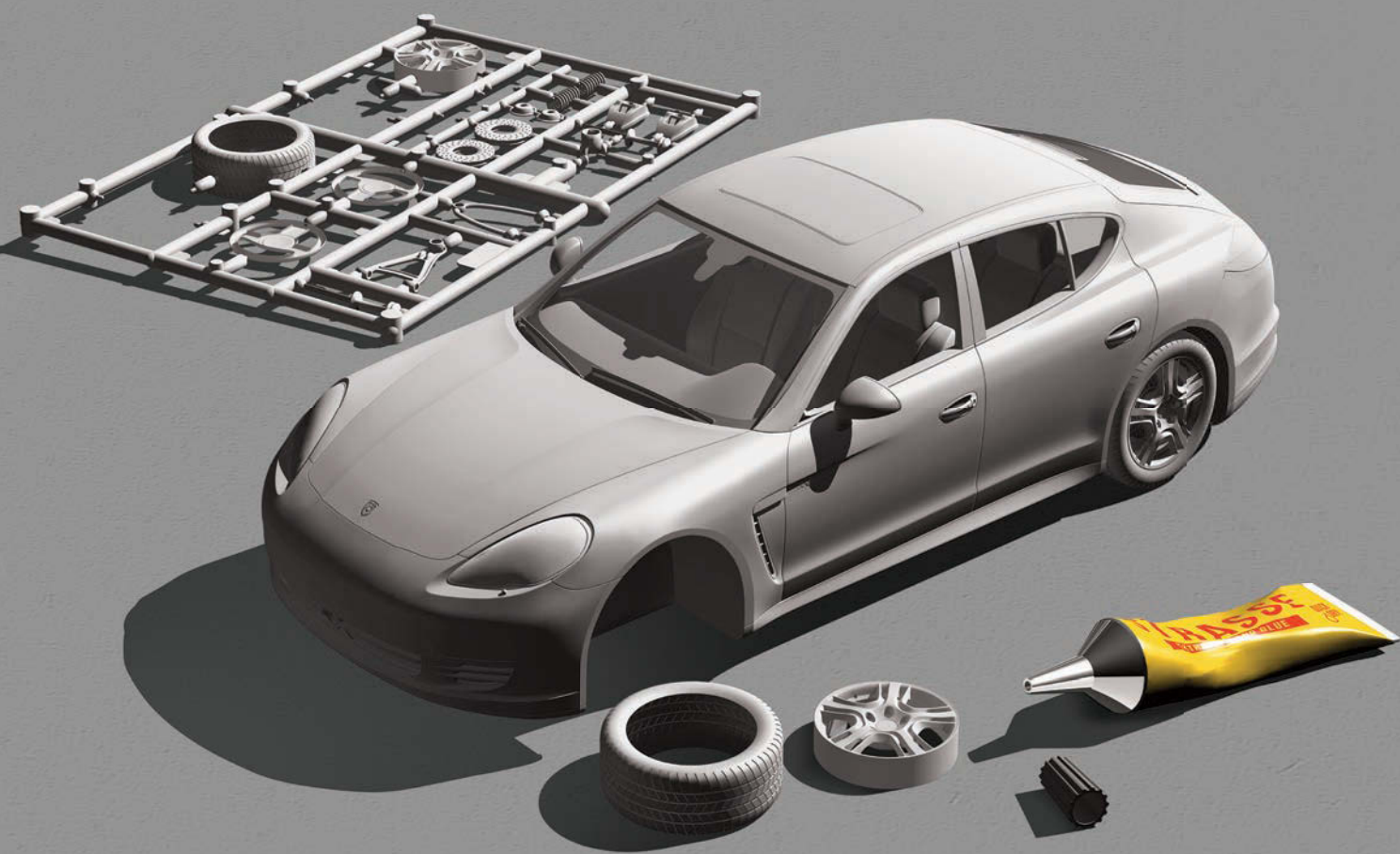
We get the impression that these two Porsche fans like to tinker, and we have no doubt they'll be on the hunt for another of Stuttgart's finest as soon as the tractor project is over and done with. Whatever car they decide to search for, there's no doubting the fact that their love of classic Porsches runs in the family!



Above and right Amazon Green 968 was Mike's answer to his son-in-law's teasing
Left Porsche-Diesel Standard tractor is currently undergoing a thorough restoration



- THE -
STRASSE
TOY STORE



IN THE TOY BOX

PORSCHE 997 C4S CAB MANUAL BLACK 2008 - £34,995
PORSCHE 997 GT3 GEN 2 MANUAL 2009/59 - £107,995
PORSCHE 997 C2 2006 - £24,995
PORSCHE CAYENNE 4.8 TURBO TIPTRONIC 2010 - £32,995

PORSCHE 996 C4S WIDE BODIED 2002 LOW MILES - £24,995
PORSCHE BOXSTER S 3.4 SPORT EDITION WHITE 2008 - £17,495
PORSCHE BOXSTER S 3.4 MANUAL SEAL GREY 2009 - £17,995
PORSCHE CAYMAN S SILVER 2006 - £17,995
PORSCHE BOXSTER S 3.4 BLUE 2009 24K MILES - £18,995

PORSCHE BOXSTER 987 2.7 2005 - £10,995
PORSCHE 930 TURBO 1986 GUARDS RED 4 SPEED 47000 MILES POA
PORSCHE 964 RS RECREATION IN GUARDS RED CALL FOR FULL SPEC P.O.A.
PORSCHE 944 S2 RACE CAR 1990 - (POA)

STRASSE.CO.UK 0113 2340 911





Your classic Porsche might look great now, but it won't have quite the same aesthetic appeal when wrapped around a tree



Stopping power is just as important as being able to achieve high speed. We took time out to answer commonly asked questions concerning braking systems...

Brake time

WORDS **Dan Furr** PHOTOGRAPHY **Various**

What are brake pads made of?

Brake pads are often made from a variety of different materials. Standard street compound pads are usually a non-metallic composite of synthetic properties. They offer excellent bite in the cold coupled with low noise when called into action, but they lack friction and their effect will 'fade' at relatively low temperatures when compared to performance pads.

At the other end of the scale, race compounds are usually fully metallic or ceramic in their make-up. Offering much higher levels of friction, these pads are lot less susceptible to fade, but they do need warming up in order to operate properly – their cold bite is poor. Great for the track or 'spirited' driving, but poor for nipping to the shops and back.

A good 'middle ground' is a sport compound pad. Made from semi-metallic materials, the cold bite is good and the warm bite is even better. You may hear a small amount of noise during braking (especially when slamming on the anchors!), but it's a small price to pay for big gains in friction and reduced fade. »

Right Choosing the right pad will make a huge difference to the stopping power of your car. EBC offers a range of performance pads to suit all driving styles.



» What does 'DOT' mean when it comes to rating brake fluid?

DOT is a system created by America's Department of Transport (see what they did there?!). It grades brake fluids based on their boiling points. DOT4 has a minimum boiling point of 230°C, more than enough for street driving. DOT5 has a much higher boiling point, ideal for racing. It's worth noting that DOT5 fluids include silicone-based ingredients, so check to make sure your Porsche's braking system is compatible.

Why is it important to change brake fluid regularly?

Glycol-based brake fluid is hygroscopic, meaning that it loves to absorb moisture. This is terrible for the continued effectiveness of brake fluid, primarily because it dramatically reduces the desired boiling temperature. Put it this way, just three percent water in DOT4 fluid can halve its boiling point! Over time, moisture can find its way into brake fluid via micro pores in a brake fluid reservoir filler cap, poor quality brake lines or compromised seals. Furthermore, moisture in brake fluid forms bubbles which cause spongy pedal feel. Don't ignore the manufacturer's recommended brake fluid service interval.

What does bleeding brakes actually do?

Much like moisture, air will find its way into your

car's braking system over time, so it needs to be bled out like the air that occasionally needs to be released from the radiator in your living room. The biggest problem with having air in your Porsche's braking system is that unlike brake fluid, air is compressible. This causes 'spongy' pedal feel. If left unattended for significant periods of time, complete brake failure may occur. Bleeding the brakes allows the air to escape. Good riddance!

Why are bigger discs more effective than smaller discs?

When you increase the diameter of a disc (and change your car's calipers accordingly) the amount of braking torque exponentially increases. In theory, the bigger the disc, the faster you'll stop, but you're limited by how much grip your Porsche's tyres will allow. For example, depending on the quality of the tyre you've bought, discs over a certain size will force you to

brake so hard that a loss of tyre grip encourages ABS to kick in (if the car is new enough to be equipped with the feature!). Keep in mind the fact that brake discs are very heavy items which may impact the effectiveness of your car under acceleration. The recommended size of discs depends on the model of Porsche you own and your driving style, but generally speaking, heavy cars require large discs for effective braking, while lighter cars can get away with running much smaller discs.



Above It's vitally important that you observe brake fluid service schedules, and that you use the right grade fluid as outlined in your car's manual

Why are ceramic brake discs so expensive?

Ceramic discs are made from a compound of carbon and ceramic materials. The manufacturing process is complicated and drawn-out. A single disc can take up to a month to produce! Additionally, ceramic discs are ordinarily only used in ultra high performance applications. Disc manufacturers won't admit it, but supercar tax may be at play when it comes to cost!

Left Ceramic discs are optimised for modern supercars and professional motorsport use



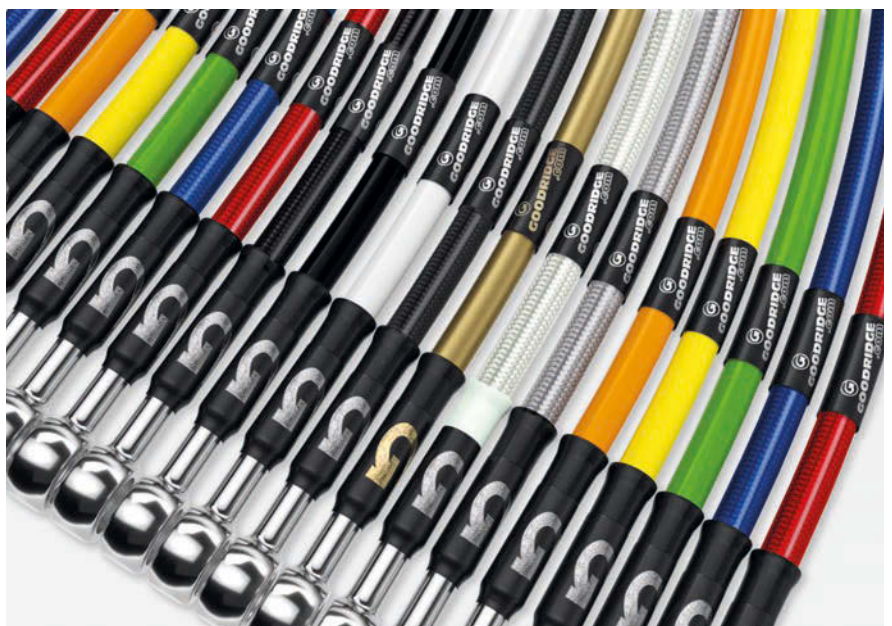


Right This is the ABS braking system of a 928 S. Porsche added the feature to the model in 1984, extending the functionality to the 944 Turbo three years later.



Why do many performance brake discs have grooves in them?

There are a couple of reasons for having grooves (or slots) and/or drilled holes in your car's brake discs. Firstly, the friction created between pad and disc under load produces a lot of heat. Toasty temperatures can lead to brake fade. Grooves and holes allow heat to escape. They also help to channel water, dirt and other unwanted materials away from the contact surface of the disc, thus maintaining maximum friction during operation.



Above Braided brake hoses are a low-cost upgrade, and in most instances, they can be colour-coded to your car

Why do people fit braided brake hoses to their cars?

Braided hoses, such as those made by Goodridge, feature a Teflon inner wall with an outside layer comprising strands of braided stainless steel designed to offer massively increased safety and durability over factory rubber

hoses. Furthermore, OEM brake hoses tend to expand during operation, whereas braided hoses retain their shape, allowing for a much firmer pedal feel. A firmer brake pedal means better feedback and better braking, which equates to heightened safety and confidence when travelling at speed. ➤➤



The law states that a road car's handbrake must be cable operated and fully independent from the main stoppers



What is a hydraulic handbrake?

A hydraulic handbrake replaces a car's conventional cable-operated unit by connecting to the main braking system and using the same hydraulic pressure to clamp the rear calipers. The advantage of a handbrake of this nature is its immense power, but it is illegal for street use and will reward you with an MOT failure if you don't obey the rules.

Why are they outlawed?

In addition to keeping your Porsche in place when you've parked it on a steep incline, a handbrake is considered to

be your car's 'emergency' brake (a kind of backup in case your main braking system fails). The law states that a road car's handbrake must be cable operated and fully independent from the main stoppers. So now you know!

Why are fixed calipers regarded as being better than floating calipers?

Many modern cars come with floating/sliding calipers loaded with one or two pistons. When hydraulic pressure from the master cylinder forces the piston against the pad, the whole caliper is pulled inwards as the pads clamp down on the disc, hence them being referred to as 'floating'. A downside to this mode of operation is that the pads on the outer side of the caliper tend to wear unevenly. Another is that since the pistons need to travel so much, the brake pedal can feel unresponsive. Fixed calipers, like those on many Porsches, feature multiple pistons on each side. Since the pistons are clamping from both directions, the caliper doesn't need to move. In other words, it remains fixed in place. This results in even pad wear, more effective braking, and a firmer, more responsive pedal feel at your feet.

Why are two-piece discs considered to be better than single-piece discs?

The last thing you want when flying down a straight at 100mph and slamming on your car's stoppers is sudden brake fade. Two-piece discs come supplied with aluminium centres often referred to as 'bells'. Surprisingly, the contact area between the disc and bell is minimal. This is great for heat dissipation and makes the disc very light. More often than not, a brake kit of this nature is overkill for a road car, and you may need to invest in a bigger set of wheels to accommodate the increased size of bigger calipers and brackets, but two-piece discs are a great idea for a classic Porsche that doubles up as a track weapon. Oh, and you'll only have to replace the outer disc when it comes to servicing your car's braking system.



Above and right
Two-piece discs are a mainstay of performance motoring, where the aluminium centre 'bell' is separate from the outer disc.

I want to impress the ladies. How do I perform the perfect handbrake turn in my 928?

We've often pondered the same question. Ask Ken Block. Let us know what he says.



CONTACTS

Goodridge www.bit.ly/goodridgeuk **EBC Brakes** www.bit.ly/ebcbrakes **Design 911** www.bit.ly/design911uk
Tarox www.bit.ly/taroxuk **HEL** www.bit.ly/helpperformance **RPM Technik** www.bit.ly/rpmtechnik
Porscheshop www.bit.ly/porscheshop **Black Diamond** www.bit.ly/blackdiamond2 **MTEC Brakes** www.bit.ly/mtecbrakes



AVON

PIRELLI
CINTURATO™



www.longstone.com Tel: +44(0)1302 711123



Michelin All road-legal tarmac rally tyres

MICHELIN TB Sizes	Tread/Compound	Rim width	Alt. sizing
15/60-15	TB15	5-6	170/65R15
18/60-15	TB15, TB5F, TB5R	6-8	215/55R15
23/59-15	TB5R	8.5-10.5	265/40R15
23/62-15	TB15, TB5F, TB5R	8-10.5	270/45R15
26/61-15	TB15, TB5F, TB5R	9.5-11.5	295/40R15
29/61-15	TB15, TB5R	11-13	335/35R15

TB15
Intermediate

TB5F
(front compound)

TB5R
(rear compound)

Classic Michelin road tyres

Classic Michelin road tyre sizes	Tread
165HR15	XAS
185/70 VR15	XWX
205/55 ZR16	SX MXX3
245/55 ZR16	SX MXX3

XAS

XWX

SX MXX3

Pirelli O/E classic Porsche tyres

Pirelli Cinturato sizes (Porsche Homologated)	Tread
165X15	CN36 N4
185/70X15	CN36 N4
215/60X15	CN36 N4
205/50X15	P7 N4
225/50X15	P7 N4

CN36

P7

FROM THE
VAULTS

1955 1956 1957

RAISING THE ROOF

When it came to creating the first open-topped 911, Porsche forged a path to creativity and innovation

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



The first Porsche 911 Targa, launched for model year 1967

1957 1958 1959 1960 1961 1962 1963 1964 **1965**

An early Porsche 911 Targa complete with 'fold away' plastic rear window



Think of T-badged 911s, and the powerhouse that is the Turbo automatically springs to mind, yet there's another "T" which is just as much of a Porsche pin-up – the Targa. More than just semi-open versions of the manufacturer's golden child, Targa-topped 911s have enjoyed a reputation for being style icons the world over for more than fifty years.

Following the success of the 356, the 911 had a lot to live up to. Unveiled with its 901 designator at the Frankfurt Motor Show in September 1963, the new car was in the sports coupé mould of its predecessor. However, unlike the older two-door, there was an immediate lack of cabriolet or roadster to get excited about. Granted, there was chatter in Stuttgart regarding the development of an open-top 911, but no satisfactory way of configuring the model materialised. Besides, Ferdinand 'Butzi' Porsche (son of Ferry Porsche, grandson of Ferdinand Porsche) was sceptical of fastback soft-tops. The location of the 911's engine didn't help matters – any convertible hood would need to be ungainly stowed on top of it.

Despite Butzi's reservations, sales of the 356 cabriolet in America had been so important to Porsche's bottom line that it was deemed necessary to have *something* suitable to replace it with. Around the same time, motoring hacks were circulating rumours regarding the US National Highway Traffic Safety Administration's apparent desire to outlaw sales of traditional drop-tops. This gave rise to the idea of a different route to a fresh-air 911, and so the Targa was born.

The star of the Porsche stand at the 1965 Frankfurt Motor Show, the Targa was a 911 equipped with a lift-out roof panel, a fixed rollover bar and a removable plastic rear window. While it wasn't a full open-top, it was the most exposed the 911 would be until the introduction of a full cabriolet variant of the model some seventeen years later.

911 Targa production started in 1966 ready for launch the following year. Although the model's DM22,30 starting price encouraged slow sales figures, the new arrival was soon accounting for a massive forty percent of total 911 sales in Germany. A total of 718 Targas were made in the first twelve months. Build numbers were then increased from seven cars a day (compared to fifty-five 911 coupés) to ten. A sales boom was underway, although issues concerning supply and demand meant that the British buyers had to wait until February 1973 for the Targa to land in UK dealer showrooms.

ROLL WITH IT

Porsche pitched its 911 Targa design as "the world's first safety cabriolet." The new machine had a distinctive appearance; the aforementioned roll bar had to remain in place in the interests of structural rigidity and safety, so Porsche made it a thing of beauty by affording it a brushed metal finish with a special badge at the base. A feature that would go on to become an important part of the 911's heritage, this stainless steel 'hoop' ensured that the first open-to-the-elements 911 was instantly identifiable to even the most casual of car fans.

It was updated with a trio of 'gills' in 1969, drawing further attention to the model's most distinctive feature, but no matter how stylish it was, some thought that the 911's beauty was inhibited by the roll bar, as though it spoiled the smooth lines of the car's flowing bodywork. In truth, a completely new body style ➤

Below The Targa Florio was an open road endurance race held in the mountains of Sicily near Palermo. Founded in 1906, it was the world's oldest sports car competition until it was cancelled in 1977.



FROM THE VAULTS

» was out of the question; interchangeable parts with the coupé reduced machining and tooling costs, while doors, wings and other exterior panels could be shared between the two body styles.

Despite the extra weight delivered by chassis rigidity enhancements, the 911 Targa weighed just 50kg more than its closed-top sibling. The former's removable rear window helped to lighten the load while improving aerodynamics, but it didn't do much for the open-topped model's looks. In fact, when viewed side on, the car can be described as having an appearance not dissimilar from that of an 'Erdbeerköbchen' (strawberry basket)!

While optional during 1968, a fixed, heated and beautifully curved glass 'dome' rear screen became permanent in 1969. More practical and more elegant than its plastic (and often brittle) predecessor, it immediately banished the early 911 Targa's slightly awkward looks. Plus, because the new rear screen was bonded to the roll bar, structural integrity of the car as a whole increased. New seals made the Targa better protected from the elements, and when driven at high speed on the autobahn, the new rear glass retained its shape, unlike the earlier plastic screen which suffered from unsightly ballooning. No longer would you have to worry about having to return from the hairdresser's with your beehive barnet blown out of shape!

What of the Targa tag? Porsche marketing man, Harald Wagner, named the new car after the Targa Florio, a challenging endurance race which scythed its way through mountains on the island of Sicily. It was a fitting choice, not least of all due to Porsche's eleven victories at the fearsome event. In Italian, Targa translates as 'shield', tying in nicely with the Porsche crest (more about that on page 78). Of course, it also implied the protective nature of the model's roll bar, and it was the first time the label was used to refer to a semi-convertible sports car – not a lot of people realise that Porsche trademarked the Targa name after Wagner successfully presented it to the factory board.

POWER AND STYLE

As time went by, Targas mirrored the trim level of hard-top 911s. That said, at launch, the 911 S Targa's two-litre flat-six delivered 50bhp less than the S coupé, although both cars enjoyed the same sense of style. Providing more power, the 911 L Targa positioned itself somewhere between the two.

1974 saw a radical revamp of the 911 concept resulting in the impact-bumper G series. The Carrera 2.7 enjoyed mechanical fuel injection and 210bhp, while the 200bhp Carrera 3.0 of



1976 gained a continuous injection system. In 1978, the 911 SC Targa was revealed, and even when rumours started circulating regarding the expected death of the 911 at the start of the 1980s, the 3.2 Carrera of 1983 ushered in a Targa variant packing 231bhp.

The first fully open-topped 911, the SC Cabriolet, appeared on the scene a year later. Up until that point in time, Targas had enjoyed success as a highlight of the 911 line-up, however, the cabby's arrival caused the Targa's shining light to dim. Not enough for Porsche to stop producing 'em (the basic concept lived on until 1994 before being rebooted a couple of years back), but certainly enough to have a significant impact on main dealer sales figures.

It's worth noting that from 1975, a satin black roll bar could be specified in place of the brushed metal part supplied as standard equipment, but by the time the 964 Targa pitched up in 1990, the darker finish was the only option available.

The most aggressive classic 911 Targa



1957 1958 1959 1960 1961 1962 1963 1964 **1965**



Family ties

Everyone knows about the success of the 911 Targa, but were you aware of the fact that Porsche built close to 2500 Targas based on the four-cylinder 912? Produced between 1965 and 1969, the 912 Targa enjoyed the same styling as the 911, although it lacked the performance of its more popular relative. Available to buy at a much lower price than the 911 Targa, the 912 Targa 'Version 1' featured a zip-out rear window, while the 'Version II' of 1968 featured domed rear glass. Interestingly, the 100,000th car to roll out of Zuffenhausen was a 912 Targa bought by the Baden Württemberg police force, the law enforcement agency that patrols the home state of Porsche. The Targa badge wasn't restricted to 911s and 912s. The 914 (a joint venture between Porsche and VW) was blessed with the same open-topped styling and roof hoop, and has gone on to become one of the most identifiable Porsches of all-time due to body styling quite unlike any other car manufactured by the sports car giant.



Above SC Targa followed the same design cues as its predecessor **Left** In 2015, Deutsche Post released a celebratory stamp featuring the the soft-windowed Porsche 911 Targa as part of its 'German Classic Cars' series, a run that includes the Volkswagen Golf and the first generation Ford Capri

FROM THE
VAULTS

is accepted as being the open-top version of the 1987 Turbo (930). In production for only one year (and often thought not to exist!), just 193 examples are rumoured to have left Zuffenhausen's doors. It's a real 'Marmite' model, combining Targa style with the oaf-like looks of a 'whale tail'. Like it or loathe it, there's no denying that it's a monster of a machine!

In 1995, Targa took on a new twist. The 993 had been launched, the last generation of 911 to truly be able to trace its roots back to the 901/911 prototype. This last hurrah for air-cooled Porsches brought with it a radical new way of looking at the Targa concept; the 993 Targa made its debut in Frankfurt (thirty years after the original semi-open 911 was presented to the world) complete with an electrically-operated, retracting glass roof panel which slid inside the host vehicle's rear window at the gentle push of a button.

A NEW TWIST

End user convenience was the order of the day, but at what expense? There was no longer the need for a standalone roll bar, so in profile view, the new Targa was virtually indistinguishable from its coupé brother, the only notable difference being the way the rear side window sloped to a point where it met its neighbouring bodywork. There was no removable roof panel, no brushed metal 'hoop'. Admittedly, the new panoramic view afforded to drivers when the glass panel was in place was a great idea, but to all intents and purposes, the 993 Targa was a hatchback coupé with a fancy sunroof.

The revised Targa concept continued with the 996 Targa of 2002 and the four-wheel



drive 997 Targa of 2007. Thankfully, Porsche acknowledged the historical significance of the original Targa when a brushed metal roll bar was fitted to the 991 Targa 4 and 4S. Operation of the roof remained electric, but the 'glass dome' rear window concept had returned, and in 2015, the 424bhp GTS became the most powerful 911 Targa ever built.

Big bhp and electrical trickery are all well and good, but if we're being honest, they're not wholly true to the original Targa concept. Modern Targas may be fast, practical and convenient, but in terms of style and desirability, they can't hold a candle to the classics; Porsche was clever enough to make its first open-air 911 distinctive and classy through a well-executed design. Oh, and that predicted ban on soft-tops in the USA? It never happened. Perhaps rumours aren't so bad after all!

Above The 911 Targa 2.0, SC Targa, Carrera 2 Targa and Targa 4S parked in the underground garage of the Porsche Museum in Stuttgart





PARAGON

The Natural Choice for Porsche

01825 830424



911 S 2.0

Silver Metallic • Black Half Leather Sport Seats • Manual Gearbox • Matching Numbers • Professional Restoration 1968 (F)

£174,995



911 GT3RS (997)

Orange • Black Nomex Lightweight Bucket Seats • Manual Gearbox Porsche Ceramic Composite Brakes 17,989 miles • 2007 (57)

£149,995



911 Carrera Sport Targa

Grand Prix White • Black Leather Sport Seats • Manual Gearbox • 16" Fuchs Wheels • Porsche Certificate of Authenticity • 89,689 miles • 1988 (F)

£64,995



911 Turbo (996)

Basalt Black • Black Leather Heated Seats • Tiptronic Gearbox • Satellite Navigation • BOSE Sound System 72,259 miles • 2004 (04)

£44,995



911 Turbo (996)

Lapis Blue • Dark Blue Leather Seats Manual Gearbox • BOSE Sound System Electric Sunroof • 73,413 miles • 2002 (02)

£42,995



Cayenne GTS

Jet Black • Black Leather GTS Sport Seats Tiptronic Gearbox • Touchscreen Satellite Navigation • 20" Cayenne Spyder Wheels 50,196 miles • 2012 (62)

£42,995



Boxster (981)

Rhodium Silver • Black Leather Sport Seats • PDK Gearbox • 19" Boxster S III Wheels • Sport Design Steering Wheel 16,514 miles • 2014 (63)

£33,995



Cayman S (987 GEN II)

Guards Red • Black Leather Sport Seats Manual Gearbox • Touchscreen Satellite Navigation • 19" Sport Design Wheels 25,237 miles • 2009 (59)

£29,995



911 Carrera 2 S (997)

Seal Grey • Dark Grey Leather Sport Seats • Manual Gearbox • Satellite Navigation • 19" Carrera S Wheels 61,887 miles • 2005 (05)

£28,995



Boxster 2.9 (987 GEN II)

Basalt Black • Black Leather Seats Manual Gearbox • 18" Boxster S II Wheels • BOSE Sound System • 29,732 miles • 2009 (09)

£22,995



Boxster (987 GEN II)

Basalt Black • Black Leather Heated Seats Manual Gearbox • Satellite Navigation Switchable Sports Exhaust 61,197 miles • 2008 (58)

£20,995



Cayman 2.7

Arctic Silver • Ocean Blue Leather Seats Manual Gearbox • 18" Cayman S Wheels Sports Steering Wheel • 32,489 miles 2007 (07)

£19,995

At Paragon, we have superb in-house workshop and preparation facilities. Each car is supplied fully serviced with a new MOT and our 12-month/12,000-mile comprehensive parts and labour warranty.

See more of our current stock at paragongb.com

FIELD OF DREAMS

Porsches don't come more open-topped than the company's iconic range of tractors

WORDS Andrew Mearns PHOTOGRAPHY Matt Woods







When most people are asked to bring to mind a Porsche, they'll think of a sleek, premium quality German sports car. However, Dr Ferdinand and his son, Ferry, were responsible for a wide array of groundbreaking machinery, including the Elefant heavy tank destroyer, the Volkswagen Type 82 'Kübelwagen' light military vehicle and, of course, its cousin, the Beetle.

While Dr Porsche was sketching the people's car, he was also developing the people's plough! Often referred to as the Volks-Tractor, this impressive workhorse – given the designator, Type 110 – was futuristic in terms of its technology and appearance when compared to the agricultural vehicles of the day. Of course, this was the 1930s, and the German war effort was about to come into full effect, meaning that despite three prototypes being developed, the tractor project was put on hold in favour of military armament assignments.

Mass tractor production was a big deal in Germany towards the end of WW2, yet not a single machine was produced of the Porsche designs. In fact, only firms who had been making tractors prior and during the war were allowed to continue production. Since Porsche wasn't one of these companies, it entered into a licensing agreement with Allgaier GmbH and Hofherr Schrantz, German and Austrian manufacturers that made use of Porsche's designs by launching Allgaier-System Porsche and Schrantz-System Porsche tractors respectively.

Aided by Germany's post-war economic boom, sales exceeded expectation. In part, the success of Porsche's designs was down to each featuring a beautifully sculpted front end, but a choice of air-cooled diesel engines (ranging from single-cylinder 12hp units to four-cylinder variants delivering 44hp) and an extensive selection of accessories also played their part in contributing to a production volume of more than 40,000 tractors by 1955.

CREAM OF THE CROP

In 1956, five years after Dr Porsche's death, a new chapter in Porsche tractor development came into play through the formation of Porsche-Diesel GmbH, a joint venture



JUNIOR

Engine
Single-cylinder
822-875cc

Power
12-15bhp
2200-2250rpm

Weight
845-1020kg

Speed
16-20km/h





STANDARD

Engine
Two-cylinder
1374-1750cc

Power
20-30bhp
1950-2300rpm

Weight
1110-1510kg

Speed
19-20km/h



This page It's amazing to think that an agricultural workhorse can look so beautiful, but that's exactly what Dr Porsche managed to achieve with his revolutionary tractor designs, machines that included a hydraulic coupling between their engines and transmissions



**SUPER****Engine**

Three-cylinder
2467-2635cc

Power

30-40bhp
2000-2300rpm

Weight

1625-2580kg

Speed

19-28km/h



Above The number of Porsche tractors that have survived to the present day far exceeds earlier estimates. For the most part, this is down to an increasing number of Porsche fans registering their Juniors, Standards, Supers and Masters with owners clubs following a recent worldwide surge in collecting and restoring these magnificent machines.

with Mannesmann AG, a German industrial conglomerate keen to get into the tractor business. The old Zeppelin factory at Lake Konstanz was redeveloped into a massive state-of-the-art manufacturing facility with the very best tooling available.

Between 1956 and 1963, some 125,000 units left the Porsche-Diesel factory. Whereas Allgaier-System Porsches were known for their bright green and orange paint jobs, Porsche-Diesel tractors were painted in an attractive twin-tone red and cream finish. New designations of Junior (single-cylinder), Standard (two-cylinder), Super (three-cylinder) and Master (four-cylinder) were listed, with close to sixty-five variations being sold across the range. The most successful year of production was 1961, with 16,337 tractors being produced, a number that contributed to Porsche-Diesel's status as the second most popular tractor brand in the German market.

After eight years of strong sales, Porsche-Diesel ended production on 15th July 1963.

Fret not, for these well-respected machines live on, with lovingly restored examples constantly making appearances at car shows, historic tractor rallies and at Porsche's own museum in Stuttgart. Furthermore, due to the extraordinarily high quality build of each brilliantly-designed Porsche tractor, many are still working hard on farms, smallholdings and plantations today, while others wait patiently in barns for restoration following a worldwide surge of interest in what is an often overlooked part of Porsche's history.

A host of aftermarket suppliers are keen to promote the availability of freshly-made parts and accessories designed to keep Porsche tractors in full working order. This is music to the ears of agricultural vehicle enthusiasts lucky enough to own a chunk of Porsche-penned engineering that sits outside of the sports car sphere. And just like their high-powered, fast-road stable mates, the unique sound and style of Porsche tractors makes them a whole lot of fun at work and at play!

**MASTER****Engine**

Four-cylinder
3288-3500cc

Power

44-50bhp
2000rpm

Weight

1788-2575kg

Speed

20-22km/h



GMUND CARS

SPECIALISTS IN SOURCING PORSCHE WORLDWIDE

WWW.GMUNDCARS.COM

TEL: 01423 797989 E-MAIL: ANDREW@GMUNDCARS.COM
TEL: ANDREW MEARNS: 07887 948983

Nidd Valley Business Park
Market Flat Lane
Knaresborough
North Yorks, HG5 9JA

SIMILAR CARS WANTED



1975 Porsche 911 3.0 Turbo, silver w/black, 73k miles, very early UK rhd car, perfect condition, £POA



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



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



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



1989 Porsche 944 2.7 LUX, white w/blue plaid interior, 60k miles, as new condition, £18,995



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



1970 Porsche 911 T 2.2, Black with Black interior, fully rebuilt and in pristine order, £79,995



1973 Porsche 911 Carrera 2.7 RS, 3 cars available, please email or call for info, £POA



1970 Porsche 911S/T, 911T/R, 934, 959 Sport, 968 Turbo RS, some very rare Porsche available, £POA



1993 Porsche 928 GTS, Auto, Midnight Blue w/grey Leather, high spec, £37,495



1982 Porsche 911 SC Coupe, Guards Red w/black Leather, non sport, 82k miles, £39,995



1986 Porsche 944 Turbo Cup, Guards Red, German Car, road registered, £74,995



1973 Porsche 911 T 2.4 Targa, fully restored, Beige Grey w/black, great car, £69,995



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



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



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



Above Two-time Classic Stock Hatch title winner, Pip Hammond, fancies his chances in the 924 class of this year's BRSCC Porsche Championship

Right PDC Racing driver, Gavin Johnson, asks team mechanic, Esther Bruce, why the 924's air-con isn't working... probably



ON YOUR MARKS. GET SET. GO!

If you think affordable racing in a Stuttgart speed machine is the stuff of fantasy, then we urge you to take a look at the BRSCC Toyo Tires Porsche Championship

WORDS Dan Furr PHOTOGRAPHY Howard Langston

Cadwell Park, Lincolnshire, Saturday 6th May. We've arrived at 'the mini Nürburgring' early in the day so that we can have a butcher's at the various 924s and Boxsters being readied for racing in the third round of this year's BRSCC Toyo Tires Porsche Championship. The series features a three-class structure with well-controlled regulations (set out by the Porsche Drivers Association) designed to deliver maximum driver and spectator enjoyment. Part of the attraction is undoubtedly the championship's status as one of the fastest single-make series in the UK, but for those wanting to get behind the wheel of a Porsche and race, the low cost associated with participating in this exciting non-contact motorsport is just as much of a draw as the thrill of going to up against likeminded petrolheads at some of the nation's most challenging circuits.

Yes, you read that correctly. Low cost racing. In a Porsche. "The single biggest outlay is the cost of the race car itself," says series coordinator, John Broadley. "Additionally, you'll need a trailer or an alternative form of transport to get your Porsche to each meet, but other than that, the spend associated with taking part in the championship is pretty much limited to race entry fees and consumables such as tyres, fuel and brake pads," he confirms.

In keeping with the Porsche Championship's mission to place focus firmly on driver skill (as opposed to budgets), control parts from the likes of Toyo Tires and GAZ Shocks keep the wallets of entrants in check, thereby ensuring participants are competing on a level playing field regardless of how much cash they may be able to splash. Furthermore, cost-effective 'arrive and drive' opportunities are available ➤





Top Series co-coordinator, John Broadley, conducts a driver briefing before it's time to go out and play

Right The PDC Racing 924s lie in wait before the drivers saddle up to tackle Cadwell Park's famous twists and turns

» for those who want to try before they buy. And if you're tempted to take the plunge (and why wouldn't you be?!), then John reckons a race-prepared 924 can be picked up for as little as three grand. What are you waiting for?!

The Porsche Championship's three classes are listed as Race Spec Boxster, Production Boxster and 924. In the interests of showcasing how easy it is to get involved with the series on a small budget, we focus our attention on the 924s present at Cadwell Park, including those driven by class frontrunners, Pip Hammond and Gavin Johnson. "Most people assume that it must be hugely difficult to go racing in a Porsche, but nothing could be further from the truth," says Pip. "The costs aren't prohibitive, and the unstuffy, family-friendly atmosphere makes this a fun series to be involved with," he adds, acknowledging the number of kids running around the paddock.

We spot dads, wives, husbands, brothers and mothers helping with spannering and tea-making duties. It strikes us that newcomers are

invited to join one big happy family, a love-in that Pip and Gavin have taken to the next level by joining forces and competing as a two-car team under the banner of sponsor, PDC Racing.

NATURAL HABITAT

Both drivers migrated to the Porsche Championship after spending time battling it out in the 750 Motor Club's Classic Stock Hatch Championship. Pip is a two-time Stock Hatch title winner, so how did he find the switch from racing a front-wheel drive Vauxhall Nova GTE to being behind the wheel of a race-spec 924? "I've really enjoyed getting to grips with rear-wheel drive racing in a Porsche. It's faster driving that I'm used to, yet I felt comfortable in a 924 much quicker than I'd anticipated," he confirms, paying tribute to the transaxle's brilliant handling and rapid pace.

His is a sentiment shared by Ryan Lowry, a Stock Hatch graduate (there's a theme developing here!) going head-to-head with the PDC Racing boys from within

DRIVER

Q&A



PIP HAMMOND

First Porsche
My 1979 924 race car

Favourite Porsche
It's gotta be the 924!

Best thing about the championship
The number of races and the generous amount of track time, plus the volume of 924 enthusiasts that come to each round



THIS **BRILLIANT** CHAMPIONSHIP IS ONE THAT ALL PORSCHE FANS **SHOULD SUPPORT**



Park life

Cadwell Park is an MSV racing circuit five miles south of Louth, near Horncastle in Lincolnshire. Sited on former parkland across a steep-sided valley known for its dips and crests, the circuit features sharp changes in gradient, including a section named 'The Mountain' where race cars and bikes can become airborne. Its mix of challenging corners and greenery has earned it the nickname 'the mini Nurburgring'. In addition to hosting rounds of well-attended race series (including Time Attack and British Superbikes), Cadwell Park is the venue of choice for many organisers of open track days. Visit www.cadwellpark.co.uk



» the confines of his Moloto-sponsored red 924. "The model's near 50/50 weight distribution makes it an easy car to take control of if you're used to front-wheel drive," he tells us. As if to prove the point, he won his first Porsche Championship race without any prior experience of campaigning a 924.

POINTS OF VIEW

We receive a warm welcome from circuit manager, Paul Woodford, before each car passes through Cadwell's scrutineering bay in advance of qualifying. The blazing sunshine and welcome warmth experienced in the lead up to the weekend is nowhere to be found. Grey cloud and the threat of rain promises to challenge drivers; the exciting 2.25-mile circuit (known for its

sharp changes in gradient and dramatic crests) offers variable weather at its furthest points.

Thankfully, qualifying is completed free of incident, but everyone watching is well aware of the fact that many of the 924s are much quicker than the production Boxsters, prompting organisers to rearrange the grid in response to concerns about safety. This change means that the 924s find themselves sandwiched between the newer Porsches when it comes to scoring points. Race Spec Boxsters lead the charge.

And we're off! Pip beat the class lap record in qualifying, so it comes no surprise to see him do the same (by an astonishing 2.5-seconds) during the first race. Starting behind him on the grid, Ryan applies pressure in the early stages, but the blue-and-red PDC Racing Porsche

This page The 'Ring-esque Hall Bends section of Cadwell Park punishes drivers who dare to lose concentration

Facing page Close racing, dramatic 'offs' and good paddock banter is clear to see



DRIVER Q&A



GAVIN JOHNSON

First Porsche

The ex-Linda Warren 1980 924 that I race

Favourite Porsche

Without a shadow of a doubt, it's the 924

Best thing about the championship

It's easy to get involved, and unlike other series, the cost of competing is low





Different class

The Race Spec Boxster class is for 986 and 987 3.2 S models producing up to 300bhp. Production Boxster is for 986 3.2 S models racing in almost standard spec, which makes for a very cost-effective entry into the world of high performance racing. The 924 class is open to standard cars with affordable mods that improve performance, safety and reliability, and has entertained circuit-dwellers with low-cost, close racing since 1991. Common to all classes is a relaxed and friendly paddock that welcomes everyone from experienced racers to novices. Now go buy a 924 and get racing!

DRIVER

Q&A



RYAN LOWRY

First Porsche

Like Gavin and Pip, it's the 924 I race with

Favourite Porsche

911 GT3

Best thing about the championship

It's fantastic fun, and everyone in the paddock gets along no matter if they're in a 924 or a Boxster



pulls away, never vacating first place. It's a trend that continues in race two, when Pip speeds away from his rivals in a bid to hunt down the Race Spec Boxster 'tail enders'. Ryan gives a good chase, but has to settle for finishing second.

Meanwhile, Gavin – frustrated at a fourth place finish in race one – manages to finish third in race two. It isn't enough to accrue the points needed to avoid Pip leapfrogging him to the top of the driver standings, but it should put him in a strong position when the championship lands at Snetterton on 10th June.

RUBBER STAMP

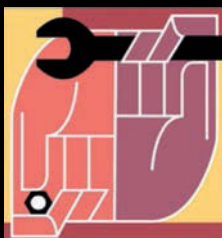
Racing concludes and we find ourselves chatting to Toyo Tires UK's technical and motorsport director, Alan Meaker. "Toyo loves supporting the Porsche Championship because of how accessible it is," he says. "924s are cheap, reliable and make for great race cars, as do Boxsters. Pip, Gavin, Ryan and newcomers to the series, such as PDC Racing boss, Jason Wood, have a lot of energy and enthusiasm that we hope will attract greater numbers to the grid. The fact that there's a single-marque series for Porsches that doesn't require participants to be in possession of big budgets is fantastic."

It's clear to us that Porsche Championship competitors mix well in a warm and friendly paddock environment. There's real camaraderie amongst drivers, and the three-class structure of the series offers a clear route to progression within the ranks. Combined with a grid of more than thirty cars, and with drivers fighting for individual class honours, this brilliant championship is one that all Porsche fans should support. All you have to do is decide if you'll be popping along to any of the forthcoming rounds as a spectator or as a competitor! Visit the website www.porscheracingdrivers.co.uk for more information and an event calendar.



Top As this photo of the PDC Racing crew shows, the Porsche Championship welcomes the friends and families of drivers

Left Hard-earned points aren't the only prizes up for grabs!



WWW.PRS356.CO.UK

PARTS • RESTORATION • SERVICE

LARGEST SELECTION OF 356 PARTS IN THE UK!



Stainless Steel Exhaust Tail Pipe Kit

Newly manufactured
stainless steel exhaust
pipe kit

Fits standard 356B & 356C
exhaust systems

£195-00 + VAT



1954 Pre 'A' Coupe Outlaw Special

Search "Bare Metal 356" on
YouTube

Stunningly detailed car

Drive as is or paint it your colour

POA



1956 T1 A Coupe Outlaw Survivor

Search "Blue Meanie" on YouTube

Get in and drive

Ready for road or race

POA



1957 RHD T1 A Coupe

Matching numbers

Wonderful History

Just get in and drive

Blue chip investment

POA

CALL 00 44 1277 630099

Dunlop Garage, London Road, Billericay, Essex CM12 9HP

USED AND ABUSED

Despite its low mileage and tip-top mechanical condition, Russell Cameron's 964 Carrera 2 is no garage queen

WORDS Dan Furr **PHOTOGRAPHY** Matt Woods





AT FULL CHAT, IT'S **FAR MORE POWERFUL** THAN I HAVE TALENT TO **MANAGE**



“**A**bsolutely not! I drive it everywhere,” enthuses Stockport-based Porsche fan, Russell Cameron, when we ask him if he treats his 964 Carrera 2 with kid gloves. “In addition to regular road use, I’ve given the car serious stick at various racing circuits, including Oulton Park, Donington, Anglesey and the Nürburgring,” he smiles.

We’re huge fans of classic Porsches that are regularly put through their paces (as one *Ultimate Porsche* reader described in far fewer letters than his Twitter post’s 140-character allowance, “you feature real cars, real stories”), so we jumped at the chance to have a butcher’s at Russell’s ride. He’s owned it for more than nine years, and in that time it’s undergone a number of chassis and styling updates, although its 3.6-litre flat-six has remained in more or less the same state of tune it was packed with at Stuttgart back in 1990.

Left KW Variant 3 coilovers drop Russell's 964's body over its Yokohama-wrapped Fifteen52 flat five-spokes

Below Even though a pair of 996 leather hardbacks have replaced race-ready buckets, Russell says his car can still be an unforgiving place to be

Right Leather-trimmed cabin plays host to a variety of track-focused kit, including a cage and an OMP steering wheel

Below right 3.6-litre flat-six has been rebuilt and joined by a stack of carbon-fibre intake equipment, an RS clutch and a matching flywheel



"To be honest, the car is blisteringly quick without big power upgrades. At full chat, it's far more powerful than I have talent to manage," admits the automotive windscreen fitter. That's not to say that the powerplant nestled in the arse end of his white wonder has been left untouched. "It was pulled out and treated to a complete rebuild at Unit Eleven in Warrington," he continues. "The car's maintenance schedule had been neglected by previous owners, evidenced by poor quality valve cover sealant that was encouraging oil to leak all over my driveway. A few other mechanical niggles began to make themselves known as I settled into using the car, hence my decision to treat the nuts and bolts to a makeover."

In addition to the engine work, Russell chose to upgrade his car's transmission with an RS flywheel and clutch. With his love of track days in mind, he also looked at ways in which the car's handling could be improved. Lowering springs were already in place by the time his name appeared on the cool Carrera's

logbook, but it wasn't until a set of KW Variant 3 coilovers were installed that he felt confident enough to throw his car into corners at speed.

RING RAIDER

"I've experienced the effects of various aftermarket suspension kits over the years, but few come close to KW's offering," he assures us. "It's an easy setup to configure, offering adjustable bump and rebound combined with a variable ride height. Together with the mass of Powerflex polybushes that I've installed, they ensure that my Porsche handles like it's on rails!"

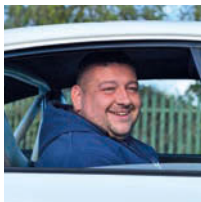
His desire to own a track-friendly road car has resulted in the appointment of 993 calipers and discs in place of the 964's smaller stoppers. Painted red and rebuilt with fresh pistons and seals, the newer anchors ("an eBay bargain") can be seen sitting behind Fifteen52 Tarmac wrapped in Yokohama rubber. Of course, a change of wheels can have a huge impact on the overall appearance of any car, let alone one as iconic as a classic Porsche. Fortunately, ➤

Two-by-four

The first 964s available after model launch in 1989 were all-wheel drive Carrera 4s, with Carrera 2s (the two representing a rear-wheel drive configuration) arriving a year later. The 3.6-litre flat-six powering Russell's car was new for the 964. Exterior aerodynamics were improved over earlier 911s through the use of flush bumpers, while revised instrumentation housed a large set of warning lights. The 964's suspension was massively upgraded. The 3.3-litre 964 Turbo arrived in 1992 as the successor to the 930. A super-lightweight 964 RS with a power output of 260bhp landed a couple of years later.

DRIVER

Q&A



RUSSELL CAMERON

First Porsche
This one!

Favourite Porsche
911 GT3

Best thing about your 964 Carrera 2
There isn't another that looks like it

Worst thing about your 964 Carrera 2
It's an uncomfortable car to be sat in for any long periods of time



IF I NEED TO SHELL OUT FOR
A LICK OF PAINT EVERY NOW AND
AGAIN, THEN SO BE IT!


» Russell chose wisely; the flat-faced five-spokes suit his Carrera 2 down to the ground (literally!) and comfortably fill each of its wheel arches.

Even to those unfamiliar with the standard dress of a 964, the seventeen-inchers are an obvious cosmetic update, but look closely and you'll spot subtle aesthetic alterations (all of them combining the benefits of form and function) dotted about the body of the car. For a start, there's that RS-esque rear end. Providing enhanced looks and welcome downforce, the ducktail was expertly made by Fenn Lane Motorsport, specialists in Porsche and, er, Hillman Imp tuning. Russell handed the Nuneaton firm his car's standard engine cover before receiving it back in a totally transformed state. The part sits above a modified back bumper that features a new fibreglass nearside panel with an aperture for an additional tailpipe highlighting the presence of a Cargraphic large-bore exhaust system. The pipework features a single silencer, although it's anything but quiet; the stainless 'worst produces hugely increased volume and a deep rumble aided by the rasp of genuine carbon-fibre intake equipment.

Carbon can also be detected on the outside of Russell's Carrera, albeit in carbon-kevlar form. "I added brake cooling intake ducts to my car's front bumper," he explains. "The use of kevlar in the weave gives the parts a much lighter appearance than the dark carbon of the intake equipment. I like the look so much

that I've decided to leave the parts unpainted, although I might change my mind when the car rolls into my local bodyshop for a fresh coat of colour following a fast-approaching return to the 'Ring," he confirms.

In preparation for track action, the interior of the car was kitted-out with a rear roll cage, a fire extinguisher and an OMP three-spoke steering wheel. A pair of bucket seats were also bolted into place, but Russell found them to be too uncompromising if occupied for any prolonged period of time. "I use my Porsche whenever I can. I have no qualms about punishing it in all weather and driving conditions. I regularly take time out to hammer around the amazing roads of the northernmost parts of Wales, but there's no point in me pretending that a 964 is the most comfortable of cars to be sat in for hours," he smiles. Needless to say, the buckets didn't last long – they've been replaced by a pair of 996 leather hardbacks.

There's no getting away from the fact that any car used in anger year-round is going to attract dirt, stone chips and cosmetic wear and tear. Despite its low mileage and excellent working order, Russell's 964 Carrera 2 is no exception to the rule. "Constant use means that my car is a bit rough around the edges, but at the end of the day, I bought it in order to experience the thrill of driving a classic Porsche. If I need to shell out for a lick of paint every now and again, then so be it!" he grins defiantly.  Mr Cameron, we salute you!

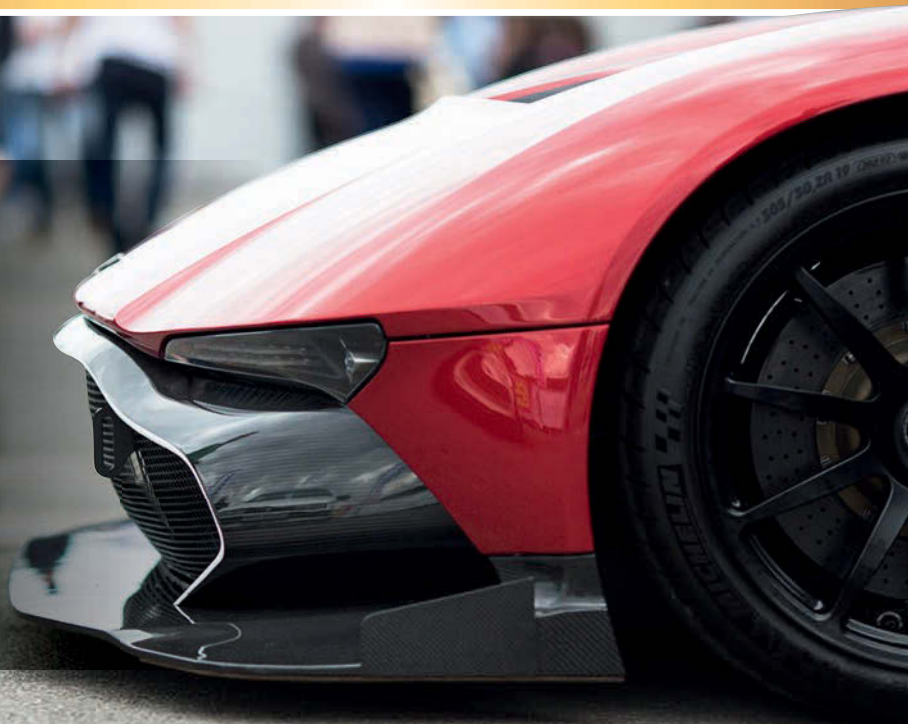
Above Russell makes sure he gets plenty of use out of his 964 Carrera 2 in all weather and driving conditions



The Fast Car Festival

THE UK'S HOTTEST MULTI-MARQUE EVENT RETURNS FOR 2017!

**SUNDAY 2ND
JULY 2017
DONINGTON PARK**



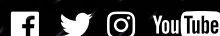
**ALL-DAY TRACK ACTION // THOUSANDS OF CARS // SUPERCAR DISPLAY // THE HYPERCAR PADDOCK
SPORTING BEARS DREAM RIDES // LEGENDS OF MOTORSPORT DISPLAY // THE RETAIL VILLAGE**



BOOK NOW AND SAVE - ADVANCE TICKET £12*
VISIT WWW.THEFASTCARFESTIVAL.CO.UK

T&Cs - Book online at www.thefastcarfestival.co.uk. Advanced tickets: £12. Tickets on the gate: £22. *Booking Fee applies. FREE entry for TWO children aged 14 and under when accompanied by a paying adult, any additional children will be charged at £5 each. All attractions subject to change. Warning motorsport can be dangerous.

BC FORGED WHEELS **BC SUSPENSION SYSTEMS** **GOODRIDGE** **HARDRACE** **K-SPORT**





Badge Engineering

Ever wondered what the different elements that make up the crest on the front end of your Porsche represent? Wonder no more...

WORDS Dan Furr PHOTOGRAPHY Porsche AG

The famous Porsche crest was first suggested as a quality seal for the 356 at a meeting between Ferry Porsche and US importer, Max Hoffman, back in 1952. In the same year, advertising manager, Herrmann Lapper, and designer, Xaver Reimspieß, produced a preliminary design that's still used to this day. Reimspieß (who

is said to have also designed the Volkswagen logo in 1936), sketched a magnificent crest that symbolised the Porsche company's roots as well as the dynamism and quality of its products.

At the centre of a golden plate, the horse of the official Stuttgart coat of arms is depicted along with the name of the city. The composition is surrounded by the antlers and red-and-black stripes borrowed from the crest of

Württemberg-Hohenzollern (the region where Stuttgart is located, dontchakno). The Porsche name is displayed as a protective arch over all of the main design elements.

BLACK MAGIC

In contrast to the current Porsche crest, lettering on the company's original badges wasn't painted black. Furthermore, the characters were

Crest timeline



Years used:

**1954–
1965**

Models: 356

A typical feature of the first production Porsche crest is its distinctive orangey-red enamel. The Porsche logo (in base colour gold) uses broad lettering, while 'Stuttgart' is raised on a recessed background. The illustrated rampant horse has a pronounced shoulder joint and a full tail.



Years used:

**1965–
1974**

Models: 911 F, 911 G

The primary difference between the second-gen Porsche crest and its predecessor is the larger dimensions of the later design. This is primarily due to the fact that from '65, the crest was placed proudly on the bonnet of the 911, whereas the 356 offered limited space on its bonnet lift handle.



embossed, not raised, and the red elements of the design were closer to orange in their appearance.

The Porsche crest first appeared on the steering wheel of the 356 pre-A shortly after Ferry and Hoffman's meeting. The design was integrated into the bonnet handle of the model a couple of years later. Before the decade drew to a close, buyers of the 356 A had the option of specifying the crest as a decorative element to their new sports car's hubcaps. Eventually, the iconic emblem was directly applied to the bonnet of a Porsche when the 901/911 prototype arrived in 1963.

The cool crest is an essential part of each of our special cars, so it's good to know that Porsche Classic produces newly manufactured replacements true to the original colours, materials and details of each of the different crests used across classic and recent

classic models. Made using special tools and based on original drawings, gold plating is applied using the very same technique as it was on the original crests, while colour and enamelling is added meticulously by hand.

GO BALLISTIC

Extensive quality testing for the old-but-new badges involved intense climate control at the Porsche Research and Development Centre in Weissach, plus stone impact assessment carried out at a ballistic firing range. As you'd expect, the products passed these challenging tests with flying colours.

Some of you may have wondered why Ferraris wear what looks like the Stuttgart horse as an identifier. After all, Enzo's lot are Italian, so why are they muscling in on Porsche's territory by using a German emblem on the nose of their motors?! Legend has it that as

a young racer, *Il Commendatore* was approached by the parents of Count Francesco Baracca, a fighter ace in the Great War who painted a prancing horse on the side of his biplane after taking a shine to the same design on the exterior of a German aircraft he shot down in battle. Little did Baracca know that the graphic he fell in love with was used by the doomed Luftstreitkräfte pilot as a reminder of his home town. Yep, you guessed it – he was from Stuttgart!

Baracca's folks suggested the same artwork could be used as a good luck mascot if applied to the body of Ferrari's race cars. Enzo obliged, but only after adding the canary yellow colour of his birth city, Modena.

Below, you'll find our guide to identifying the differences between each of the crests found on classic Porsches. Get swotting!



Years used:

1974–1995

Models: 911 G, 924, 928, 944, 959, 964, 968

From 1974, the crest's Porsche lettering glittered in gold. 'Stuttgart' appeared in raised letters on a recessed background. Unlike the orangey-red of old, the colour used for the Württemberg stripes was a bright, translucent red over a textured gold plate.



Years used:

1995–2005

Models: 993, 986, 996

In the mid-1990s, the instantly recognisable crest received a facelift. The Porsche logo was updated with a slim typeface and black lettering, the borders of the Württemberg stripes became much thicker, and 'Stuttgart' was recessed alongside a more sophisticated horse illustration.

HOW TO BUY YOUR SUBSCRIPTION

OFFER 1. **DIGITAL EDITION:** pktmags.com/ultporsche
OFFER 2. **PRINT EDITION:** COMPLETE THE ORDER FORM BELOW

☒ **YES!** I WOULD LIKE TO SUBSCRIBE TO ULTIMATE PORSCHE MAGAZINE

DELIVERY / PAYERS DETAILS

Mrs/Ms/Miss/Mr Forename
Surname
Address
.....
Post / Zip code
Country
Daytime phone Mobile
Email

GIFT DELIVERY DETAILS

Mrs/Ms/Miss/Mr Forename
Surname
Address
.....
Post / Zip code
Country
Daytime phone Mobile

BEST UK DEAL • SAVE 20% • BEST UK DEAL • SAVE 20%

☐ I WISH TO PAY BY DIRECT DEBIT (UK ONLY) £47.52 taken every 12 months (SAVING 20%) PLUS FREE PREMIUM CAR CLEANING SET



Instructions to your Bank or Building Society to pay by Direct Debit

Name of Bank

Address

Postcode

Account name

Sort code Account number

.....

Signature Date

Originator's Id number Direct Debits from the account detailed in this instruction are subject to the safeguards

assured by the Direct Debit guarantee. I understand that this instruction may remain

with Kelsey Publishing Ltd. and, if so, details will be passed electronically to my Bank

or Building Society.

PAY BY CHEQUE / DEBIT / CREDIT CARD

☐ UK: 6 issues £29.70

☐ UK: 12 issues £59.40 SAVING 10% £53.46 PLUS FREE PREMIUM CAR CLEANING SET

☐ USA / EUROPE: 6 issues £69.99

☐ REST OF WORLD: 6 issues £76.99

☐ I enclose a cheque made payable to Kelsey Publishing Limited (Drawn from a UK bank account)

☐ Please debit my ☐ Visa ☐ Visa Debit ☐ MasterCard

Card number

Security number

Valid from / Expiry date /

Signature Date

UK ONLY: PLEASE SEND COMPLETED FORM TO:

FREEPOST RTKZ-HYRL-CCZX, Ultimate Porsche Subscriptions, Kelsey

Media Ltd., Cudham Tithe Barn, Berry's Hill, Cudham, Kent, TN16 3AG

INTERNATIONAL ONLY: PLEASE SEND COMPLETED FORM TO:

Ultimate Porsche Subscriptions, Kelsey Media Ltd., Cudham Tithe

Barn, Berry's Hill, Cudham, Kent, TN16 3AG, UK

PHONE TOLL FREE FROM USA: 1-888-777-0275 (7am-3pm EST)

INTERNATIONAL ONLY PLEASE CALL: 0044 (0)1959 543 747

.....

.....

.....

.....

.....

2 EASY OPTIONS...

OFFER 1. DIGITAL EDITION

**PAY JUST £28.99
FOR 12 ISSUES
SAVING 51%***

All of our digital magazine subscriptions and issues can be downloaded from anywhere in the world and read on PC, Mac, iPad, iPhone, Android devices, Kindle Fire, Windows 8 devices and any HTML5 compatible device.



*Discount calculated from print issue price of \$4.95. FREE gift not included with digital subscription orders.

**AVAILABLE ON
THE APP STORE AND**



Available on
pocketmags.com

pktmags.com/ultporsche

SUBSCRIBE TODAY

WHICH ONE SUITS YOU?

OFFER 2. UK PRINT EDITION WITH FREE GIFT

FREE PREMIUM CAR CLEANING PRODUCTS WORTH £18.96

Subscribe today and enjoy your favourite magazine delivered direct to your door. Plus receive a complete set of cleaning and enhancement tools to make your car a real Concourse winner, absolutely FREE.

Each tool has a non slip, ergonomic handle, specifically designed to make cleaning different parts of your car easier and efficiently: make bodywork gleam with the contoured car wash sponge. Tyres will be left looking like new with the scrubber. The alloy wheel brush, designed to get into every nook and cranny between the spokes, will make easy work of grime, brake dust and road dirt. Last but not least, to remove those smears at the end of the wash, valet the car with the synthetic chamois, formulated to absorb water for effective drying and water clearance.



PAY
FROM JUST
£47.52
EVERY 12
MONTHS
SAVING
20%*

SUBSCRIBER
plus

ALL PRINT MAGAZINE SUBSCRIBERS
ARE AUTOMATICALLY MEMBERS OF
SUBSCRIBER PLUS, GIVING YOU:

- Preferential rates on our associated events and products
- A constantly refreshed range of products to choose from
- First access to subscription offers on other Kelsey titles
- Exclusive discounts on your favourite brands
- Free entry into subscriber only competitions

shop.kelsey.co.uk/subscriberplus

3 EASY WAYS TO ORDER

1 ONLINE

shop.kelsey.co.uk/ult

2 POST

Fill in the form and send to: **FREEPOST RTKZ-HYRL-CCZX**,
Ultimate Porsche Magazine Subscriptions, Kelsey Publishing Ltd.,
Cudham Tithe Barn, Berry's Hill, Cudham, Kent, TN16 3AG

3

CALL OUR SUBSCRIPTION TEAM

01959 543 747 & quote offer code ULTP0717

Hotline open: Mon - Fri 8am - 6pm.

*20% saving based on cover price of £4.95 per issue. UK Direct Debit print offer only.



Under the hammer

Hammer time!

Spending time eyeballing lot lists is likely to make us bankrupt, but here's what's been tickling our fancy recent weeks...

WORDS **Dan Furr** PHOTOGRAPHY **Various**



1981 924 CARRERA GT

If you're sitting close to someone who claims that the 924 isn't 'proper' pork, then shove photos of this amazing Carrera GT under his or her nose! The first front-engined competition car from Porsche, it proved that factory bosses were continuing their tradition of producing high performance road-going sports cars that could be competitive in rallies and racing following minor tuning. Body modifications allowed for wider tyres and improved aerodynamic efficiency. Large brakes, stiff springs, matching shocks and a limited-slip diff were also added to the mix. Funnily enough, the GT's first real challenge wasn't at the race circuit – the 1979 Frankfurt Auto Show was used as a test to see if car would be well received (according to Group 4 homologation rules, Porsche would have to sell 400 924 Carrera GTs within a year in order to compete with the model). Luckily, demand was high. Not much has changed – this example sold for more than €91k at RM Sotheby's Paris auction!



1963 356 B COUPÉ

The 356 was Porsche's first production car, and the model which kick-started our favourite manufacturer's reputation for adopting a no-compromise approach to engineering and assembly. Reliability, performance and wonderfully entertaining handling ensured that the curvaceous two-door proved popular with petrolheads the world over. This beautiful red 356 B coupé was restored in France by famous Porsche restorer and race car preparation specialist, Rupp, before being sold at Coys' Interclassics Maastricht auction. The car has just four previous owners and was fitted with disc brakes, sport shocks, lightweight polycarbonate windows, leather seats and a race-spec fuel tank after its body was sandblasted and repainted.

SOLD FOR
€60,000



SOLD FOR
£556,875

BIG
SPENDER



1993 911 TURBO S LEICHTBAU

Silverstone Auctions consigned a rare, limited edition 911 Turbo S Leichtbau (light build) to its May sale. One of only eighty-six examples assembled, the G50-equipped 3.3-litre stunner was a development of the 964 Turbo S2 with 381bhp thanks to updated cams, a higher charge pressure, optimised ignition and redeveloped fuel injection. The car's kevlar body panels dropped its weight by a massive 180kg over the S2, with further savings coming from thin glass, carbon-fibre interior panelling and basic carpets. This example is one of only six Leichtbaus finished in gloss black. It carries triple-tone Rubystone (pink, cherry and lilac) Recaro leathers with a matching steering wheel, staggered 'Speedline for Porsche' rims, a limited-slip diff and no more than 69k miles. With a lower estimate of £475k, we were shocked to see the car fetch £556,875!



SOLD FOR
£32,625



1991 944 TURBO

Porsche Centre Sutton Coldfield restored this Guards Red 944 Turbo for its inclusion in 2014's Porsche Classic Restoration competition. The team removed the car's turbocharged 2.5-litre lump and its manual transmission before carrying out a full recommissioning and servicing process, replacing tired parts for new where necessary. Suspension perishables and new engine mounts were included on a parts list costing close to thirteen grand! The guys at prestige paint shop, Shorade, worked their magic on the car's bodywork, while Bespoke Leathering revamped the trick Turbo's seats, door cards, headlining and carpets. The work culminated in a trophy presented by Dr Wolfgang Porsche in recognition of a job well done. Little wonder that the car sold for more than £30k at Race Retro!



Under the hammer

**SOLD FOR
£109,125**



1980 930 TURBO

When it comes to classic Porsches, turbocharged and/or air-cooled examples are safe place to put your dosh, as proved by the sale price of this nifty 930 at Race Retro. Originally delivered by Charles Follett Ltd. to a Mr. Peter Swift on the 6th February 1980, the car is presented in Grand Prix White with black leather and has covered just 39,600 miles. The specification includes a

four-speed manual gearbox, electric everything, air conditioning and a complete tool kit. The car has good history, and its service book was recently rubber-stamped by our friends at Leeds-based Porsche specialist, Strasse. AET has reconditioned the car's turbocharger, while Prestige Bodyshop in Barnsley sorted a few minor paint blemishes in advance of the sale.

UNSOLD!



1967 911 S

Introduced in late 1966, the 911 S featured a more powerful version of the two-litre flat-six engine. Credited with delivering 160bhp and 132lb/ft torque (thanks to a reprofiled camshaft, higher compression ratio, larger valves, better porting and bigger carb jets), the newcomer also benefitted from a rear anti-roll bar, Koni dampers, vented disc brakes and light Fuchs five-spokes. This Sand Beige 911 S has been the subject of a documented 1500-hour restoration. It was sold new in the USA and delivered to its first owner in Texas on May 12th 1967. Its second owner acquired the car in '79, and it remained part of his private collection in Tallahassee until setting sail for the UK in 2015. It was the current owner who made the decision to have the car completely restored. Acid dipped for maximum rust protection, the bodywork was painted using Glasurit products to ensure near-factory specification. Treated to a thorough mechanical overhaul, this cool coupe also had its electrics and interior rejuvenated. It failed to sell, however, when offered with a lower estimate of £190,000 at H&H's Duxford auction a few weeks ago.

**Estimate
£2,000,000
- £2,200,000**



**ONE TO
WATCH
OUT FOR**

1993 964 CARRERA RSR 3.8

The 964 Carrera RSR – of which only fifty-one examples were built – was the Turbo-bodied racing version of the Carrera RS. It's powered by a 3.8-litre type M64/04 model-specific engine. Porsche claims this dry-sumped, single-ignition powerplant delivers 350bhp and 284lb/ft torque fed through an uprated transmission, but unbiased reviewers regard those numbers as poppycock – a more realistic figure is closer to 375bhp. Unlike the competition trim ordinarily associated with these cars, this recently-uncovered example was ordered with a red leather interior. Even its roll cage is wrapped in tightly trimmed hide! Covering no more than a shade over 10km (presumably due to its owner

losing his sight after exposure to such loud leather), the car has been in storage for the past quarter century. Not cool. Perhaps you can afford this awesome 964 a new lease of life ('afford' being the operative word) with the winning bid when the car goes under the hammer at RM Sotheby's Villa Erba auction on the 27th May. Dig deep, friends.





CLASSIC + MODERN CAR

CLASSIC + MODERN BIKE

MULTI VEHICLE

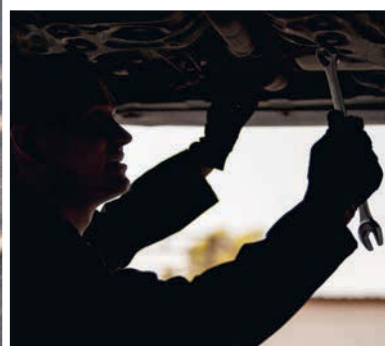
COLLECTORS

KIT CAR

CLASSIC MOTOR TRADE

COMPETITION CAR

SUPPORT VEHICLE



At FJ we understand every classic vehicle owner is different.

With **FJ+** you can add to your policy from a range of cover options* including **breakdown**, **agreed value**, **salvage retention** and **spare parts**.

Call our friendly UK team for a quote.

0333 207 6298

or visit:

footmanjames.co.uk



Part of the Towergate Group

PROUD PARTNERS OF: 



*All cover is subject to insurer's terms and conditions, which are available upon request.

Footman James is a trading name of Towergate Underwriting Group Limited. Registered in England No. 4043759. Registered Address: Towergate House, Eclipse Park, Sittingbourne Road, Maidstone, Kent ME14 3EN. Authorised and regulated by the Financial Conduct Authority. Telephone calls may be monitored or recorded. Sign up to our newsletter at footmanjames.co.uk to receive updates on all the latest news, events, offers and competitions. FP ADGE691.9:16



Buy & tune

PORSCHE 356

The 356 was Porsche's first production car and a highly successful racer that couples gorgeous looks with a great power package...

WORDS Vaz Rodgers PHOTOGRAPHY John Colley

In what is now recognised as being typical of Porsche, the updates applied to the 356 during its near two-decade production run were primarily concerned with function over form (as opposed being to styling updates in response to changing fashions). This means that while an early and late 356 might look very similar to one another, the state of tune and equipment fitted to each car is likely to be very different. Even so, save for pre-production 356s, all versions of the car are rear-engined, rear-wheel drive, hard-top or open-topped. Impressively, approximately half of the near 76,000 356s built survive to the present day.

The 356 can be categorised in four distinct series: early cars (known informally as 'pre-A', 1948-1955), followed by the 356 A (1955-1959), 356 B (1960-1963) and 356 C (1964-1965). Coupés and cabriolets built through 1955 can be identified by their split (1948-1952) or centre-creased (1953-1955) windcreens.

Today, the 356 is a valuable collector's item that has enjoyed enduring popularity thanks to its high-profile success in racing and rallying, not to mention the glamour associated with the Speedster and cabriolet variants (much loved by the rich and famous). No matter which 356 you're interested in buying, however, these are the common areas to check before emptying your purse...

COLOUR

Mixing and/or matching a 356's original colour when applying fresh paint is one of the biggest challenges that restorers and enthusiasts face, a headache that encourages many to opt for a custom finish. If it survives to the present day, however, a plate attached to the car's offside door pillar should provide you with an

original factory 'Kunstharzlack' colour code that you can look up at bit.ly/356colours. Don't be alarmed if the number stamped into the plate is the non-standard designator '9402'. This was simply the manufacturer's way of indicating special order paint (although it would have been helpful for the colour chosen to have been listed too!).



Speedster

BODY

The basic design of the 356 remained the same throughout the model's lifespan, with a variety of coupé and convertibles offered to suit all tastes. Cabriolets were offered from the start, and comprised more than half of total production in the early 1950s. A unique 'Karmann hard-top' or 'notchback' 356 B model was produced in the early 1960s, essentially a cabriolet-style body with a permanent metal roof.

As is the case with any vintage vehicle, identifying rust should be your biggest concern when considering the purchase of a 356. After all, protecting a car's chassis from exposure to the elements wasn't an activity that concerned car makers seven decades ago!

Check suspension mounting points and floor pans for signs of corrosion or dodgy repair work, and give inner and

outer sills a good going over from all angles. These parts are renowned for trapping moisture and love to rot from the inside out.

Jacking points can encourage rust through damage, while cabin moisture can be a sign of trouble further down the line. If you detect dampness in carpets or around the rear seat base, it's best to err on the side of caution and check the rear floor pan. Again.

Check individual panels (including dirt traps in the inner wings and rear quarter panels) for corrosion. Also check the spare wheel well and battery tray, places that moisture likes to hang around.

Make sure panel gaps are even, and ensure there are no signs of accident

damage hiding away behind bumpers. If in doubt, have a 356 specialist carry out an examination on your behalf.

Due to the high price the Porsche 356 commands, it has become one of the most frequently reproduced classic cars of all-time. Many copycat Speedsters can be found on auction websites following builds that have produced near-exact replicas.

IDENTITY

A 356's chassis number can be found in three different places. Firstly, you should be able to see the five or six digit number on the floor close to the spare wheel. Remove the wheel and floor lining for proper access. Secondly, there should be a manufacturer identity plaque fixed between the fuel tank and the nearby body panelling. Finally, check the passenger side door pillar for a label.

The engine's identity number can be found on the crankcase behind the nearby fan housing. It's an awkward place to get at, so you'll need nimble wrists! The same number should be stamped at the base of the generator stand. Once you've made

note of them, compare to the numbers outlined in the car's supporting paperwork.

Make sure the engine number is true to the period of manufacturer of whichever 356 you happen to be looking at. It's also useful to know that Porsche Club GB has its own model register, meaning that you might be able to find out more than you realise regarding the history of your prospective Porsche purchase.

Unless you're particularly jammy, it's more than likely that the service and maintenance records for the 356 you're in the company of will be incomplete. Use this as an excuse to have a really good poke around the car. Avoid paying asking price for a rotter!





Buy & tune



“If in doubt, have a 356 specialist carry out a thorough examination on your behalf”





ENGINE

Porsche used the engine block it had originally designed for the Volkswagen Beetle's air-cooled flat-four. For use in the 356, new camshaft and crankshaft, a new intake and free-flowing exhaust manifolds joined twin carburetors to produce more than double the VW's output of power.

While the prototype 356 had a mid-engine layout, all

production 356s had a rear-mounted powerplant. The four-cam 'Carrera' engine became a cost option in late 1955, starting with the 356 A. By the end of production, engines used in 356s had ranged from 1.1-litre to two-litre displacements.

356 engines are prone to oil leaks through aging seals, but these can be replaced at low cost with minimal effort. Insist that the seller allows you to start the car from

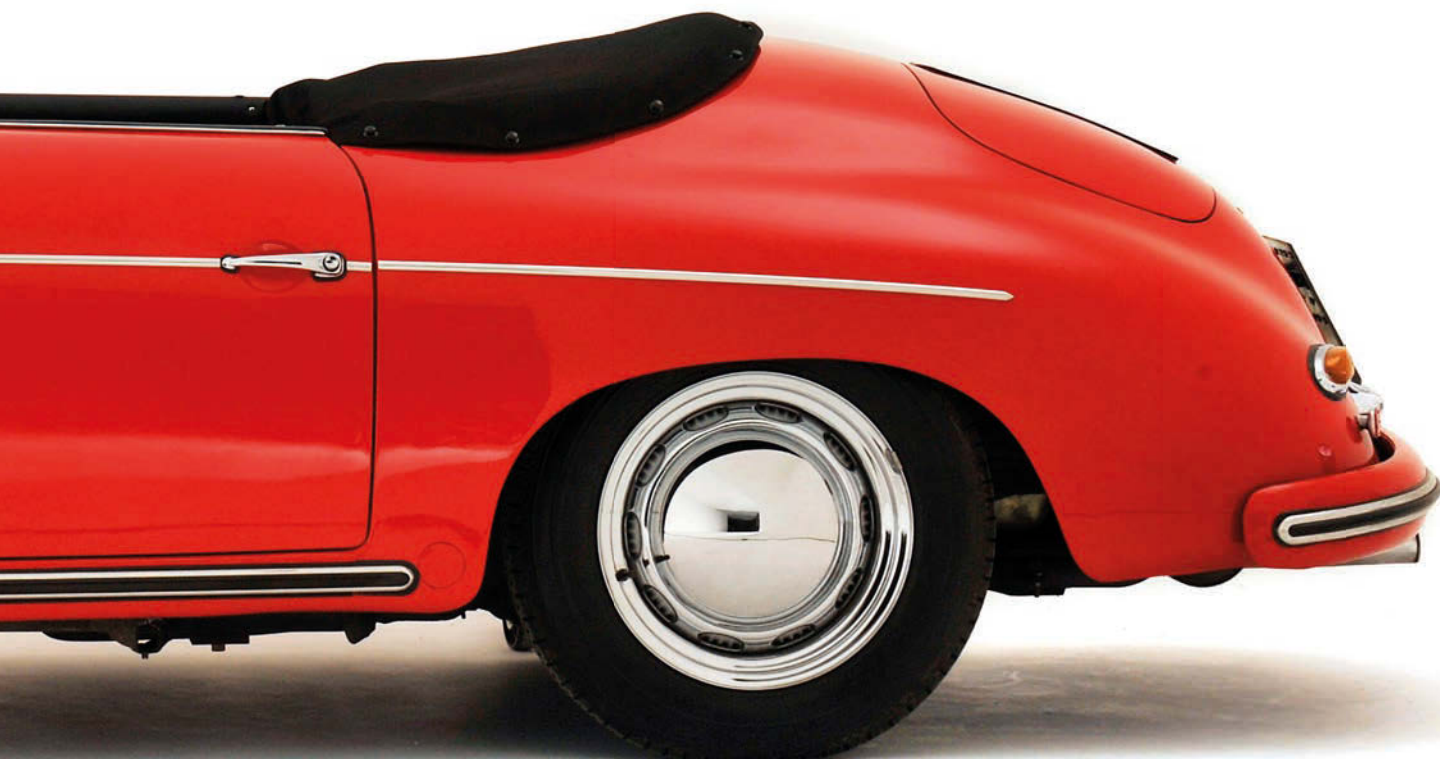
cold. In-cabin generator and oil pressure lights should extinguish immediately, and when the engine is warm, the oil temperature gauge shouldn't register much higher than two thirds of the way up its scale.

Listen for knocks and rattles. A well-maintained 356 engine in good health should purr quietly. Detected noise may be a sign of worn bearings, a knackered valvetrain or poorly cam gear.

TRANSMISSION

All versions of the 356 were offered with a four-speed manual gearbox, although the equipment's gear sets and transmission casings evolved throughout the model's lifespan. Regardless of the version of 356 you're test driving, shifting should be smooth. Listen out for rumbles or knocks that might indicate an immediate need for transmission service or repair work.

In the early 1960s, Porsche collaborated with Italian tuning house, Abarth, and built the 356 B Carrera GTL Abarth coupe. This lightweight track weapon was made entirely of aluminium. The model went on to win the Targa Florio endurance race before competing at Le Mans.





INTERIOR

Much like the special order exterior paint we mentioned earlier, the 356's range of red, black, brown, grey, blue, green and fawn cabin furniture could be dispensed with in favour of a personalised finish for original buyers who could stomach the cost of customising. Today, restored and well-maintained 356s are more than likely to have been subjected to a retrim in leather (or leatherette), but the usual checks apply: look

for wear on seats and damaged carpets.

Additionally, check to ensure all dials work correctly, and that they're free of cracked or condensation-filled faces.

In truth, there's little in the way of furniture to examine inside a 356, so the most important thing you can do is peel back carpets to enable the examination of interior-facing floor pan surfaces.

If looking at a soft-top, now would be a good time to make sure that its hood can

be pulled shut and stowed away without much in the way of hassle. Check for nicks, rips, tears and discolouring to the fabric. Drop-top roofs can be replaced, but they will attract significant cost.

Renovo offers a well-priced three stage cleaning, colouring and protection system that you can apply to a tired soft-top from the comfort of your own driveway. For more information, have a look at page 18 of this issue.

BRAKES

The 356's braking system evolved greatly during the model's lifecycle. Early cars were kitted-out with drums, while later 356 C's had disc brakes. If you find the example you're driving wants to pull you towards the kerb under braking conditions, then you may be lucky enough to get away with time spent readjusting the misbehaving stoppers, else you'll be in charge of a car with worn braking equipment. Fortunately, the 356 is so well served by parts manufacturers, that everything from master cylinder repair kits to shoe sets are available to buy brand new at low cost.

“A drop-top's roof can be replaced, but it will attract significant cost”





For those that want a taste of classic car ownership, but don't fancy the headache of having to maintain and service old oily bits, kits to convert a 356 to run as an electric vehicle are now available to order. For the rest of you, a number of 356 specialists are on hand to help.



SUSPENSION

The 356's standard-spec shock absorbers are stiff (in keeping with the character of a sports car), so don't be put off by a firm ride. Check for excessive play in components, knocking noises (or leaks) from dampers and a build-up of dirt that may be hiding rust around trailing arm mounting points.

Front suspension link pins can seize if not properly maintained. They should be greased to prevent bearing faces becoming worn.

Hop back in the car and move its steering wheel from side-to-side. There shouldn't be any play. If you find less than precise steering and movement, then this may be a sign of worn track rod ends or steering box.



Buy & tune



TUNING

From its inception, the 356 was built with competition driving in mind. This focus on motorsport is what made the model such a brilliant handling machine from the off. Add to that a lightweight construction (where offerings from other sports car manufacturers were packing heavy, high displacement powerplants) combined with a well balanced chassis, and it's no surprise that the 356 was a force to be reckoned with at the circuit. Consequently, it sold in large numbers all over the world.

If you fancy upping the ante, a range of tuning parts are available that can take the 356 to high horsepower while keeping the

stock block and heads. Stronger crankshafts, forged connecting rods, lightweight pistons, porting and polishing, high output carbs, performance pushrods, race spec camshafts and custom exhaust systems are all yours for the taking, while upgraded brakes, adjustable dampers, thicker anti-roll bars and bigger wheels will improve stopping and handling.

Keep in mind the 356's light construction. You don't want to compromise its abilities as a road car by increasing its power to the point that it becomes impossible to drive. Then again, who are we to stand in your way? Perhaps you should fit that 2.5-litre Subaru Impreza EJ20 boxer engine after all!

PRICE

356s command a fair whack today, with auction prices of £60k representing the lower end of the price scale. The good news is that these cars are relatively easy to get hold of due to high volume production and an impressive survival rate, so if you fancy owning one of the earliest Porsches, then your next car is but a few mouse clicks away. Here's a selection of the stock we found when looking online:

1956 356 A Speedster

Fully restored, matching numbers and colour, just two owners in sixty years, red with black interior

£335,000

1962 356 B 1600 S Cabriolet

Professionally restored, driven just fifteen miles since completion, immaculate throughout, red with black roof and interior

£170,000

1963 356 C Coupe

Matching numbers car with later audio system fitted, used by its previous owner on many road rallies, white with black interior

£84,500

CONTACTS

Porsche Club GB 356 Register www.bit.ly/356registry

Gmund Cars Classic Porsche sales centre www.gmundcars.com

Roger Bray Restoration 356 restoration firm www.rogerbrayrestoration.com

Karmann Konnection 356 parts specialist www.karmannkonnection.com

Rocky Mountain 356 Club US-based enthusiast club www.rockymountain356club.org

BODYWORK
INTERIOR
SPECIALIST
ESSENTIALS

AUTOMATE

**SHOP
NOW**
auto-mate.co.uk

Leading the
way in vehicle
cleaning
technology



The AutoMate range has been developed by a dedicated team of experts and is carefully produced in the UK to exacting standards in order to create a truly exceptional product range.

The range includes products for bodywork, interior, specialist surfaces and car essentials. Visit the website to view our entire range online including our convenient kits, which offer fantastic discounts.

Other kits
are
available



WASH & WAX KIT

£22.00



RAINGUARD
GLASS CLEANER

£5.00



BODYWORK
SHAMPOO

£5.00



DASH & INTERIOR
CLEANER

£5.00



Great British
Detailing

www.auto-mate.co.uk from **gliptone**
leathercare

When your leather needs
a little extra care, try....



Manufacturing products for leather since 1972



Liquid Leather

**SHOP
NOW**

liquidleather.com



CAR CARE KIT

ONLY £39.00

www.liquidleather.com from **gliptone**
leathercare



TRAX

THE ULTIMATE PERFORMANCE CAR EVENT

SUNDAY 1ST OCTOBER 2017

SILVERSTONE CIRCUIT

**ADVANCE
BOOKING OFFER
JUST £25***

Includes:
Show Admission,
exclusive T-shirt
& Show Guide



BOOK ONLINE

TRAXSHOWS.CO.UK

FAST

fastford

BDC

retro

K-SPORT



VAUXHALL

BCN

BO

HARDRACE

GOODRIDE

Book online at www.traxshows.co.uk. Advance tickets £25*, *Booking fee applies. FREE entry for TWO children aged 14 & under when accompanied by a paying adult, any additional children will be charged at £5 each. All attractions subject to change. Warning motorsport can be dangerous. Advance bookings close midnight Saturday 30th September.





MR928.COM

The UK's Largest Stockist of Porsche 928
Sales, Service, Restoration, Parts



Current Stock

1978 928 4.5 Auto Silver / Pasha V low Miles
1978 928 4.5 Auto Black / Pasha
1979 928 4.5 Auto Casablanca Beige Met / Pasha
1979 928 4.5 Auto Silver / Pasha
1980 928 4.5 Auto Light Blue Met / Pasha
1980 928 4.7S Manual White / Pasha Teledials
1984 928 4.7 S2 Auto Kiln Red / Pasha
1985 928 4.7 S2 Auto Crystal Green Met / Pinstripe
1985 928 4.7 S2 Manual Black / Black
1991 928 5.0 S4 Auto Silver / Blue Leather

Stock Parts.

Mr 928 manufactured AC Condensers
Mr 928 window Scraper seals
Mr 928 ODO Gears
Mr 928 Radiators

We own all our cars and are also avid collectors of all Porsche models.
My cars are prepared to the standard that I expect for my collection.

Call me personally, Fraser Pemberton on 07980 612321,
for further details on any of the cars featured
or to discuss any other 928 project you may have in mind.



THE ALL MODEL CLUB FOR ENTHUSIASTS; even if you don't own a Porsche
Membership one year £40, two years £60 / 01787 249 245 / www.TIPEC.net

Discount schemes, valuation service, busy online forum, technical assistance, bi-monthly magazine, regional & national events, family friendly

www.clubautosport.co.uk

Porsche Specialists since 1971



- **WORKSHOP FACILITIES**

Servicing, repairs, diagnostics, inspection engine & gearbox rebuilds, MOT work



- **LIGHTWEIGHT COMPOSITE PANELS**

Manufactured in house panels and styling conversions. All models from early SWB 911's to 997 RSR supplied in fibreglass, kevlar or carbon doors, roofs, bonnets. The list is endless.



- **FULL BODYSHOP & REPAIR FACILITIES**

- **NEW AND USED PARTS**

Singer style conversions now available



Next day delivery or collection

Tel: 01384 410879

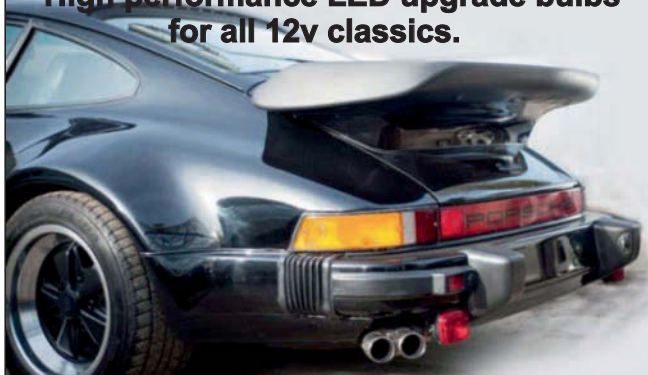
email: richard@911porsche.co.uk

Park Lane, Halesowen, West Midlands, B63 2RA

High power LED light upgrades

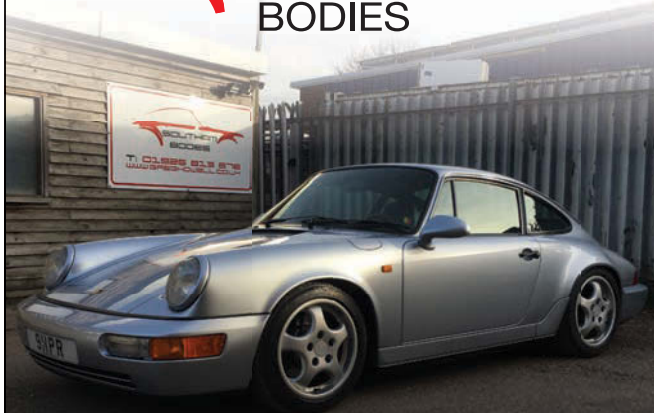
Unique products with money-back guarantee.

High performance LED upgrade bulbs for all 12v classics.



01789 576109

enquiries@bettercarlighting.co.uk
www.bettercarlighting.co.uk



Tel: 01926 813676 www.greghowell.co.uk

Extreme Detailing Ltd

'Spa for your car'



Restoring that 'new car shine' back, protecting and keeping them looking at their best.

0800 840 2058 www.extremedetailing.co.uk



GPS TRACKERS WITHOUT THE FEES

- No contracts
- No wires
- No subscriptions
- No installation costs
- Works worldwide
- Simple to use

CALL: 0800 009 6366

Our GPS trackers offer peace of mind and protection for your vehicle without the monthly subscription fees normally associated with GPS Tracking.

Easy to use, you can control your tracker directly from your phone. Get an instant alert if your vehicle moves and view on Google Maps.

We give a full 12 MONTHS GUARANTEE and FREE technical help with all our trackers.

Used and trusted by UK Police Forces.

We are a UK based company who have been in the tracking business for over 10 years.

Call this number for a FREE demo: 07955 536822



CONTROL YOUR TRACKER
iPhone & Android Apps

Use code PC33 at the checkout for a 10% discount.



BACK2YOU

www.Back2you.com



WWW.PERMATUNE.COM
LONNIE@PERMATUNE.COM

631.909.1011



USB/BLEETOOTH CAPABILITY



WIRING HUBS



IGNITION COILS



VINTAGE SUPERCAR

Imagine yourself in the driver's seat, pinned there by a rush of acceleration.

Performance upgrades for your air cooled engine. Perma-Tune introduces Advanced Ignition Technology. Old school appearance hides high tech electronics that rivals the newest cars. Pair your smart phone to your vintage car and fine tune the engine for more performance.



PORSCHE SPECIALIST
Service - Repairs - Sales

T: 01491 642911

hillcrestspecialistcars.com



ALL REPAIRS AND SERVICING FOR YOUR PORSCHE



NO5 GARAGE

NO5GARAGE@AOL.COM | 020 8993 7318
WWW.NO5GARAGE.CO.UK
UNIT 1, 46 COLVILLE ROAD, ACTON, LONDON, W3 8BL



Carrera
ENGINEERING & MOTORSPORT

UNIT 7, MIDDLEBROOK INDUSTRIAL ESTATE, HOE LANE, NAZEING EN9 2RJ

- FIXED PRICE SERVICING £45 PER HOUR
- DIAGNOSTICS
- AIR CONDITIONING
- PRE PURCHASE INSPECTION
- WORK GUARANTEED TO MANUFACTURERS SPECIFICATION
- OVER 36 YEARS EXPERIENCE

DEALER QUALITY SERVICE
at highly competitive prices

01992 892333 | tony@carreraengineering.co.uk | www.carreraengineering.co.uk



Upholstery, Fabrication, Panel Work, Repair, Wiring & Paint

We specialise in a variety of specialist vehicles; British, European, Japanese & American

Please call for more information or to arrange a viewing of our 8,000sqft facility

Tel: 01375 377914 OR 07796 96 2101

iconiccreations@mail.com

Iconic Creations, Unit 10D, Askew Farm Lane, West Thurrock, Grays, Essex RM17 5XR

NEXT MONTH

On sale Friday 30th June

**SUBSCRIBE TO
ULTIMATE
PORSCHE**

SEE PAGE 80
FOR DETAILS

LE MANS LEGENDS

- » A STORY OF SUCCESS
- » THE GREATEST
LE MANS PORSCHEs
- » 956 IN FOCUS
- » DRIVER INTERVIEWS

Plus

- » 928 COUPE
- » 930 TURBO CABRIOLET

FIND YOUR LOCAL STOCKIST www.bit.ly/storeup

smart drivers have
been fitting Nankang
since 1959



Established in 1959, Nankang produce
tyres for every season and terrain that
come in a truly comprehensive size range
that represent exceptional value for money.

Nankang
Est. 1959
tyres

www.nankangtyre.co.uk



Nankang Tyre UK



@NankangTyreUK

J.D Classics®

For more than 30 years JD Classics has been restoring, racing and supplying the most significant road and race cars.



911 2.5 SR



jdclassics@jdclassics.com

www.jdclassics.com

WYCKE HILL BUSINESS PARK, WYCKE HILL, MALDON, ESSEX, CM9 6UZ, U.K. +44 (0)1621 879579
MAYFAIR SHOWROOM, 26-28 MOUNT ROW, MAYFAIR, LONDON, W1K 3SQ, U.K. +44 (0) 207 125 1400