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# AMERICAN DREAMS

## WELCOME TO OUR LATEST ISSUE!

In this edition of the mag, we're celebrating Porsche in America with a series of features focusing on some of the latest and greatest tweaked and tuned 911s to ride under the Stars and Stripes. Leading the charge is the 964 restomod project recently completed by the Urban Outlaw himself, Magnus Walker. We're thrilled to be the first magazine in the world to showcase this magnificent motor, a car that at first glance appears to be totally at odds with the loud and lairy creations we've come to expect from the Brit abroad. Taking time out to view the car in detail, however, reveals a series of well executed styling and mechanical upgrades that combine to produce what their chief architect calls his most performance oriented build to date.

His isn't the only 'first look' we've lined up for you. Matt Croke, co-founder of wheel giant, Fifteen52, allowed us to spend time with his 911 SC 'Rennpig'. Combining classic styling with modern levels of performance and reliability, it's a fantastic car built to satisfy its owner's desire to have a 911 he could use daily without having to worry about the impact of cosmetic imperfections caused by regular off-road action. Check it out on page 52 (d'ya see what we did there?!).

No less performance driven, but certainly more eye-popping, is the wide body 911 SC project imagined and brought to life by LA-based automotive styling guru, Francis Fabiculanan. His is a car that's bound to split opinion, but it's also one that can't be ignored, much like the brace of amazing 928 restorations currently sitting in the Porsche Centre Hatfield showroom. One of the pair is an immaculate Crystal Green S2 ready and waiting for you to grab its keys (yes, it's for sale!), while the other is a reinvigorated racer being campaigned by Le Mans winner, Richard Attwood, in the '70s Roadsports Championship. Read all about these terrific transaxles on page 22.

I'll stop now, other than to urge you to have a look at Richard Gooding's fascinating piece on the history of the 912 on page 64. Proof, if proof were needed, that the successor to the 356 was far more than just a four-cylinder version of the 911. Don't believe us? Ask the Americans - they bought loads of 'em!

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**PORSCHE**

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



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# CLEAN SLATE

Magnus Walker's spotless 3.8-litre Slate Grey Carrera 2 Outlaw is riding a tidal wave of renewed enthusiasm for the 964

**WORDS Dan Furr PHOTOGRAPHY Andy Tipping**



By any measure, Magnus Walker is one of the biggest names in the automotive world right now. The Sheffield-born LAdweller is known globally for his unorthodox approach to tweaking and tuning classic Porsches, yet despite his personal mission to own pretty much one of every air-cooled 911 model made, the fifty-year-old readily admits that he's a latecomer to the 964 party. "Up until five years ago, nobody seemed to want a 964," he tells us, echoing sentiments we've printed in the last few issues of *Ultimate Porsche*. "It simply isn't the classic 911 I've ever gone out of my way to look for," he shrugs.

Often, it's when you're not looking for something that it presents itself to you. This was certainly true of the 964 that





» Magnus owns today, a massively modified 1990 Carrera 2 that led a hard life as a poorly maintained track warrior before the Urban Outlaw's name appeared on its logbook. "One of my buddies brought the car to my attention," he recalls. "It was very rough. Bodywork painted in various shades of blue, rear quarter panel damage, a barely running engine and an unsympathetically removed dashboard were just some of its key features. It was a proper hodgepodge!"

On the plus side, a classic Porsche in need of a lot of work represents a blank canvas, one which you can manipulate to suit your own tastes in performance and styling. Needless to say, that's precisely what Magnus did when it came to the build of his 964. "I've tried to incorporate design features from some of my favourite Porsches, including the 356, the RUF CTR, the 997 Sport Classic and the GT3 RS," he says. Before he could work out how to tastefully combine more than fifty years worth of automotive styling, however, there was the urgent matter of fixing the car's poorly performing powerplant to attend to.

## CRAZY HORSES

The spluttering flat-six bolted into the back end of the blue basket case was a 3.6-litre M64 lovingly ripped out of a donor 993. Recognising that the engine was in need of a complete overhaul, Magnus delivered it to BBi Autosport in Huntington Beach with an instruction to match RS specification by increasing displacement to 3.8-litres with a target power output of 300bhp. New pistons, a lightened crankshaft, modified cylinder heads, Rothsport Racing independent throttle bodies, custom headers and a GT3 exhaust enable the release of all those ponies, with MoTeC standalone fuel management and a custom map doing their best to turn a canter into an unbridled gallop.

"It's not a race car, it's a canyon cruiser," stresses Magnus, pointing out his 964's use of regular pump gas. That may well be the case, but with KW Clubsport coilovers dropping the chassis over his own signature series Fifteen52 staggered rims (seventeen-inchers wrapped in Pirelli P Zero Trofeo R track-friendly rubber) and Brembo Club Race stoppers



## DRIVER

## Q&A



### MAGNUS WALKER

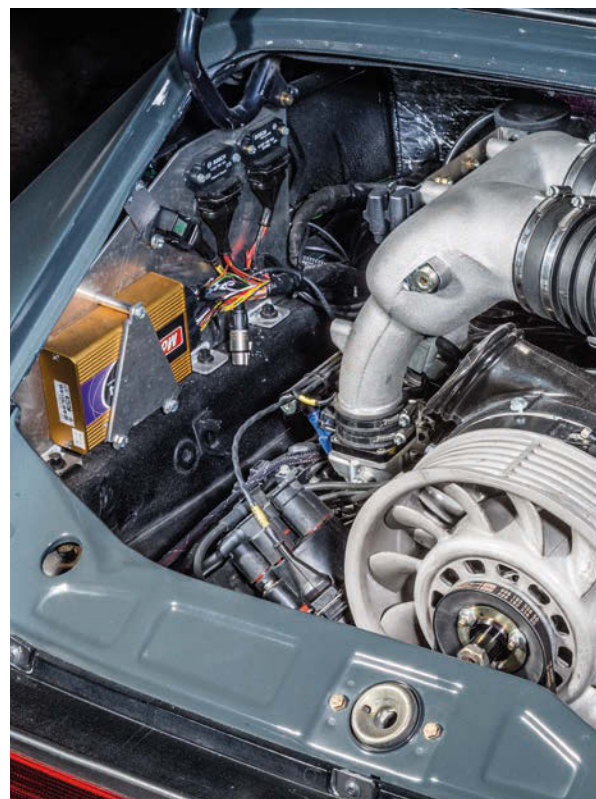
**Occupation**  
Urban Outlaw

**First Porsche**  
A 1974 911 steel-panelled Slant Nose conversion I bought twenty-five years ago

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

**Best thing about your 964 restomod**  
The whole package

**Worst thing about your 964 restomod**  
It hasn't covered enough miles to have developed its own character... yet!



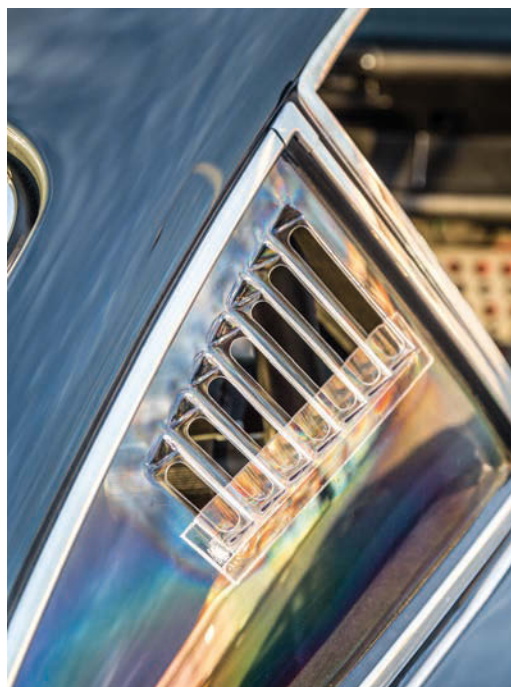


## Book club

Magnus released his autobiography *Dirt Don't Slow You Down* a few weeks ago. Telling the tale of how the Sheffield-born car fan left school with just two O-levels before buying a one-way ticket to America, the book goes on to cover his adventures in the three decades that have passed since he left Britain. He has just completed a tour of UK promoting the entertaining read. Order your copy at [bit.ly/magnusbook](http://bit.ly/magnusbook)



**This page** A raft of cosmetic and mechanical updates have been added to Magnus' 964, although the execution here is more subtle than we've seen on his previous builds





» bringing the car from high speed to a sudden halt, we doubt anybody would question its ability to outperform a lot of modern metal, especially when you consider the fact that the narrow-bodied bruiser tips the scales at a smidge over 1100kg.

Despite its questionable cosmetic condition, the car's shell was free of rust. Much to Magnus' displeasure, however, it came complete with a factory-fitted sunroof. "I decided early on that I was going to delete the sunroof, which got me thinking about doing something different to the usual practice of simply fitting a replacement roof skin," he muses. Much head-scratching followed, as did conversations with his fabricator friend, Frank Turner.

## CHANGE CHANNEL

The results of their grey matter working overtime resulted in the creation of an all-new bespoke steel roof with a channel cut into it matching the dimensions and position of the recess starting on the car's standard hood. The design is continued front to back following the installation of a modified Turbo tail. "I looked at various rear end configurations before settling on an early 930 wing. I wasn't happy with the look of a ducktail for this car, and I felt that an RS America 'whale tail' was too wide. Stripped of rubber trim and modified to include the recess now seen in the car's roof, however, the 930 part sits just right," smiles Magnus, satisfied with a job well done.

The keen-eyed among you will notice that he's removed the car's rain gutters. It's a hugely effective update resulting in an uninterrupted contour from roof to rear quarters, and one of many subtle alterations that gives this car its unique appearance; louvered and rolled front



**Above** Functional 'canyon cruiser' office features re-trimmed race seats and one of Magnus' own signature series steering wheels

wings, smoothed bumpers, de-anodised window trim and polished headlight bezels prove that the devil's in the detail, although many will be surprised at the choice of understated Slate Grey that coats this raucous road rocket.

"Many of my more famous 911s are brightly decorated, often with race-inspired livery and block-coloured bumpers that grab attention. My 964 has so many bespoke bodywork features that I wanted to keep its paintwork simple. To that end, I opted for an all-over covering of a classic Porsche shade," says Magnus. His chief paint technician, Matt Bown at Alchemy Paint in Long Beach, was tasked with dressing the car in its new coat of colour. As you'd expect, the finish is flawless. Furthermore, it rewards those feeling an uncontrollable urge to stop and stare; eyeball the car for long enough, and





IF THE **URBAN OUTLAW**'S EFFORTS ARE AN INDICATOR OF WHAT'S POSSIBLE, EXPECT TO SEE A LOT MORE **964 ACTION**



» you'll spot that the OEM 964 fuel filler flap has been deleted, its wing aperture smoothed, and the filler neck reshaped so that the filler cap itself sits perfectly flush with the exterior bodywork. Nice!

Anyone familiar with the 911s Magnus has built in the past ("they're all for me, I don't work on cars for anyone else") will recognise his 964's integrated rear turn signals as being one of its master's signature touches. Likewise, the interior of the car is kitted-out with parts associated with the dreadlocked Porsche nut, none more so than a MOMO Urban Outlaw steering wheel. Re-trimmed MOMO racing seats and door cards, Schroth safety harnesses, a replacement dash, drilled foot rests and fresh red carpets also make an appearance inside the car, as does a wrap of leather stuck to that bespoke roof. "I was going to fit a standard headlining, but it occurred to me that a simple layer of leather would do the job of hiding exposed metal whilst simultaneously showing-off the design of the custom roof panel from its underside," he says, before enthusiastically pointing out the car's 912-sourced manual window winders. Introduced in place of the 964's standard electrics, the analogue hardware fits without any adjustment to metalwork, signalling a door shell design unchanged for more than thirty years! Along with vented polycarbonate rear windows, the old-school winders represent an effort to ditch unwanted weight.

All in, the project took ten months from start to finish. "This car is my most performance-



**Top** Sunroof delete inspired a custom roof skin with a channel that follows the recess in the 964's front hood

oriented build to date," suggests Magnus. "It's a very capable Carrera. In terms of appearance, such an elegant colour combination and toned-down body mods are a huge departure from the wild Porsches I've become known for, yet I'm certain that I've ended up with a 964 that stands out from all others," he says. He's not wrong. His is a superb example of a model that for far too long was dismissed as too expensive to run, too difficult to work on, too costly to maintain. Thankfully, a new breed of classic car fans who grew up in the era of the 964 are saving an ever-increasing number of these nifty 911s from a life of neglect. And if the Urban Outlaw's efforts are an indicator of what's possible, you can expect to see a lot more 964 action in forthcoming editions of *Ultimate Porsche!*



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

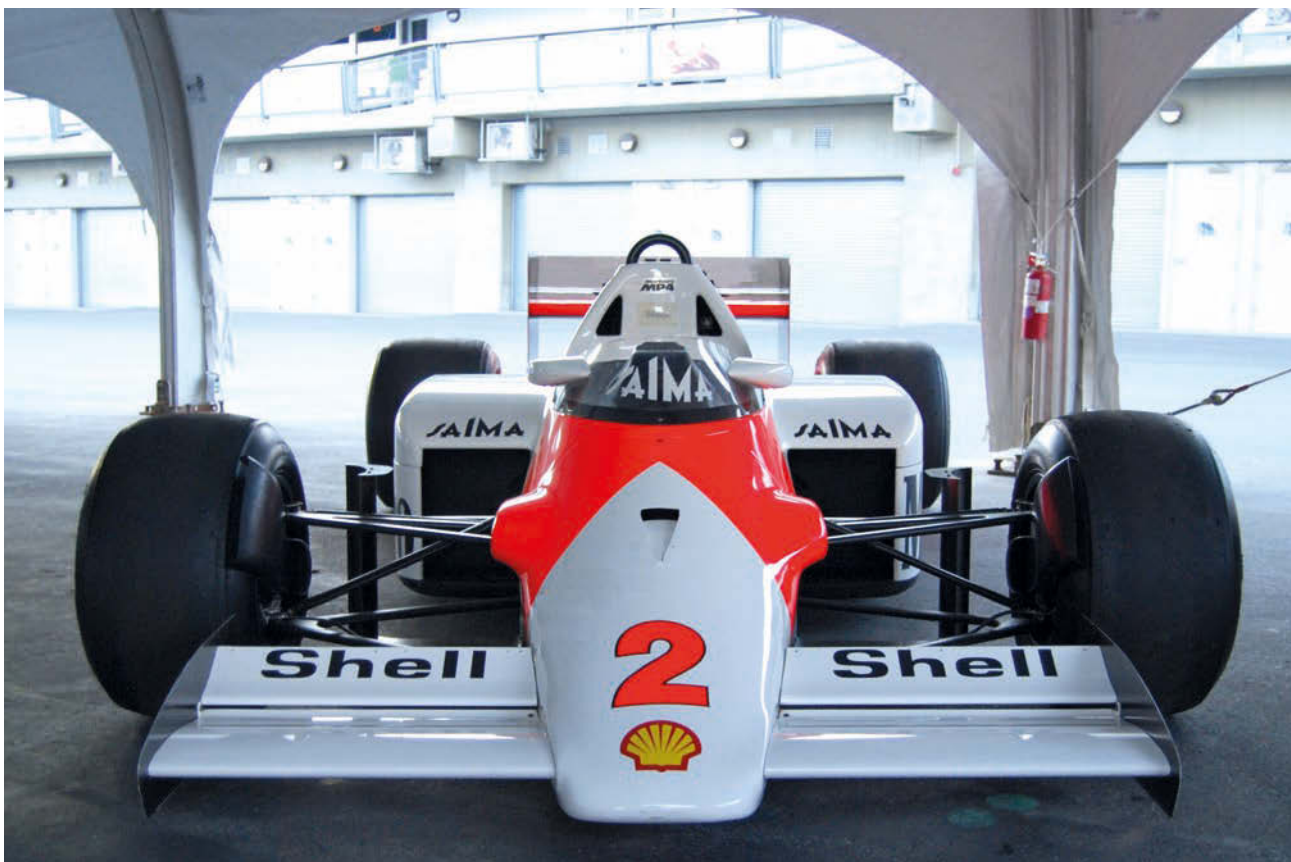


Porsche 911 3.0L Carrera 1977  
Manual Gearbox, LHD, Continental  
Orange with black leather interior.

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## PORSCHE TO RETURN TO F1?

**Manufacturer rumoured to be ready to end its LMP1 programme**

According to many mutterings in the German automotive media, Porsche is poised to announce its withdrawal from competing at Le Mans (it seems unthinkable, we know) in order to focus its attention on becoming a Formula One engine supplier. This wouldn't be Porsche's first dalliance with F1 – the manufacturer campaigned GP cars in

the 1950s and 1960s before supplying V6s to McLaren in the 1980s. As we all know, Porsche achieved a record nineteenth overall win at Le Mans this year, but the outrageous cost of continually developing the 919 Hybrid – plus worries about vehicle reliability and the long-term sustainability of LMP1 – are thought to have those in Stuttgart wondering how much longer they should carry on racing at Circuit de la Sarthe. Next year's F1 regulations see the number of powerplants for

each driver drop to three per season, something of a concern for teams who expect to see an increase in the number of races. Reliable, long running, high output engines are key, as outlined by the F1 Power Unit Working Group when it met earlier this month. Mercedes, Honda, Ferrari and Renault were all present. So was Porsche! In many respects, the timing for its return to F1 couldn't be better. A decision is expected in advance of our next issue. Watch this space!



## Morocco rally claims 911 driver

Real estate developer and prominent Automobile Club of Monaco member, Gérard Brianti, sadly lost his life on the recent fourth stage of the Morocco Historic Rally. According to reports in France, the 64-year-old's Porsche 911 SC landed in a deep river after a fall of more than twenty metres. Brianti's co-driver, Freddy Delorme, was able to escape from the car and has been treated for his injuries (from which he is expected to make a full recovery). Brianti's biggest success came when he won 2013's Monte Carlo Historic Rally in an Alpine A110S. He is survived by his wife, Brigitte, and their three children.

## See you there...

### TRANSAXLES AT GOODWOOD

The Porsche Club GB Speed series will be part of a sprint event on the famous airfield at Goodwood, Saturday 5th August. The event is free to attend and a great way to experience motorsport at an iconic venue (while meeting with fellow motoring fans for a natter!). Anyone interested in taking part with a car from the transaxle family of Porsches should email [admin@porscheclubgbg.com](mailto:admin@porscheclubgbg.com) with membership and vehicle details.

### OLDTIMER GRAND PRIX AT THE 'RING

With a footfall of more than 60,000 and an outstanding starting field, the AvD Oldtimer Grand Prix is one of the biggest and most popular vintage car racing events in the world. Now in its 45th year, the experience provides a spectacular and unique journey through more than seven decades of motorsport history. The event takes place at the Nürburgring from 11th-13th August. Day or weekend passes can be ordered online at [bit.ly/oldtimergp](http://bit.ly/oldtimergp)

### CANFORD CLASSICS PULL-IN #4

Now in its fourth year, this meet and greet organised by the guys at prestige Porsche restoration specialist, Canford Classics, has become a 'must do' event for owners and fans of vintage Porsches. Offering the chance to see some magnificent motors (and amazing works in progress) up close, the informal half-day of fun takes place Saturday 26th August, 9am-1pm, at Canford Classics base in Dorset. As if you needed any more convincing, there will be coffee and bacon baps on offer too! To register your attendance, email [dominique@canfordclassics.co.uk](mailto:dominique@canfordclassics.co.uk)



## OPC Hatfield 914 project begins

Porsche Centre Hatfield has just announced the start of an exciting new restoration project. "It's a 914 that's covered what's thought to be a genuine 34,000 miles," explained Centre Principle, Mark Goody. The car has spent much of its life in Washington State, USA, being cared for by Audi and Porsche specialists. Now in Hertfordshire, it's in the custody of Mark's Porsche Classic Partner team who plan to use the 1.8-litre roadster to showcase their considerable talents. "We'll get the car up and running, take stock and then decide which direction to take the project," Mark told us. "I want keep as much original equipment as possible, but I'm open to the idea of sensible modifications if the build will benefit from them," he said. We'll keep you updated as the project progresses. In the meantime, pop along to Mark's showroom where you'll be able to see the car on display. Visit [porschehatfield.co.uk](http://porschehatfield.co.uk) for directions and contact info.

## RPM Technik expands with special projects department

Hertfordshire-based Porsche service and sales specialist, RPM Technik, has launched its Special Projects department, producing a limited number of hand-built and unique Porsches in an all-new fully equipped building. These completely bespoke cars will be built to customer specification. Technical Director, Ollie Preston, explains: "A growing number of our company's clients are after bespoke, hand-built cars that make use of the finest materials and the very best automotive components. Right now, the most popular request is for a retro-look 911 using a 964 or a Carrera 3.2 as a solid base vehicle. The remaining specification is left to the customer's creativity. If they can imagine it, we will build it!" For further information, take a look at [rpmtechnik.co.uk](http://rpmtechnik.co.uk)



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# Smuggler's box

## PORSCHE CLASSIC RADIO NAVIGATION SYSTEM

Classic exterior, high-tech interior. The new version of Porsche's popular 4x45W Radio Navigation System is an OEM design suitable for all classic models (transaxle family and air-cooled cars from 911 F to 993) equipped with a single DIN dash slot. Operated via knobs, buttons and a colour touchscreen, the unit features the latest navigation technology, includes Porsche-specific points of interest and integrates with your car's factory-fitted speaker system. Users can choose route guidance in 2D, 3D or as a basic arrow. An integrated Traffic Message Channel (TMC) lets you know what's happening up ahead, while interfaces for iPhone, iPod, USB and auxiliary enable seamless connectivity with your mobile device. Telephone functionality via Bluetooth includes phonebook data transfer, while internal and external microphones provide 'hands free' call operation. Porsche carried out extensive testing of the unit's 'user friendliness' at the Technical University in Munich, trials that confirmed accurate routes for more than forty countries (regular updates of map data are available in no fewer than twenty-seven navigation languages). Best of all, Porsche parts retailer, Design 911, is offering this trick bit of kit at a reduced price for a limited time!

**Price: £1003.55**

[www.bit.ly/radionav](http://www.bit.ly/radionav)





## LEATHER BELT

Just splashed out on a new Porsche and feel the need to tighten your belt? Do we have the product for you! This espresso-coloured leather belt from Porsche's official lifestyle collection is length adjustable up to 120cm. It features a 35mm wide strap and a black buckle, plus embossed branding. Your trousers have never been cooler.

**PRICE: £80** [www.bit.ly/porschebelt](http://www.bit.ly/porschebelt)



## SPORT CLASSIC WATCH

Porsche's Sport Classic chronograph watch features a Ronda quartz movement with thirteen jewels and a waterproof casing. Luminescent hands, a stopwatch function and split-time measurement are packed into a satinised case made from toughened aluminium. Extra-hard glass with anti-glare ensures clear visibility.

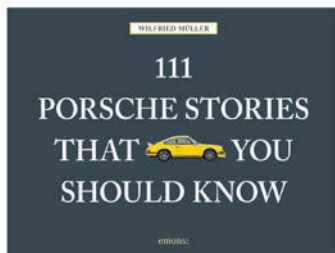
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## 111 PORSCHE STORIES THAT YOU SHOULD KNOW (BOOK)

Stunning cars, brilliant visionaries, adventurous race drivers. In this fantastic hardback book (spanning 306 pages), automotive historian, Wilfried Muller, presents 111 milestones in Porsche history, showcasing championship-winning cars, profiles on key Porsche personnel, tales of secret prototypes and stacks of fascinating photos from the manufacturer's archive. Essentially a collection of fun facts and trivia relating to Porsche, each story spans a double page spread (one page of text, another filled with a rare photograph). If you have an interest in Porsche, sports car racing, Formula One and/or the history of performance motoring in general, then this superb coffee table tome will undoubtedly tickle your fancy. There's bound to be information buried within that astounds even those of you who think you know everything there is to know about Porsche. Do yourself a favour and order a copy today.

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## ZIMMERMAN BRAKE DISCS FOR 911 (930) TURBO

When it comes to slowing your classic 911 Turbo, you need to feel comfortable with the hardware you've invested in. With this in mind, the guys at German brake component manufacturer, Zimmerman, have developed a range of performance discs to empower owners of 930 Turbos with confidence when they're on the road or at the track. Sold individually by Porsche parts specialist, Heritage Parts Centre, and featuring a directional drilled pattern, each rotor is made under strict OEM guidelines with meticulous attention to detail. Run them in conjunction with upgraded pads or Heritage Parts Centre's range of factory-spec TRW parts.

**Price: £154.95 per disc**

[www.bit.ly/turbodiscs](http://www.bit.ly/turbodiscs)

## SPARK 1:43 1983 LE MANS 928

In 1983, the Dunlop-shod 928 S driven by Raymond Boutinaud, Patrick Gonin and Alain le Page steamed its way around Le Mans dressed in a peculiar livery featuring Glasurit and Valero corporate branding. Running with the number 97, the team finished the legendary French endurance race, but failed to make official classification due to being unable to cover the minimum distance required of Group B cars. With unfinished business to deal with, the same 4.7-litre GT returned to Le Mans in 1984, achieving 22nd overall (the last car running). Presented here in 1:43 scale, this resin 928 from model maker, Spark, is supplied on a presentation plinth in a Perspex case slipped inside official Porsche Museum packaging. Visit the Racing Models website for further information.

**Price: £42**

[www.bit.ly/lemans928](http://www.bit.ly/lemans928)





## MARTINI CAR COVERS

Design 911 is currently providing Porsche owners with cool indoor car covers made from breathable, anti-static material decorated with classic Martini Racing graphics. Available to suit a range of different 911s, each cover is the perfect choice for those of you who want to keep the dust off your pride and joy while it's in the dry.  
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## KROWN SHAMPOO

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## PILOTI 'LIGNE' LE MANS FOOTWEAR

Hot on the heels (geddit?!) of Piloti's 'Circuit' Le Mans driving shoe comes 'Ligne', a mid-cut driving boot handcrafted in Italy and inspired by the era of gentlemen racers. Made from subtly distressed Italian leather with stitching reminiscent of vintage race footwear, these beautiful brown boots feature an ankle strap with an embossed 24 Heures du Mans logo. There's a tongue decorated with a woven French flag too. A 100% leather upper sits above an 80% rubber, 20% leather Campione sole, with UK sizes ranging from 6.5 through to 12.5. As with all Piloti products, the attention to detail and high quality of these boots will be a big hit with fans of fashionable footwear, qualities that allow 'Ligne' to be worn in and out of your car as either casual street style or hard-working racing equipment.

**Price: £385**  
[www.bit.ly/pilotiligne](http://www.bit.ly/pilotiligne)



## RENOVO LEATHER REVIVER

Not only does old, tired and faded leather ruin the overall look of your car, it can negatively affect resale value. In contrast, well maintained upholstery is considered to be a significant plus point. Cleaning and reviving the colour of black leather needn't be as challenging as you might think. Enter Renovo Leather Reviver. This new and unique formulation not only re-colours black leather, but it also contains a UV light inhibitor that prevents colour fade and dry hide. What's more, the product features an anti-bacterial agent that protects against superbugs. Easy to apply and able to deliver outstanding results, each 200ml tub can be bought for less than thirteen quid. Bargain.

**Price: £12.95**  
[www.bit.ly/renovoreviver](http://www.bit.ly/renovoreviver)



## URO ALUMINIUM SUN VISOR CLIPS

After years of use (while being baked by UV light), OEM Porsche plastic sun visor clips are known to crack. This damage allows sun visors to flap around freely. Heritage Parts Centre has stocked up on URO aluminium bodied replacement parts finished in black powdercoat. Featuring a polished steel pin that slides into the sun visor, these uprated clips remain unaffected by harmful UV rays. Able to withstand extremes of temperature, they're the perfect upgrade for this small (but essential) cabin component. 912, 914, 924, 944, 964, 993 and most classic 911 models are catered for.

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# DOUBLE TAKE

We visited Porsche Centre Hatfield and spent time with two recently restored 928s that aren't as different as they might seem

WORDS **Dan Furr** PHOTOGRAPHY **Howard Langston**







Even those with only a fleeting interest in Porsche products will have been unable to escape the fact that this year marks the 928's fortieth birthday. To celebrate this significant anniversary, Porsche Cars GB (PCGB) and its four Classic Partner Centres (Hatfield, Leeds, Swindon and Glasgow) are racing a specially-prepared 928 in the Historic Sports Car Club's '70s Roadsports Championship.

The project comes hot on the heels of PCGB's 924 GTP restoration, a Le Mans racer that featured on the cover of last month's issue of *Ultimate Porsche* (order your copy today at [bit.ly/legendsoflemans](http://bit.ly/legendsoflemans)). In a further highlight, the driver piloting the 928 around some of the UK's best-loved racing circuits is none other than celebrated 1970 Le Mans winner and Porsche brand ambassador, Richard Attwood.

The 928 charged with the task of carrying the man who clinched our favourite manufacturer's first overall win at Le Mans started life as one of the earliest Porsche V8s to land on British shores. Packing a 4.5-litre lump and loaded with a rare five-speed manual transmission, the car was sourced for PCGB a few months ago by John Bradshaw, top dog at Manchester-based Porsche-approved body repairer, Road and Race Restorations.

"The car was advertised in a classified on [racecarsdirect.com](http://racecarsdirect.com)," explains John's son (and the land shark's test driver), Tom Bradshaw. "It had been with its previous owner for ten years. It was already equipped with a roll cage and various other track-oriented parts thanks to time it had spent being used for club racing. Nevertheless, after arriving in our workshop,

every one of the front-engined GT's mechanical components was inspected before being restored, repaired or replaced."

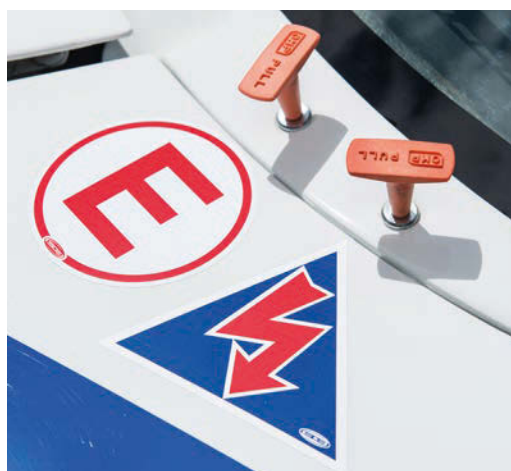
Substantial gearbox wear demanded the purchase and installation of a replacement unit. The car's engine was rebuilt. New suspension components were ordered direct through Porsche. Bodywork was stripped, reconditioned and resprayed, while a new bucket seat, an up-to-date fire safety system, various gauges, and a lap timer were installed. In every respect, the modifications applied adhere to the rules laid out by the racing championship.

Talking of which, extra weight needed to be added in order for the car to comply with series regulations. As most petrolheads know, the quickest way to make a car faster is to ditch as much of its bulk as possible, so you'd think that saddling the white wonder with more mass would put it at a disadvantage! As Attwood's guest column in our last issue outlined, however, the heavy nature of the 928 (when compared to the nimble Lotus, Datsun, TVR, Lancia and Alfa-badged belters it's going up against) acted as downforce in the wet during the competition's first round at Silverstone Circuit. "The lighter machines on the track had to take it easy for fear of losing traction, whereas the 928 could hammer through the rain without concern. At race end, we'd finished third overall. A fantastic and somewhat unexpected result!" he grins.

For the 924 GTP project, each of the four Classic Partner Centres had a 'hands on' role in the restoration of the car. When it comes to the 928, technicians from each site are tasked with providing storage and transportation before acting as pit crew whenever the retro racer is scheduled to be doing battle at a venue ➤

### Living legend

Richard Attwood is a former F1 driver who raced for BRM, Lotus and Cooper, competing in seventeen world championship GPs. His most celebrated success came in 1970 when he won the 24 Hours of Le Mans as a works driver piloting a Porsche 917. He came out of retirement in 1984 to race a 928 for Brumos in the 24 Hours of Daytona, and to drive for Aston Martin at Le Mans. He once owned a 917 which was used in the film, *Le Mans*.



**This page** Attwood's efforts kick-started the restored 4.5-litre 928's run of podium finishes in the HSCC's '70s Roadsports Championship



» in their region. “A lot of work goes into the preparation and maintenance of the car for practice, qualifying and racing,” confirms Porsche Centre Hatfield head honcho, Mark Goody. No fewer than four of his technicians were called upon to take care of the GT before, during and after it finished third overall (is there a theme developing here?!) at Brands Hatch earlier this month. At the time of writing, the car joins the 924 GTP as one of the star attractions in the Hertfordshire main dealer’s showroom, but a quick glance across the impressive facility highlights the fact that this isn’t the only 928 Mark’s talented team has had a hand in affording a new lease of life.

We are, of course, talking about the Crystal Green Metallic S2 restored as a joint venture between Porsche Centre Hatfield and London-

based Porsche-approved body repairer, M&A Coachworks. “PCGB asked each of its fifteen recommended repairers to source and restore a front-engined Porsche to mark the fortieth anniversary of transaxle models,” says M&A marketing man, Mario Thrasyvoulou. “We knew of an interesting S2 that had been traded in part exchange against a new vehicle at Porsche Centre Hatfield’s sister branch in Mayfair. The car had only one owner from new. The gentleman’s parents had bought it for him as a twenty-first birthday present back in 1986! In short, its status as a low mileage 928, not to mention the tight deadline dictated to us by PCGB, encouraged us to use this car as the platform for our restoration project.”

Best described as ‘tatty’, the car had been left exposed to the elements for a significant

**Above** The attention to detail and quality of components used in the restoration of this S2 is second to none

period of time. Its bodywork was in a bad way, its paint was heavily faded and its cloth interior had deteriorated. When it came to evaluating the condition of the car's mechanical equipment, there was no cause for concern due to recorded low mileage, but much like Attwood's racer, an overhaul of the nuts and bolts was deemed desirable in order to get the green machine back to its absolute best.

"Mark's guys took care of the mechanical work while the M&A Coachworks team restored the car's body and interior," continues Mario. The S2's shell was stripped bare, but reassembly wasn't as straightforward as you might think. For a start, many incidental items (various hinges, clips and brackets) that were identified as missing or past their best weren't available to order new from Porsche. This left Mario's men with no choice but to hunt for good quality used replacement parts. Fortunately, Fraser Pemberton, owner of the 928 Polizei tribute that featured in our last issue, came to the rescue. His company, *mr928.com* is regarded as being the UK's leading supplier of top-notch used 928 parts, and he didn't disappoint when the M&A crew presented him with a lengthy shopping list!

Making life even more difficult than missing parts was a notable absence of reference material relating to the wiring of the car's electrical equipment. "Porsche's official electronic repair methods database doesn't cover the 928, meaning that I had to source an eight-volume hard copy workshop manual for us to dissect!" howls Mario. "The aforementioned missing parts, an initial lack of wiring diagrams and little in the way of any other reference material was definitely the biggest challenge we faced on this project!" he smiles.

Thankfully, revitalising the car's interior proved to be a comparatively hassle-free pursuit. Period-correct cloth was

**Right and below** Every aspect of the Crystal Green GT is flawless, from its 'better than new' interior to its smooth delivery of immense power



### Time machine

Even today, the 928 is a grand tourer like no other. Only a quick glance is all that's required to clock extraordinary styling that refused to adhere to the fashions of the time it was conceived. Think about it: the vast majority of cars built during the era of the 928 look as though they've been designed with a ruler! No such sharp angles here. Instead, Porsche amazed the world with a V8-powered GT that looks futuristic even by today's standards. It was a true 'clean sheet' design, taking nothing from the air-cooled cars that came before it (well, apart from that distinctive 'Stuttgart' bonnet crest!).



» sourced from Germany before being expertly applied to the seats and door cards. New bolster inserts, a new headlining and new carpets (decorated with laser-etched commemorative labels) were installed. The car's steering wheel was re-trimmed. A Porsche Classic Radio Navigation System was also added, a requirement of the project dictated by the manufacturer's desire to promote its 'classic exterior, high-tech interior' infotainment head unit designed specifically for modern classics.

Before cabin furniture could be applied, the car's shell was resprayed in four layers of basecoat topped with two layers of clear coat. The achieved depth of colour is amazing, and is accentuated by the reapplied spoilers and beautifully restored staggered wheels that sit in front of rebuilt calipers and refreshed suspension. "It's great for the guys in the M&A workshop to get involved with a project like this," suggests Mario. "Most of the jobs they do on a day-to-day basis are accident repairs. The 928 was a breath of fresh air that got all of us excited!" he beams.

The same can be said for Mark's gang who relished the opportunity to work on the car's engine, transmission and exhaust system. "Unlike many Porsches of a similar age, the inner workings of this car didn't require a full restoration. Even so, many of the technicians working at Porsche Centre Hatfield are 928 fans who loved getting involved with such a fantastic project," he tells us.

Along with restorations carried out by the UK's fourteen other Porsche-approved body repair centres, the finished Crystal Green grand tourer was unveiled at Silverstone Circuit's Porsche Experience Centre in advance of being



**Top** These 928s are cut from the same cloth, but have very different intended uses

**Above** Three truly amazing Ultimate Porsche feature cars parked alongside one another in Porsche Centre Hatfield's impressive showroom

shipped to Germany where it took part in a special coming together of transaxle models at the Nürburgring. The minty fresh S2 lapped the Green Hell behind Le Mans legend, Derek Bell, who was leading a parade of water-cooled classics at the Oldtimer Grand Prix from within the cockpit of the restored 924 GTP.

Seeing these two extraordinary four-wheelers either side of the Attwood 928 in Porsche Centre Hatfield's showroom today is a sight to behold, and one that ably demonstrates how all road-going Porsche sports cars can rightly be regarded as tamed racing machines. And with a bulging calendar of rounds lined up for the '70s Roadsports Championship, it's safe to say that the model's fortieth birthday celebrations show no sign of slowing down any time soon. Long may they continue!





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# Andy Wexham

If you like working on cars, then vintage metal from Stuttgart is “mechanical bliss”, says Porsche Classic Technician, Andy Wexham. And he should know...

The first Porsche I worked on was a 1973 911 RS 2.7. My instruction went something along the lines of “chuck a rear silencer on that, mate.” I was in my mid-twenties and had recently made the change from being a time-served Master Technician at Nissan to playing with old Porsches at an independent specialist. I had an appreciation for classic cars, but it wasn’t until I took that RS out for a test drive that my love for them (specifically Porsches) clicked.

I must have travelled no further than a mile before I realised I was in automotive Utopia. The car wasn’t super-fast (well, not compared to some of the modern stuff I was used to driving at Nissan), but the noise was immense. The connection between myself and the 911 I was in charge of was immediate. I loved every minute of that drive, and I’ve never looked back.

Working on the various vintage vehicles that rolled into the workshop I was stationed at was massive amounts of fun, especially if the cars in question had an RS badge attached to them! To me, classic Porsches are mechanical bliss, which is why I jumped at the chance to join Porsche Centre Leeds in advance of its appointment as a Porsche Classic Partner Centre. I’ve been involved in some amazing projects since joining the business, not least of all a 930 Turbo restoration that my colleagues and I carried out in our own free time, volunteering to get stuck in for the love of being able to bring new life to what might have otherwise have ended up being a neglected classic. The build was part of Porsche Cars GB’s ‘Turbo & Targa Restoration’ challenge back in 2014.

Another PCGB project I was thrilled to be a part of was the restoration of 924 GTP chassis 002, as featured on the cover of the August edition of *Ultimate Porsche*. The undertaking was a promotional exercise to highlight the great work the Porsche Classic Partner Centres (Leeds, Hatfield, Glasgow and Swindon) are capable of, showing owners of air-cooled and transaxle Porsches that we have the skills and expertise



in-house to take care of their cars. It’s not just modern vehicles that Porsche Centres want to keep on the road!

In what must seem as though I take my work home with me, I’m currently in the process of restoring a 914. The car is completely rotten, but I want to return the two-seater to the road by the start of next summer. Wish me luck!



**Above** 924 GTP chassis 002 was a Le Mans racer being stored in the belly of the Porsche Museum until Andy and his Classic Partner Centre colleagues treated it to a comprehensive restoration



***I’ve been involved in some amazing projects, not least of all a 930 Turbo restoration***



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# Caesar Barton

Comprehensive user interfaces and selectable driver modes might sound like inviting prospects on a new car, but Barton wants to know what's wrong with simply getting in the driving seat and hitting the gas?

For those accustomed to the Anglicised or American interpretation of Italian food, eating in Italy can be a revelatory experience. Of course, pizza and pasta are very much cornerstone dishes, but it's the execution of them in their home country that's different. The former provides an excellent example of what I'm banging on about; in the USA, pizzas are often gut-busting stodge-fests, whereas an authentic Neapolitan-style pizza consists of little more than a thin base and a topping of lightly scattered tomato, mozzarella and basil (red, white and green, just like the Italian flag!). Quite simply, the 'less is more' approach of keeping to a modest number of quality ingredients allows key flavours and textures to be experienced without the interference of unnecessary additives.

As controversial as this might sound, I think the same can be said of Porsches. I'm sure there are those who will tell me that the very latest 911 Turbo S Cabriolet is the road-going equivalent of a Lockheed SR-71 Blackbird, and I'd be lying if I said I wouldn't like to have a go at driving one in anger, but I can't help feeling that the model's all-wheel drive, PDK 'box, folding roof and dual turbochargers are the automotive equivalents of overpowering ingredients thrown onto a pizza. In the case of the new 911 Turbo, it'd be deep pan. Fine if you like spicy meat feasts, but not quite a classic Margherita, is it?

In my opinion, the best Porsches deliver undiluted driving delectability. I know that forced induction exists across the range, and I'm sure that the adoption of a seven-speed gearbox seemed like a good idea when it was suggested in Stuttgart, but modern Porsches are far too tech-laden for my liking, requiring too much driver input to navigate a wealth of user interfaces that make little sense to anyone other than the fella that designed them.

Of course, the fact that you've read this far into *Ultimate Porsche* means that you're well aware that we don't really do 'new'. Part of what we love about classic Porsches is their ability



to make us feel as though we're an extension of them. We hop in, we fire up, we pull away. There are no 'driver modes' to choose from, no trying to decipher infographics, just a connection between driver and car. It's one that owners of air-cooled classics will be only too familiar with, but I think it's fair to say that owners of transaxles feel the same way. Raw driving pleasure.

Should you ever find yourself in Italy, perhaps deliberating in a gelateria over which flavour ice you should choose, then take my advice and imagine you're picking out your next Porsche. You'll never regret opting for simple vanilla. After all, less is very often more. Stick with the classics!

**Above** Is a simple 911 (like this gorgeous 911S) any less appealing than a brand new sports car loaded with digital trickery?



***In my opinion, the best Porsches deliver undiluted driving delectability***



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# Porsche people





# “I bought one of the best cars I’m ever likely to own”

Greg Harm’s love of the 944 Turbo Cabriolet trumps enthusiasm he has for the other Porsches in his life

**WORDS Dan Furr PHOTOGRAPHY Adrian Brannan**



# Porsche people



IT'S **EASY TO ARGUE** THAT LUGGAGE SPACE AND PRACTICALITY ISN'T HIGH ON THE AGENDA **WHEN GREG BUYS A CAR!**



DRIVER

Q&A



**GREG HARM**

**First Porsche**  
944 Turbo Cabriolet

**Favourite Porsche**  
944 Turbo Cabriolet

**Best thing about your 944 Turbo Cabriolet**  
It's everything I want from a sports car

**Worst thing about your 944 Turbo Cabriolet**

Open air motoring means I can't avoid the horrible smells produced by the working farms near where I live!

Near to where the A1 crosses the River Tyne – little more than a stone's throw from Gateshead Millennium Bridge – lies Grande Tyres, the black circle retailer owned by Porsche Club GB North East (Region 3) administrator, Greg Harm. Each day, cars roll into his workshop on the hunt for fresh rubber. Occasionally, the people driving them display signs of extra sensory perception, a condition that presents itself as an irresistible urge to chat all things Porsche as soon as Greg is within earshot. Now and again, the conversation leads to him buying the customer's car!

"I didn't set out to amass a collection of Porsches," he smirks, "but sometimes a car presents itself as an opportunity too good to be missed!" This is certainly the case with his

924, an Alpine White Le Mans lookalike that he bought back in 2015. "One of my customers was telling me about a VW Beetle restomod project he was involved with. He said he was interested in selling his 924 to fund completion of the Bug build. He grabbed my attention when he told me the 924 in question was dressed in Le Mans stripes and had covered just 58k miles!"

Porsche made 1002 924 Le Mans special editions in 1980. Decorated with German tricolour keylines and Le Mans lettering printed on each wing, these cars feature four-stud Turbo-style wheels, uprated dampers, a rear anti-roll bar and a Turbo rear spoiler. Only 100 right-hand drive models were made for the UK, each packing the 924's standard 125bhp engine.

The telltale sign that gives Greg's 924 away as a Le Mans tribute is its A-plate (indicating that it was registered in 1984) and the lack of white piping on its black pinstripe seats. ➤➤

**Above** Greg's Le Mans tribute's low mileage has ensured excellent mechanical condition



## Porsche people

» « “I’m led to believe that Le Mans sticker kits were available to order as a standalone item over the counter from Porsche main dealers many moons ago. The guy I bought my 924 from told me that the graphics, wheels and spoiler were already in place when he first laid eyes on the car in 2003,” he says, before pointing out that irrespective of the presence of special stickers, it was the transaxle’s fantastic condition and low mileage that piqued his interest. Not that this was his first Porsche...

Regular readers will recall the Guards Red 944 Turbo Cabriolet that appeared on the cover of the July edition of *Ultimate Porsche*. Just like the 924 Le Mans, the drop-top was produced in limited numbers; Greg is lucky enough to own one of the 100 right-hand drive 944 Turbo Cabriolets built and split between the UK, Japanese, Australian and South African markets. “I was on the lookout for my first Porsche,” he recalls. “Every club event I attended was rammed full of 911s. I love air-cooled cars, but I wanted to buy something different to the norm. A friend took me out in his 944 Turbo. I was impressed by the car’s performance and how well it drove, qualities that encouraged me to check the classifieds for an example to call my own.”

### NEW HORIZONS

It was while scanning online ads that he discovered the existence of the Cabriolet variant of the turbocharged transaxle. As a fan of open-top motoring, he immediately fell in love with the model, beginning a year long search that concluded with the purchase of the bright white stunner he’s in possession of today. “I drive it everywhere!” he announces. “It’s such a useable Porsche. It’s quick, it’s comfortable and it handles brilliantly. The long drive from the car’s previous home in Plymouth to where I live near Newcastle was all it took for me to determine that I’d bought one of the best cars I’m ever likely to own!” he grins. That’s quite a statement from a man who owns a selection of sports cars (including a rare Jaguar F-Type Project 7) that most would love to see sitting on their driveway, but don’t think realising his dream of buying a 944 Turbo Cabriolet meant that he was done adding to his pile of Porsches.

One of the 944’s wings was in need of corrective paintwork, a complaint that led to its stay at a Porsche-approved body shop. By this time, Greg and his wife, Deb, were heavily involved in Porsche Club GB activities, but the 924 was registered SORN, meaning that the 944’s absence left them without a car to take to club events. There was only one

»





**Above** 944 Turbo Cabriolets are commanding a premium at auction right now, with recent sale prices closing in on forty grand per car (and that's without the brilliant reg plate that's strapped to each end of Greg's drop-top!)

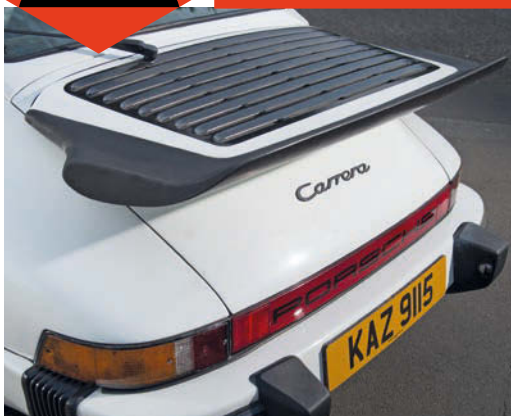


### Lifting the lid

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.



## Porsche people



» thing for it. “I bought a 968!” laughs Greg. “Deb didn’t like its Tiptronic transmission, so we sold the car eight months later. Even so, it came in handy when we found ourselves at loggerheads with the body shop that worked on the 944,” he sighs.

All appeared to be well after the Cabriolet returned from its stint in the spray booth, but bubbling paint reappeared just two weeks later. Rather than carry out a proper repair, the body shop had simply sprayed over what they were presented with! To make matters worse, they went into liquidation almost as soon as Greg noticed the problem. “I couldn’t believe it!” he gasps. Fortunately, Porsche Cars GB stepped in to assist. “The guys in Reading couldn’t have been more supportive. Porsche-approved bodywork comes with a warranty, so the mess was sorted after Lloyd Bodyshop in Newcastle was appointed as an approved repairer. I’m very grateful for all the help I received.”

### IRRESISTABLE URGE

A Boxster 2.7 came and went after the 968, as did a 3.2 S Anniversary Edition. Both cars made way for Greg’s first 911. Taking the form of his third white Porsche (“white is the new black!”), the 1980 SC was originally painted Kalahari Beige. Club members told the tyre man about the car, a mechanically standard three-litre narrow-body that had been sitting motionless on its elderly owner’s driveway for a number of years. Unable to resist knocking on his door, Greg expressed an interest in buying the car, an enquiry that led to his name appearing on its logbook a short while later.

The mountain of paperwork that accompanied the air-cooled classic showed that it had an interesting history, a story that involved it being stolen and recovered at some point in the distant past. The car was then painted white, although Greg plans to reinstate its factory colour in the not too distant future. In



the meantime, he’s busied himself with yet more Porsche purchases!

A black 996 was bought to act as a Grande Tyres promotional tool. It’s currently wrapped satin black with red and white company branding, but not so long ago, it was covered in iconic blue and green Falken livery matching the appearance of the famous tyre manufacturer’s competition sports cars. Despite its formerly race-ready appearance, however, the car is a Carrera 2 in a standard state of tune.

Looking at Greg’s collection of modern classics, it’s easy to argue that luggage space and practicality isn’t high on the agenda when he buys a car. That all changed when he took Deb to Porsche Centre Newcastle with the intention of collecting the brand new Macan they’d ordered. “We had a lot of fun configuring the car online before going to grab its keys, but we weren’t prepared for how small the Macan is in the metal! The guys at the dealership »





## 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 your garage? We want to know about them! Use a 924 as your daily while your 356 stays out of the rain? Tell us more! Use Dan's contact details (they can be found accompanying his introduction to this edition 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** 1980 911 SC was a lucky find and is the third car in Greg's rapidly growing collection of white Porsches

**Right** 996 Carrera 2 was formerly dressed in Falken Tyres racing livery





# Porsche people



» suggested we take a look at a new Cayenne instead. Our initial concern was that the model seemed too big for our needs, but after talking it through, we decided to take a black S E-Hybrid for a test drive.”

The super-SUV immediately impressed, and was soon part of Greg’s rapidly expanding collection of Porsches, although he admits that the three-litre cargo carrier is his family’s workhorse, taking care of day-to-day running around. That said, it has proved useful for carting stands, flags and gazebos to and from the shows he organises, although he’d much prefer to be attending as a punter in his beloved 944 Turbo Cabriolet!

What about that black Boxster? “That’s Deb’s car,” he smiles. “I promised her an S 3.2 for her fiftieth birthday last year. We finally got around to buying one a few weeks ago. It’s been well maintained and is in excellent overall condition,” he confirms. Does this mark the end of his apparent determination to own one of the North East’s most eclectic collection of Porsches? “I’d love a 356, and I’m keeping a very close eye on what’s happening with the forthcoming 911 Speedster.” That’ll be a resounding ‘no’, then!

Regardless of which models come and go from Greg’s lockup, you can be sure that his 944 is the one Porsche he owns that isn’t going anywhere. It’s a fantastic example of a modern classic, and a car that’s encouraged him to start a Facebook page ([facebook.com/944turbocab](https://www.facebook.com/944turbocab)) in the hope of bringing together owners of the rare drop-top. Heck, it might even inspire you to acquire a 944 of your own. Either that or Greg might end up buying yours!

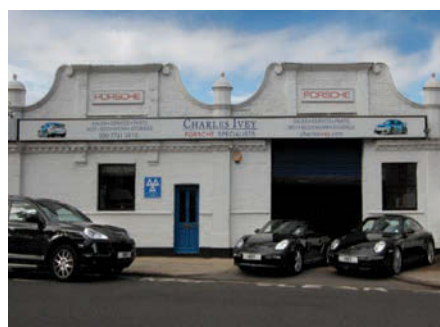


**Above** Greg assures us that the ‘three black, three white’ theme wasn’t intentional!

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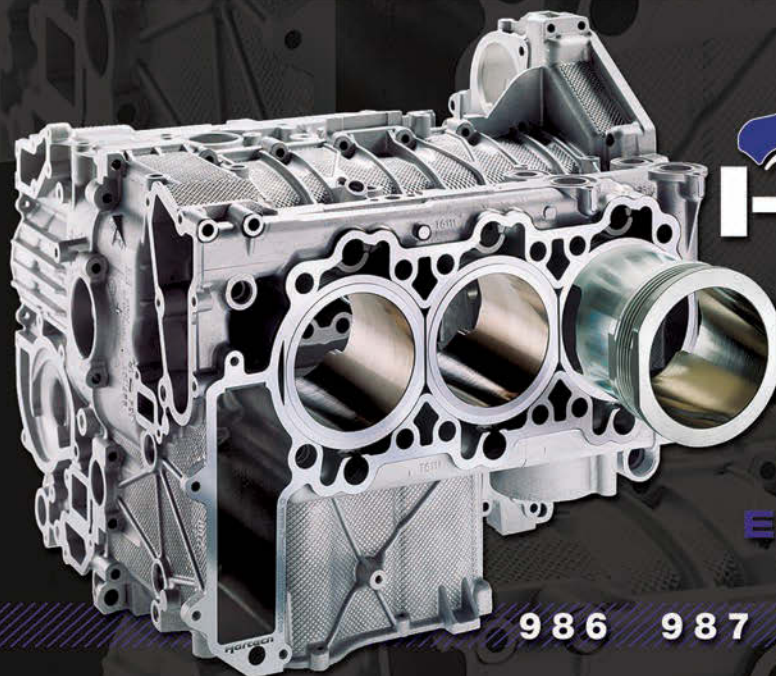
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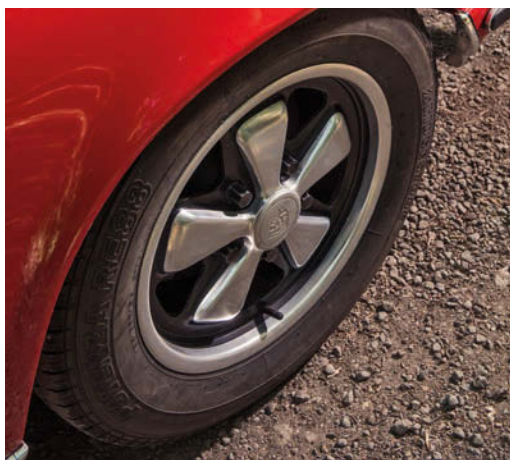


**In the second part of our guide to understanding alloys, we look at the different properties and methods used to make wheels, as well as the finishes that keep your classic Porsche's rims looking tip-top...**

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# Reinventing the wheel

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## ALLOY COMPOSITION

Most manufacturers keep the materials used in the composition of their wheels a closely guarded secret, although it's true to say that the most common ingredient is a derivative of aluminium alloy known as 'LM9'. This compound includes copper, silicon and titanium. It's light and strong, making it perfect for regular motorsport and fast-road use.

It's possible to make wheels from other materials, including magnesium or carbon-fibre. Magnesium wheels can be as much as 30% lighter than alloys, meaning that more material can be used to create greater strength without increasing overall weight. This

**Above** It doesn't matter what Porsche you own, or what wheels you've fitted, every alloy needs to be looked after in order to maintain its looks, performance and ability to dissipate heat

explains why magnesium wheels were so popular with motorsport teams during the 1980s and 1990s. There are, however, drawbacks. For a start, magnesium is porous and highly combustible. The material has to be carefully stored, and wheels made out of the stuff have a short shelf life before they need to be replaced. They're banned in many modern motorsport environments on the grounds of safety.

Carbon-fibre wheels are exceptionally light and strong, but the astronomical cost of production means that they're seldom used on anything other than big budget sports cars or vanity projects. ➤➤



## CAST ALLOYS

The vast majority of alloy wheels will have been produced using a casting method. This process is relatively inexpensive compared to other means of manufacture. It's easy to control and allows for quick production, keeping the price of the finished wheel low.

There are two main casting methods used in alloy wheel production: gravity casting and negative pressure casting. Gravity casting involves pouring molten alloy into a mould and allowing it to cool. Once cooled, the mould is opened and the cast wheel is removed. So far, so good.

Negative pressure casting works in a similar way, but instead of pouring molten alloy into a mould with a gravity cast system, it's drawn up into the mould using a high-pressure vacuum. This helps to eliminate gas that can sometimes get trapped as a result of the casting process, resulting in a stronger wheel that's less porous.



**Your Porsche's alloys need to be coated or treated to ensure they can cope with the muck they'll encounter out on the road**



## FORGED WHEELS

Unlike casting, forging an alloy wheel doesn't involve melting the alloy into a liquid state. Instead, the forging process uses intense heat (to make the alloy malleable) and enormous pressure to push an ingot of alloy into the shape of the wheel.

One of the main advantages of the forging process is the way it affects alloy's grain structure; the ingot would have been cast, and as such, the grain structure will be non-directional. Effectively, it would be as it landed when poured during the casting process. With huge pressures during the forging process pushing the material in the desired direction, the grain structure is manipulated to provide hugely improved strength.

This process also means that the grain structure can be forced to run from the centre of the wheel outwards, along the wheel's spokes and not always in the same direction. This is largely the reason why a forged alloy is up to three hundred times stronger than a regular cast wheel.

When the forging process has forced the alloy into a wheel-shaped blank, the blank can be machined into the final product. This is usually carried out by a CNC milling machine and involves turning the wheel to the final dimensions. The spokes are milled, as are the bolt holes at the required PCD and the mounting hub at the required offset. See our last issue for info regarding measurements.



## SPLIT RIMS

Split rims are made from two or three separate components. The most common split rim is a three-piece design comprising an inner rim, a centre and an outer rim.

Split rims can trace their history back to motorsport in the 1960s, when limitations to the casting process meant that wheels could only be produced with widths of around six-inches. To overcome this problem, wheel manufacturers used a cast alloy centre (modern split rims from the likes of Image Wheels use a centre CNC-machined from billet alloy) and then bolted spun aluminum inner and outer rims into place in order to form a three-piece wheel. By using different size rims, it was easy to alter the width and offset of a wheel to suit your requirements.

It's also possible to buy a two-piece split rim, where the centre includes the inner or outer lip of the wheel.

Split rims used to be very popular in circuit racing because they're light and will accommodate large tyres, but they're not much good for road use due to the spun aluminium being so soft (if you used a split rim on a rally stage, it'd be deformed before you reached the finish line!). Today, split rims are often fitted to older cars as a styling upgrade. They certainly look cool, but the soft aluminium rims require the driver to avoid potholes at all costs! And keeping that unprotected chrome safe against road salt and other detritus may end up with you spending more time cleaning your wheels than you do driving your car! Now, where did we put that polishing cloth...?!



## CENTRE-LOCK WHEELS

Unlike conventional wheels, centre-lock rims don't take their drive from the wheel studs. Instead, they feature a splined centre that mates to the wheel hub. Alternatively, there may be drive pegs in the hub that slot into the back of the rim. A centre-locking nut then holds the wheel to the hub. This allows for a precise and quick wheel change, ideal for motorsport applications. Before you get too excited, keep in mind that centre-lock wheels require a completely revised, one-piece hub flange (or adaptors) to make them work. They're costly and are rarely used on anything other than race cars.

## WHEEL NUT INSERTS

Due to the fact that alloy wheels are softer than the steel studs or bolts that are used to secure them, motorsport rims often feature a steel insert. This prevents the alloy wearing away against the steel studs or bolts during frequent wheel changes. The majority of production and aftermarket alloy wheels don't include steel inserts because most road wheels aren't changed often enough to require them.



## FLOW-FORMED WHEELS

A fairly recent technique in the world of alloy wheel construction is a process known as flow forming. It sits neatly between the forging and casting process and results in a wheel that's lighter and stronger than traditional cast alloys, but not as expensive as a forged wheel.

The process of flow forming involves spinning the wheel after it has been cast, with pressure then being applied to the inner barrel of the wheel while it's spinning. This stretches and compresses the alloy (similar to the forging process), thereby increasing the wheel's tensile strength and resistance to shock.

A flow-formed wheel has a higher load capacity than a traditional cast wheel.



## FINISHES

Aluminium alloys used to produce wheels offer many benefits, including strength, reduced weight and heat dissipation. The one thing they don't offer is protection from the elements! Your Porsche's alloys need to be coated or treated to ensure they can cope with the negative effects of road salt, brake dust, water, dirt, oxidation and the muck they'll encounter out on the road.

The most common finishes are paint and powdercoating, or as is increasingly the case, a combination of the two. Painting is quick, easy and relatively cheap. Powdercoating is more involved, but offers better durability and resistance to stone chips and flaking. In the case of 'Shadow Chrome', wheels are coated in a base of solid black powdercoat and then painted in a light dusting of application-specific silver before lacquer is applied.

Both paint and powdercoat finishes are great for protecting the alloy material, but they do change the finished colour of the wheel. If you want a finish of raw alloy, then diamond-cutting is the way forward. It's a process that involves using a specialist cutting machine to skim the surface of the wheel (ordinarily after paint or powdercoat has been applied) in order

to reveal fresh alloy. It's a popular finish seen in each corner of many modern sports cars. The downside to diamond-cutting is the fact that the exposed part of the wheel needs a specialist lacquer to protect it from harm. This makes diamond-cut finishes more delicate than painted or powdercoated surfaces. Special wheel cleaners must be used.

Polishing is very similar to diamond-cutting, but rather than having bare alloy machined by a cutting tool on a lathe, it's buffed and polished to a high shine before being lacquered. In some cases, this is the next step after diamond-cutting, removing score marks from the machining process to leave a high-gloss shine.

The inner and outer hoops of split rims can be left free of lacquer, but they'll require regular polishing to prevent oxidation. To get around the problem, the parts can be chrome-plated. This will help to prevent corrosion while maintaining a typical split rim look.

Another finish proving popular is spray film. Products from Foliatic can be applied directly over the top of a wheel's surface, quickly and cheaply changing its colour. Then, when you want to change back to the original finish, simply peel away the spray film!

## ALLOY WHEEL CLEANERS

If you've just splashed out on new rims for your Porsche, then you're going to want to look after them. Most alloy wheel cleaners are acid-based, and while there's no doubt that these products are effective at cutting through dirt and brake dust, covering your wheels in acid on a regular basis isn't a good idea. Moreover, it's an absolute no-go if your wheels are polished, diamond-cut or chrome-plated. Fortunately, there are plenty of specialist wheel cleaners to choose from, each with slightly different cleaning characteristics. Products such as Meguiar's Hot Rims and Auto Finesse Imperial are great for removing dirt and brake dust with little effort, while ValetPRO Dragon's Breath, Autobrite Direct Very Cherry and Power Maxed non-acidic wheel cleaner are safe to use on all wheel surfaces and coatings. Take your pick!



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# STATES OF MIND

It might not be the cleanest Porsche you've ever seen, but Matt Crooke built his 270bhp 1979 911 SC 'Rennpig' for pure driving enjoyment

**WORDS Dan Furr PHOTOGRAPHY Andy Tipping**



**MATT CROOKE**

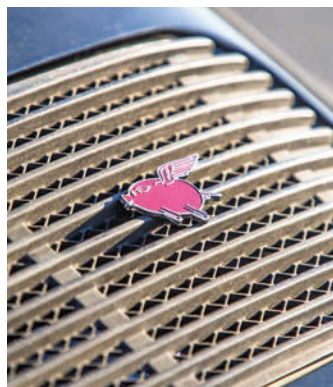
**Occupation**  
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**First Porsche**  
My 964 Turbo

**Favourite Porsche**  
The 964 RSR is the epitome of awesome!

**Best thing about your 911 SC**  
It's very aggressive

**Worst thing about your 911 SC**  
Needing to take it off the road for more work to be done



America has been an essential outpost of the Porsche empire for close to seventy years. Import business owner, Max Hoffman, introduced the 356 to the USA in 1950 after recognising that military personnel serving Uncle Sam in Europe during World War II returned home armed with love for sports cars they'd encountered across The Pond. Excited at the prospect of expanding the family business into what promised to be a lucrative market, Ferry Porsche expressed his hope that Hoffman would be able to shift five 356s a year. Aghast, Hoffman responded in typically bullish fashion. "If I can't sell five 356s per week," he said, "then I'm not interested in the Porsche business!"

One cannot underestimate the importance of America when it comes to Porsche's success story. Hoffman's efforts saw the US account for more than thirty percent of the manufacturer's global sales output within four years of the first 356 landing Stateside. Fast-forward a few decades, and the last four years have delivered record sales figures in the land of Stars and Stripes, with 2016 alone yielding more than fifty-four thousand sales of Stuttgart speed metal in the USA, and that's without taking into consideration cars bought in Canada!

Hollywood stars, including James Dean, Steve McQueen and Paul Newman, fostered a passion for Porsche, helping to establish the brand's reputation as a maker of serious sports cars. These celebrated actors promoted Porsche on the silver screen and at the race track, garnering new enthusiasts through visible involvement in motorsport (it's hard to forget

McQueen and Newman's obsession with the 24 Hours of Le Mans!). Today, a new breed of American car culture influencers is flying the flag for our favourite manufacturer. Enter Fifteen52 co-founder, Matt Crooke.

If the name Fifteen52 seems familiar, then that's probably because you've encountered a car sitting on the company's wheels. Truly worthy of the oft-misused tagline 'run by enthusiasts for enthusiasts', the firm opened its doors in 1996 as a division of Joe Hoppen Motorsport. Joe was a former director of Porsche Motorsport North America, and was responsible for entering Porsche into the Can-Am sports car racing series, meaning that Fifteen52's DNA was inextricably linked to Porsche from the get-go.

## FORGING AHEAD

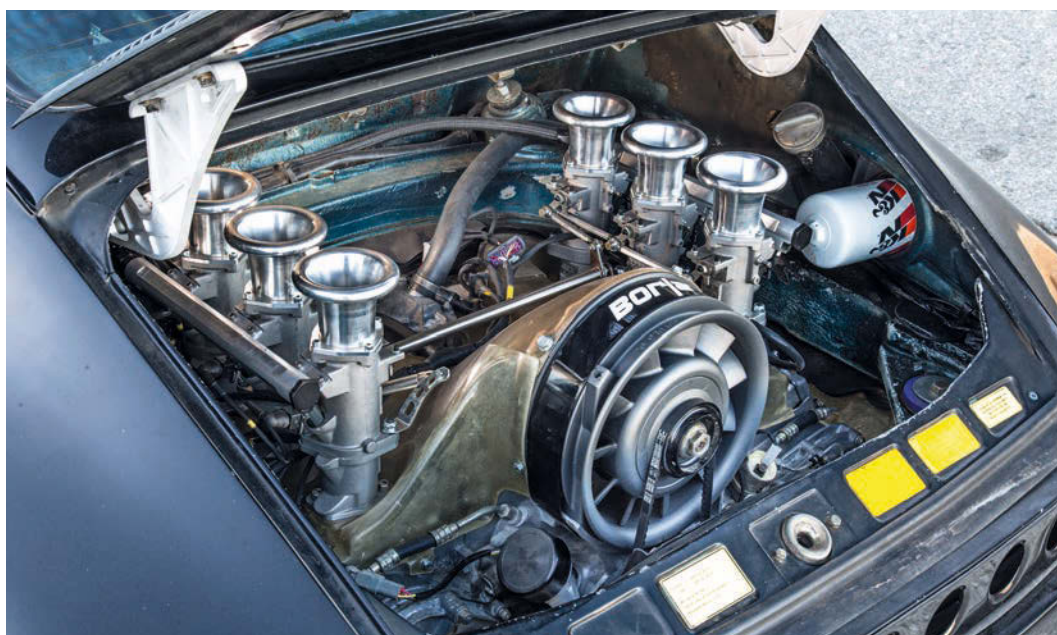
Today, Matt and his business partner, Brad Beardow, enjoy a reputation for providing distinctive cast and forged alloy wheels to owners of street and race cars spanning a wide variety of makes and models. And in what is seen as a logical progression from its immense popularity on the VW scene, Fifteen52 has become a big player in the Porsche world, most prominently through its line of Magnus Walker signature series wheels.

Matt is no stranger to Porsche ownership, and counts himself as the proud keeper of a 964 RSR tribute. It's a project that's been simmering away for the past five years and promises to conclude with the unveiling of a pristine wide-bodied monster, but like so many owners of classic cars in spectacular cosmetic condition, he's worried about hitting the road in what will be a freshly painted Porsche. While the car will undoubtedly provide plenty of smiles ➤

**Above left** 'Rennpig' takes plenty of inspiration from the 917, as can be seen by its stunning Outlaw 003 wheels

**Right** Bisimoto-built flat-six is producing 270bhp and makes use of an AEM standalone ECU





### On the job

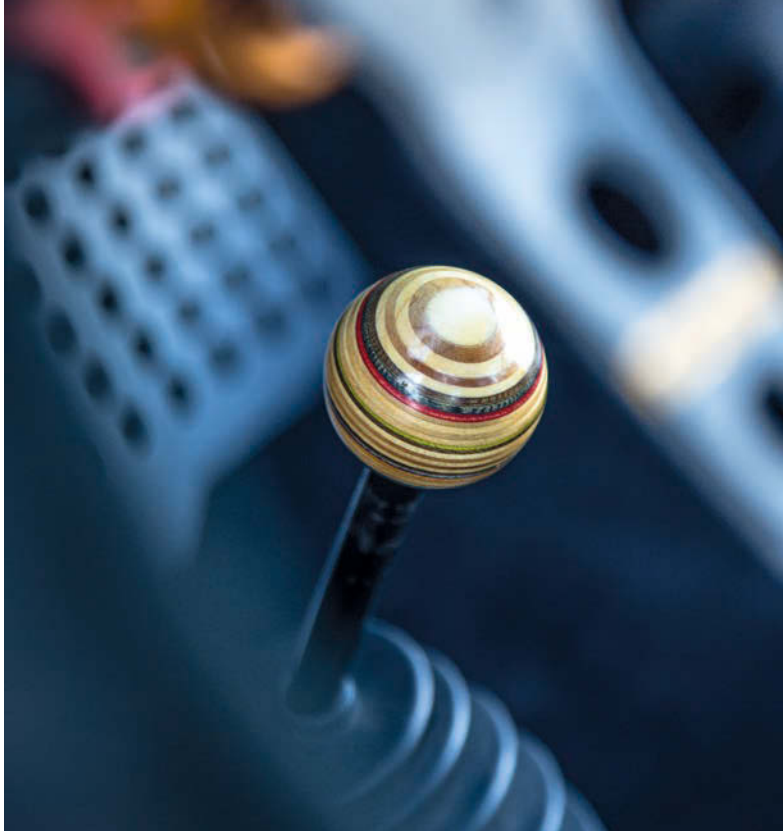
Fifteen52 is better defined by its concept rather than any specific line of product or services. Simply stated, the company's number one goal is to offer its customers whatever wheels and styling enhancements they desire in order to make them feel they own truly unique cars. As anyone who has spoken to Matt for any length of time will know, he's a car guy first, businessman second. It's this passion that shines through in everything Fifteen52 does. As the man himself says, "yes, money is important, but let's be real - if money were *that* important, I'd have a proper job by now!"



### Staying power

Porsche introduced the 911 SC in 1978. It was the first time the SC (Super Carrera) designation had been used since the 356 SC many years earlier. Featuring a three-litre flat-six with Bosch K-Jetronic fuel injection and the five-speed 915 transmission, the new 911's power was rated at 180bhp. During the model's five-year run, power rose to 188bhp before reaching 204bhp in 1981. The arrival of the 928 was supposed to herald the beginning of the end for the 911, but when sales of the rear-engined model refused to die out, new SC variants (including the Cabriolet) were introduced to the world.





» to the mile, there's no escaping the wincing that will accompany each and every light scratch or stone chip.

To satisfy his desire for a carefree attack of the asphalt, he bought a 911 SC in a questionable state of dress. Prior to the car landing in Fifteen52's home of downtown Los Angeles, the '79-plater was living in Arizona, a landlocked state known for its arid climate. Badly-applied black paint was super-oxidised through prolonged exposure to intense heat and sunshine, but where many may have been deterred by shabby chic, Matt recognised the car's potential to deliver driving enjoyment and raw sensory pleasure. "It's a true desert machine, rough enough for me to be able to beat the crap out of without worrying about damage inflicted by stone chips!" he roars.

## SIX OF THE BEST

The car (now lovingly known as 'Rennpig') was advertised as being in a standard state of tune, but it didn't stay that way for long; Matt installed a set of KW Clubsport coilovers after deleting the standard torsion bars. A Bisimoto Engineering exhaust followed, as did road trips with friends that saw the SC taken off-road. Punishing it in this fashion was huge amounts of fun, but the copious amount of dirt that accumulated around the the car's engine bay inhibited the three-litre lump's ability to cool itself sufficiently. Sensing damage at the rear, Matt decided that it was time for an overhaul of his joy toy's flat-six.

With a firm focus on marrying modern performance and reliability with the driving characteristics of old, the engine was stripped and rebuilt by Bisimoto. High compression



**Above left** More 917 influence can be found in the car's race-ready interior, where a Joshy Robots gear knob made from old skateboards mirrors the look of the race car's shifter

**Above right** AEM ECU is mounted in the back of the cabin for easy access

pistons, Borla throttle bodies, ARP fasteners and K&N filters join a large front-mounted oil cooler tucked behind an RS-style bumper. Up-rated fuelling equipment (in the form of 996 Turbo fuel injectors and AEM standalone engine management) also joins the party, while distributorless ignition and air-con delete feature in an engine bay that reveals the car's original shade of blue.

Transmission upgrades include a Quaife limited-slip differential and a short ratio motorsport steering rack, while an estimated 270bhp is kept in check by Tarox six-pot brakes. "The handling improvements and additional power left a huge void in the braking department, something that detracted from my experience behind the wheel,"



## DESIGNED IN COLLABORATION WITH **MAGNUS WALKER**, THE 003 IS A TRIBUTE TO THE 917



» explains Matt. Fortunately, Tarox has huge experience with the air-cooled 911 platform and had a suitable six-piston brake kit available to order. It's the perfect stopping solution for this sensational SC.

Based around a compact B30 caliper, Tarox's offering allows for virtually unrivalled rim clearance, enabling Matt to be creative with wheel design. More importantly, he was able to maintain the use of a sixteen-inch diameter. So what wheel did the Fifteen52 man go for?

### THE MAGIC NUMBER

Designed and engineered by Matt and Brad in collaboration with Magnus Walker, the Outlaw 003 is a tribute to the iconic five-spoke centre-lock wheel worn by the Porsche 917. As can be seen on Matt's SC, the two-piece forged design offered by Fifteen52 features a lug opening on each spoke, bringing motorsport styling to the street. "Rather than mimic the 917's hexagonal centre nut, I kept the design simple with a brushed centre hub. It's an uncluttered design, and one that I think suits my car perfectly," he says, acknowledging the black-on-black theme that gives his SC a stealth-like appearance.

Stepping inside the car reveals more race-inspired kit; a pair of Recaro buckets sits in front of a bespoke half-roll cage, while a flocked dash and matching door cards are joined by a MOMO steering wheel, a mass of Rennline

drilled foot furniture and a Joshy Robots 'Broke Deck' wooden shift knob made from recycled Canadian Maple skateboards. It's a part designed to reflect the style of the equivalent part found in the 917.

"There are a lot of people who don't understand why I keep the car looking so rough, but doing so means that I can enjoy driving without worrying about the detrimental effect of scrapes or scratches generated through regular spirited road use. Fresh paint would make me think twice about using the car in anger," muses Matt, shortly before reeling off the tasks currently populating his 'to do' list.

"I intend to swap the seats with buckets finished in red velour, just like those found in the 917. I also plan to fit a dual-exit exhaust system in the hope of being able to release more horsepower," he confirms.

In the meantime, he's got a busy schedule developing a new range of Fifteen52 cast and forged alloy wheel designs, not to mention work that needs to be carried out on his 964 project. More collaboration with Magnus is on the cards, with modifiers of classic Porsches on the hunt for new wheels benefitting from the regular coming together of these influential petrolheads.

It's an exciting time to be a fan of Stuttgart's finest, not least of all if you're in the USA. Here's to the next seventy years of Porsche's Stateside success story!

**Above** Matt isn't shy about using his SC on or off-road, especially now the car is loaded with modern levels of performance and reliability





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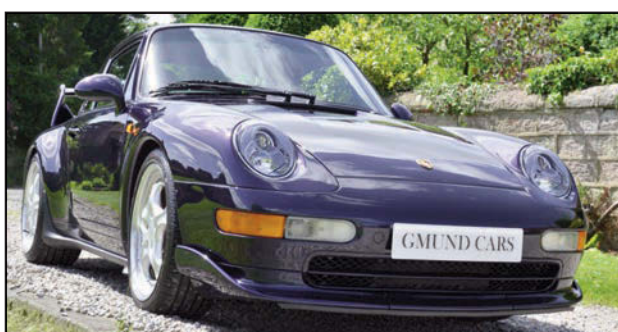
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1973 Porsche 911 Carrera 2.7 RS, 3 cars available, please email or call for info, £POA



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



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



1999 Porsche 996 GT3 mk1, 34k miles, UK rhd, Black/Black, full history, standard car, £69,995



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



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



1996 Porsche 993 Turbo 4, Black/Black, good history, standard car, high spec, Uk rhd, £149,995



1987 Porsche 924 S Le Mans, 1 of 37 made in white, UK car, 71k miles, full history, £9,995



# Rock and rolling

**Few Porsches have a history as colourful as Janis Joplin's 1964 356 SC Cabriolet...**

WORDS **Remi Tanceman** PHOTOGRAPHY **Various**

As far as American icons go, they don't come much bolder or brasher than gravel-voiced 1960s songstress, Janis Joplin. Known for her wild on-stage performances – and equally wild off-stage lifestyle – the queen of rock thrilled audiences the



world over with her various touring bands. When it came to cars, her presence on the road was just as striking as it was when she strutted her stuff in auditoriums.

"Oh Lord, won't you buy me a Mercedes-Benz? My friends all drive Porsches," she famously sang in what was to be her last recording before an accidental heroin overdose took her life in October 1970. What the song doesn't reveal is that she was a Porsche driver herself. Ha!

Joplin bought her 1964 356 SC in 1968. Setting her back \$3500, the Pearl White Cabriolet served as her daily driver, but let's not forget that flower power was in full swing by the time she rose to fame. A plain white car simply wouldn't do for a musician churning out hits in the age of psychedelia. The solution? Hand \$500 to roadie, Dave Richards, and ask him to turn

the car into a travelling work of art. It helped that Richards had form. Prior to painting Joplin's 1.6-litre 356, he'd decorated the fuel tank on her boyfriend's motorcycle.

Impressed by what she'd seen, the Southern Comfort-lovin' singer told Richards he could treat the Porsche as a blank canvas, painting it however he liked. He didn't fail to deliver on her instruction, covering the Cabriolet's white body in what he called The History of the Universe. Far out!

## SAN FRANTASTIC

Joplin's star sign (Capricorn), rainbows, jellyfish and 'The Eye of God' were all lovingly illustrated across the body of the car. A year later, however, a light-fingered admirer stole the unusual Porsche from where it was parked in the city of San Francisco.

Hoping his crime would avoid detection, the thief applied a dodgy coat of what looked like primer over the top of Richards' work, but that wasn't enough to convince the cops, who successfully reunited Joplin with her prized Porsche a short while later.



**Top left** Janis Joplin was one of the biggest female rock stars of the 1960s. She released three albums in her lifetime, with a fourth reaching the number one spot on the charts when it was made available shortly after her accidental death from a heroin overdose in 1970. She appeared at the Woodstock festival before making her final recording, 'Mercedes Benz', the song that referenced Porsche. She regularly drove her 356 "over the speed limit" around the twisties of Sunset Boulevard. Passengers were a rarity!

## As if the world was hell-bent on eradicating Richards' design, the cool Cabriolet was resprayed Dolphin Grey!

Fortunately, Richards had the foresight to cover his design in a generous lick of clear coat, allowing for the hastily-added grey to be removed without causing too much damage to the artwork beneath. Before long, it was once again exhibited on the road whenever Joplin was travelling between locations. In fact, her manager, John Byrne Cooke, remembers seeing the car parked in the street outside her Hollywood hotel room shortly before he discovered her lifeless body.

Cooke drove the car until Joplin's siblings, Michael and Laura, claimed it for the family in 1973. As if the world was hell-bent on eradicating Richards' design, the cool Cabriolet was promptly resprayed Dolphin Grey! In fairness, anyone wanting to drive the car without

attracting attention might have done something similar. A recorded 140k miles certainly proves that the pretty Porsche was put to good use.

Eventually, Joplin's 356 was retired from the road and left to collect dust until the early 1990s when the Denver Centre Theater Company convinced Michael and Laura of the car's historical significance. A hand-picked selection of artists was then commissioned to restore The History of the Universe in perfect detail, using only period photographs as a point of reference.

The Joplins considered the freshly painted Porsche too good to drive, and immediately loaned it to Cleveland's Rock and Roll Hall of Fame where the car remained as a major attraction after its highly anticipated arrival in 1995.



Eighteen months ago, Michael and Laura offered their sister's Porsche for sale at RM Sotheby's *Driven by Disruption* auction in New York. Being a matching numbers 356 meant that it was always going to command a high price, but nobody could be sure what value its rock and roll history would add. Quite a lot, as it happens. Despite an upper estimate of \$600k, the final sale price rolled in at \$1,760,000, which at the time of writing, equates to £1,344,216. Oh Lordy!





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# Hurley Haywood

America's most successful endurance racing driver won each of his major titles piloting a Porsche

WORDS James Turner-Stickley PHOTOGRAPHY Porsche AG

We couldn't pull together a magazine celebrating Porsche in America without mentioning racing driver, Hurley Haywood. The 69-year-old from Chicago is his country's most successful endurance racer, counting five overall victories at the 24 Hours at Daytona (1973, 1975, 1977, 1979, 1991), three at the 24 Hours of Le Mans (1977, 1983, 1994) and two at the 12 Hours of Sebring (1973, 1981) among his achievements. Each win came from behind the wheel of a Porsche.

## HEAD START

Haywood started his racing career at grass roots level, campaigning a tired Corvette in autocross competitions in the late 1960s. It was during this time that he encountered none other than four-time Daytona winner, Peter Gregg. The two became firm friends, and it was Gregg's status as a Porsche dealer that would prove crucial in the development of Haywood's career as a professional racing driver. More specifically, it was Gregg's Porsche-linked Brumos racing team that armed Haywood with the



962 (assisted by European drivers, Yannick Dalmas and Mauro Baldi). The latter of those three outings was Haywood's thirteenth appearance as a driver at Circuit de la Sarthe. It was to be his last, although he carried on racing, taking to the podium at Daytona for the last time in 2009.

## WINNING WAYS

In addition to his victories at Le Mans, Sebring and Daytona, Haywood won the 1988 Trans-Am title, two International Motor Sports Association (IMSA) GT Championship titles, three Norelco Cup championships, a SuperCar title and a drive in the 1980 Indianapolis 500, finishing eighteenth. He's credited

*"He represented IMSA at the International Race of Champions on four separate occasions"*

tools he needed to progress to the top tier of motorsport.

To kick things off, the pair took turns at the wheel of a 911 S for the 1969 6 Hours of Watkins Glen in New York State. They won their class, a sign of things to come. Indeed, just four years later, and with trophy

cabinets full of silverware already bursting at the seams, the pair won the 24 Hours of Daytona in a 911 Carrera RSR 2.8. It was a brilliant result, and marked the beginning of an extraordinary run of first place finishes.

Haywood's Le Mans wins were no less impressive; as a Porsche works driver, he won in 1977 with the 936 (sharing driving duties with Jacky Ickx and Jurgen Barth), in 1983 with the 956 (once again sharing the experience with Barth, but this time also with Al Holbert) and eleven years later in the Dauer

with eighteen IndyCar starts and represented IMSA at the popular International Race of Champions on four separate occasions.

After Peter Gregg's death in 1980, Haywood took on a more involved role at Brumos, overseeing the running of the Porsche dealership and racing team that had served him so well. Today, he is chief driving instructor at the Porsche Driving School in Alabama. He remains tied with Californian, Scott Pruett, as the most successful driver ever to compete in the 24 Hours of Daytona.



FROM THE  
VAULTS

# FOUR PLAY

The successor to the 356, the 912 was far more than just a four-cylinder version of the 911

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

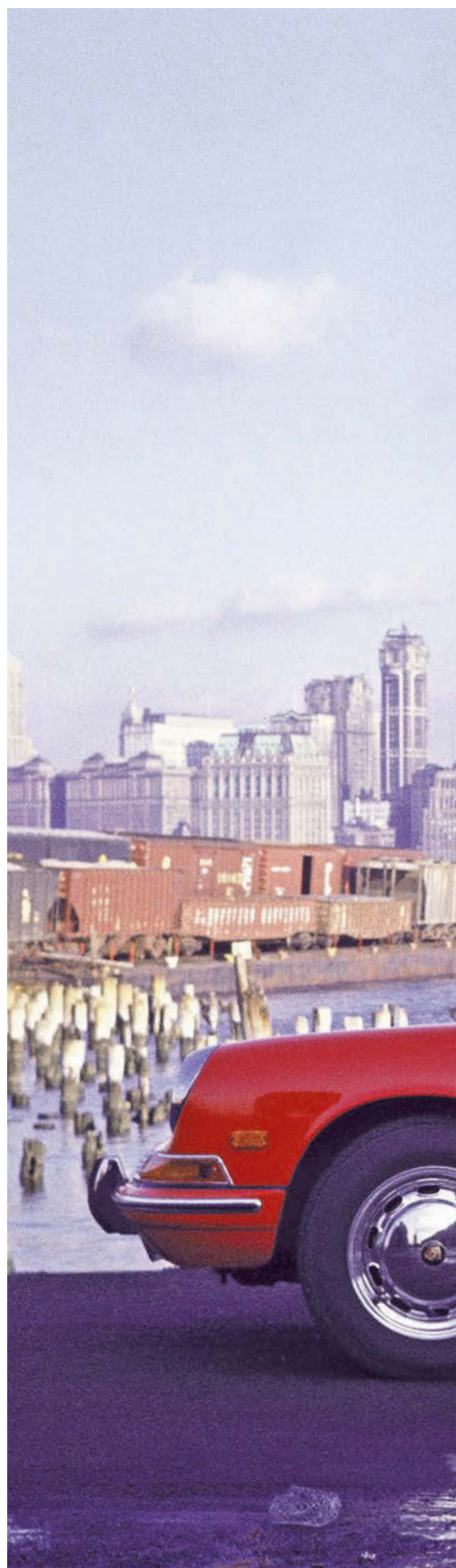
**D**espite being a rear-engined sports coupé like the 356 that came before it, the 911 was always going to be a more expensive proposition thanks to its six-cylinder powerplant. A plan to offer a more affordable, four-cylinder version of the new car was hatched during its development, with the same body used on both models in order to keep manufacturing costs low.

Initially given the designator '902' (to tie in with the 911's original '901'

identifier), the car that would go on to become the 912 first appeared in 1965. It fulfilled its maker's brief to the letter, combining the curvaceous looks of the then-new 911 with a simpler, less powerful four-cylinder lump. Options explored (but ultimately discounted) included an engine based on the flat-six, as well a unit derived from the 1.6-litre Type 616/16 used to propel the 356 SC. In response to concerns about the little amount of cash Porsche had to play with, however, a detuned version of the 356's regular engine became the preferred choice. ➤➤



This does not look like ideal weather for driving a 912 Targa with the roof down



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





» The resulting 616/36 featured cast-iron cylinder liners and a finned alloy jacket in addition to a light alloy crankcase and matching cylinder heads. A pair of twin-choke Solex carburettors and a low compression ratio of 9.3:1 meant the new 1582cc unit developed 90bhp at 5800rpm. That's down 5bhp when compared to the 356, but the engine delivered its 90lb/ft torque 700rpm lower than that of its predecessor.

A Type 901 four-speed gearbox provided the drive, while 60mph was reached from a standing start in 11.6 seconds. Yes, the 912 was off the pace of the 130bhp 911, but the four-pot Porsche still put in a respectable performance, especially at a time when drivers in the car's target market of the USA were experiencing enforced tightening of speed limits; at 115mph, the 912's top speed was 16mph down on its six-cylinder sibling, yet it was faster and quicker than the 356 due to a more aerodynamic body and advanced independent suspension.

Looking at the 912 and 911 side-by-side, it may have seemed as if buyers were being short-changed, but Porsche dealers were keen to point out that the four-cylinder car offered considerable benefits over the brawny six-shooter. For a start, superior 44/56 front/rear weight distribution trumped the 911's 41/59, while the 912's more neutral handling meant it was less likely to bite at the limit. Helped by its lighter engine and lower 970kg weight, the 912 was more economical too, returning close to 35mpg in regular traffic.

### FLYING START

With a silver engine cover badge designed to let onlookers know that they weren't staring at the model's more powerful stable-mate – 911s wore gold badges – the 912 went on sale 5th April 1965. At DM16,250 (£2466), the model cost DM6000 (£972) less than a 911. It was an instant hit.

By the end of 1965, 6401 912s had been sold. That figure is almost double the 911's 3390 sales volume

during the same period. Interestingly, until production of the 356 ended in September of the same year, Porsche limited availability of the 912 to continental Europe, but from then on, the car was available to buy in the USA. With a price tag of \$4700 against the top-line 911's \$6500, sales success was all but guaranteed!

Though it was built to attract buyers who couldn't stretch to the pricier 911, the 912 was virtually indistinguishable from the more expensive Porsche. Externally, the cars shared the same body, the same fifteen-inch wheels and the same 165HR tyres. Moreover, the 912 used the same size brake discs and the same suspension as the 911. That said, the cars could be told apart if you knew where to look. For example, the 912 made use of plastic interior trim where wood adorned the 911, and where there was a complement of five dash dials in the faster car, the four-cylinder machine had to settle for three. Also, the 912 lacked the matte black plastic finish atop the 911's »



**Left, right and above** Despite being pitched as a 'lesser' 911, 912 sales massively outstripped the volume of six-cylinder cars shifted by Porsche during the initial period when both cars were being offered for sale

**Below** This is the look of a woman pleased to have taken advantage of an *Ultimate Porsche* subscription offer



# FROM THE VAULTS

» painted dash, a feature inherited from the 356.

Signalling what was the follow with the 914, production of the 912 was shared between Porsche's factory in Zuffenhausen and Karmann's plant in Osnabrück. A year after its introduction, and in keeping with what was happening with the 911, the model underwent its first round of revisions. An increased track meant more surefooted road-holding, while a five-speed gearbox was offered as a special order cost option. The extra ratio was standard equipment on 912s sold in the UK, but race-style shift patterns had proved difficult for many US buyers to gel with, hence the fifth cog not being forced upon them. Matte black dashboards with a brushed aluminium panel also became *de rigueur*. In Germany, the 912's price rose to DM17,600, although this was significantly cheaper than the 911S, which was being offered at a not insignificant DM24,480.

## OVER THE TOP

Meanwhile, the most desirable garnish added to the 911's recipe was a Targa roof (read our comprehensive piece on the origins and history of Targa by hopping online and ordering a back issue copy of July's *Ultimate Porsche*: [bit.ly/droptopspecial](http://bit.ly/droptopspecial)). Predictably, the semi-open style went on to become a popular fixture of the 912 range. Featuring a removable roof panel, zip-out rear windows and a brushed aluminium rollover hoop, the 912 Targa launched in December 1966 and was followed by an updated model with a fixed glass rear window two years later.

A programme of timely and constant model updates mirroring those of the 911 made the 912 even more desirable than it already was. The five-dial instrument cluster from the flagship Porsche became the 912's standard equipment in 1967, while Fuchs five-spokes became a cost option that allowed your entry-level Stuttgart speed machine to look even more like a 911 than it already did. Heightened specification, however, attracted heightened cost; at £1974, buying a 912 in the UK would save you only £462 over shelling out for a 911.



In 1968, USDM 912s gained mandatory front and rear running lights in response to Stateside road safety laws. At the same time, 911 production finally eclipsed that of the 912, but the writing was already on the wall for the four-cylinder car; ever-restrictive engine emissions control regulations, not to mention the arrival of the 100bhp 911T (Touring), encouraged Porsche to look to the future. The jointly-developed VW-Porsche 914 project was waiting patiently in the wings.

The 912 was discontinued in 1969. By that point in time, it had adopted a wheelbase increase of 57mm and had the Porsche factory designator, '912-B'. One could argue that the model was killed off in its prime – its 2268mm wheelbase not only offered improved handling when compared to earlier incarnations of the model, but it also delivered more optimised weight distribution. Elsewhere, the car's freshly flared wings were capable of covering six-inch wide wheels.

## UNFINISHED BUSINESS

Wait! That's not the end of the story! Fast-forward by a few years and sales amounting to 118,962 914s had made the 912's replacement one of the most popular two-seater roadsters ever produced. Even so, the odd-looking car proved a source of frustration for both VW and Porsche, leading the partners to begin work on the »



1957 1958 1959 1960 1961 1962 1963 1964

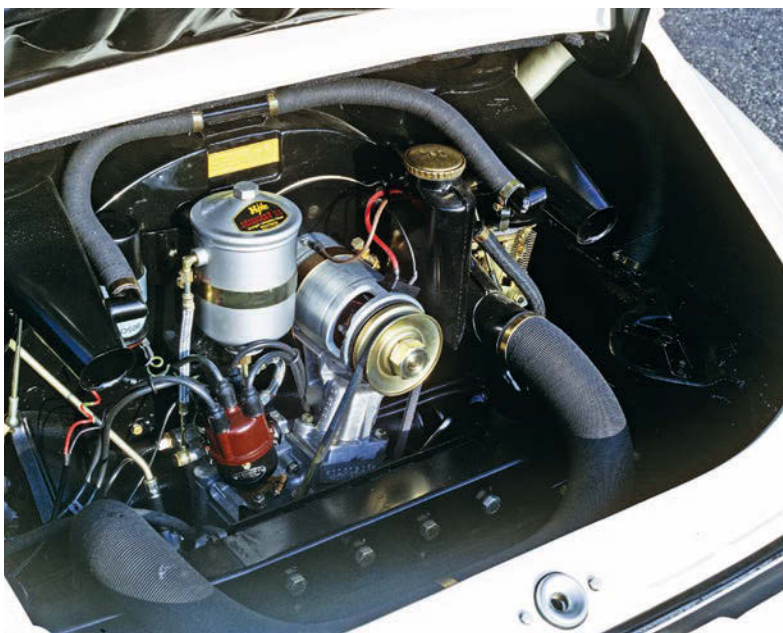
1965

## LIKE A CHARACTER IN A LONG-RUNNING SOAP OPERA, THE 912 WAS BROUGHT BACK FROM THE DEAD!



**Top left** Plod squad 912s were a common sight in cities across Belgium and Germany, and were used to patrol motorways in Japan (where they were thought to be the fastest cars on the road!)

**Right** Four-cylinder powerplant was noted for its reliability, making the 912 a chariot of choice for many rally teams



### Patrolling 912s

The 912 was actively promoted by Porsche as a great car for use by law enforcement agencies. Emblazoned with prominent markings, a rollover bar and loudspeaker, plod squad 912 Targas also boasted fog lights, shoulder seat belts, a special police electronics system, strengthened seats and tandem internal rear-view mirrors. The 100,000th Porsche was produced on 21st December 1966. Yep, you guessed it! The car was a police-spec 912 Targa! Forty of the crim-catchers are reported to have been delivered to forces in Belgium and Germany in 1967, while four were sent to Japan.



## Reliable racer

Few would believe it, but the 912 made a better rally car than the 911! Unrivalled reliability meant the model excelled on long-distance rally stages. Factory-supplied off-road kits were offered to customers who wished to transform their cars into capable mud machines. Anti-roll bars, upgraded brake pads and a 'dead pedal' footrest would help to transform a standard 912 into a force to be reckoned with. A notable victory was achieved by Polish driver, Sobieslaw Zasada, who won the 1967 European Rally Championship in a 912, beating Vic Elford's works 911S!



**Above** Patrick Long, currently the only Porsche factory driver to hail from America, is known for racing a 911 RSR in the FIA World Endurance Championship, but at home, he likes nothing more than spending time with his 912

model's successor, the 924. Production of the transaxle model started in November 1975, but the car wouldn't be ready until April 1976. The last 914 was made in January of the same year. In other words, it looked as though Porsche would be left with a lack of entry-level product in the run up to the launch of the 924.

Just like a character in a long-running soap opera, the 912 was brought back from the dead! Sold exclusively in the USA, the 1976 912E (the 'E' denoted fuel injection) looked largely the same as the 912 of old, although now it wore the 911's updated G-Series bodywork. With 86bhp and a compression ratio of 7.6:1, power and performance were lower than expected: the 0-60mph dash took 13.5 seconds, while the car

topped out at 109mph. A five-speed gearbox was standard kit, and at \$10,845, the car found itself positioned between the 914 and the 911S.

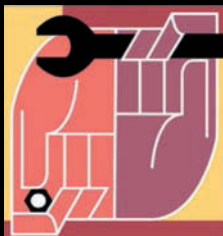
Production started in May 1975. Luxury options included air-conditioning, an electric sunroof and a limited-slip differential. 2099 examples of Porsche's second-gen budget 911 were built, adding to the 30,895 912s made between 1965 and 1969.

## MOTOR FOR THE MASSES

It's worth remembering that before the introduction of the 914 and the 924, the 912 brought Porsche ownership into the realm of many more car buyers than the 911 was able to manage on its own. It can be argued that this very same affordability became the model's undoing: whereas the four-cylinder 914 and 924 look completely different from the 911, the 912 looks exactly the same, thereby implying matched levels of performance. The resulting over-expectation often delivered disappointment, tarnishing the reputation of what is a fantastic car!

Of course, that was then, this is now. Forty-one years after the last 912E rolled off the production line, what is essentially the four-cylinder 911 is today regarded as a fully-fledged modern classic. *Top Gear* USA host, Tanner Foust, has one. So does Porsche factory driver, Patrick Long. The same goes for Formula One smiler, Daniel Ricciardo. If the 912 is good enough for them, then it's definitely good enough for the rest of us. Most importantly, the 912's role in keeping Porsche's coffers topped-up long enough to enable continued production of the 911 shouldn't be underestimated, even if today's rapidly rising purchase prices mean that a pre-impact bumper 912 is anything but the low cost Porsche it was designed to be!





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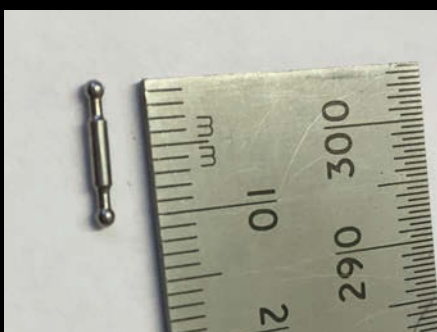


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# TOY STORY

Inspired by a die-cast model he played with as a child, Francis Fabiculanan has turned a 1979 911 SC into a full-scale fire-breather

**WORDS Alex Grant and Dan Furr PHOTOGRAPHY Andy Tipping**







“his 911 makes me feel like a kid every time I hop into it!” beams Francis Fabiculanan, his voice muted by the bark of induction noise generated as the nose of his tuned 1978 SC aims for the wide open space of the rural roads outside Los Angeles. “I can’t believe the car is real!” he gasps.

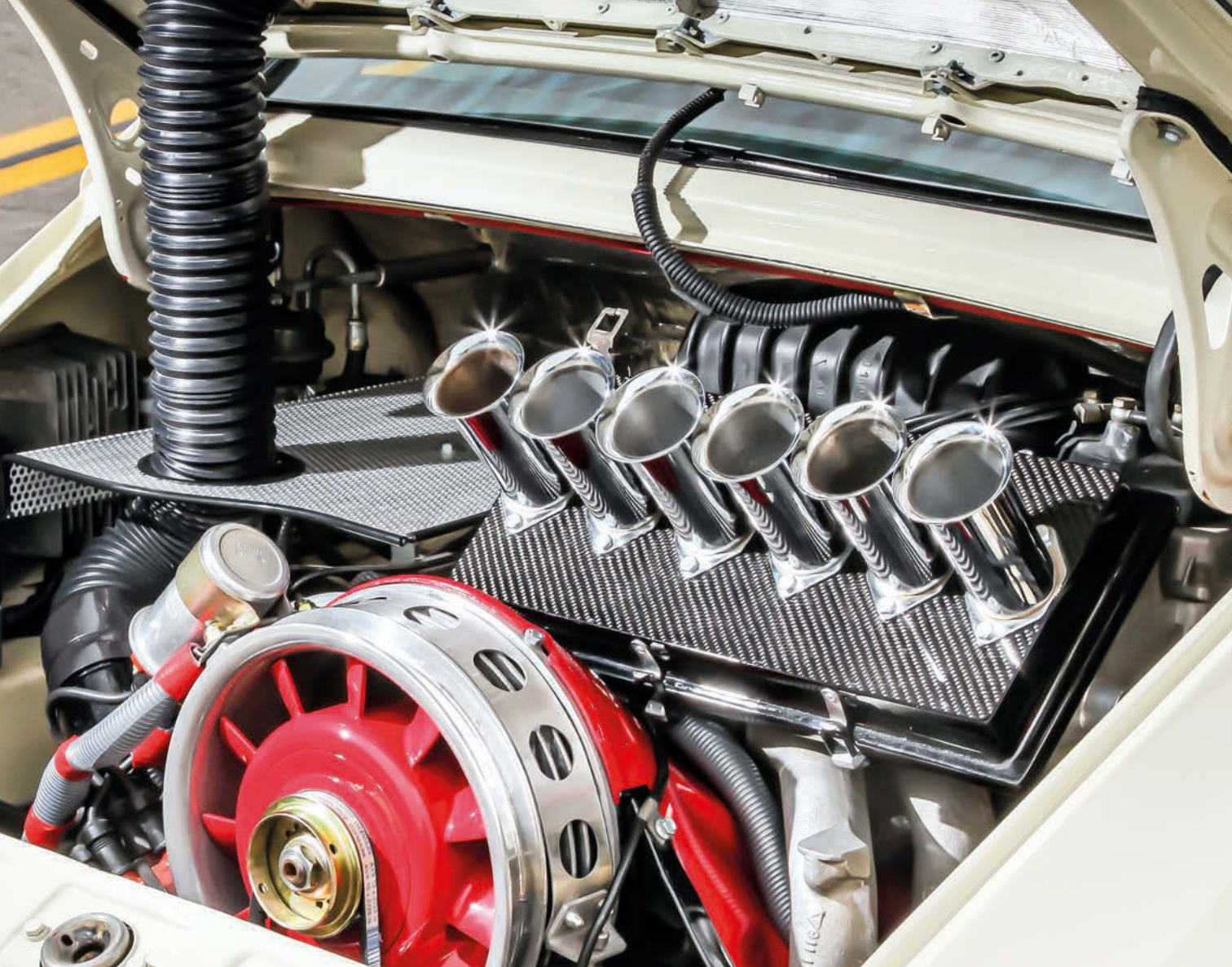
As is the case with many motorheads, his love for full-size four-wheelers stems from a childhood playing with die-cast miniatures. Few, however, take the leap from pushing their favourite Hot Wheels across the living room carpet to developing a flared, louvered, over-bodied version of the same car fit for public roads. It helps, of course, that Francis is the owner of Donlyson Auto Concepts, a Los Angeles-based bodyshop recognised all over the world for transforming each of its customers dreams into reality.

“My SC project was unplanned,” he stresses. “By chance, I spotted the car at the side of the road and immediately remembered just how much I’d loved playing with a die-cast widebody 911 I was given as a kid. Adding to my sense of nostalgia, the full-size Porsche that caught my attention appeared to be the same shade of red as the toy I recalled from decades earlier. In an instant, all sorts of weird and wonderful ideas concerning modifying a classic 911 flashed across my mind!”

## ONE OF A KIND

We pull over and the car rumbles to a stop. A muscular blend of GT racer and luxury cruiser, it’s a huge departure from what’s usually found inhabiting the Porsche hot rod scene. Therein lies the point. “My designs are always original,” boasts this neat 911’s chief architect. “After convincing the car’s previous owner to part with what was a run-of-the-mill SC, I parked it inside my workshop, sat down and let my imagination take over. Sketches came thick and fast. It didn’t take long for me to visualise what I





## Under fire

It's difficult to imagine, but Francis tells us that his SC (which he has named 'Phoenix') tried to kill itself a short while ago. "I was taking my nephew for a drive in the car when one of the battery cables touched the fuel tank, shorting out and causing a fire to erupt!" he says. He ran into the nearest coffee house, grabbed a fire extinguisher and emptied it onto what was starting to resemble a 911-shaped barbeque! Fortunately, he was able to put out the flames before any major damage was done. The experience left him with a clear view regarding what he considers to be his Porsche's most important upgrade. "These days, I always carry a working fire extinguisher when I'm driving!" he laughs.



**Facing page** Outrageously deep HRE nineteen-inch wheels feature colour-coded centres and have been made to Francis' own specification

**This page** Outrageously deep HRE nineteen-inch wheels feature colour-coded centres and have been made to Francis' own specification





## Viva Las Vegas

Francis' modified 911 was proudly exhibited at the world famous Specialty Equipment Market Association (SEMA) show in Nevada where it generated a lot of attention on the Donlyson Auto Concepts stand. SEMA's annual show takes place at the Las Vegas Convention Centre, but its roots can be traced back to 1967 when the event was hosted in the basement of Dodger Stadium in Los Angeles. Back then, 98 manufacturers were in attendance. It's safe to say that a few more take time out to attend SEMA today; 2016's show welcomed 150k manufacturers!

» would go on to build," he smiles. Developing those ideas into the real-world wasn't quite as straightforward. Donlyson Auto Concepts customer projects had to come first, meaning that the 911 only received attention during evenings, weekends and the occasional hour when the workshop wasn't quite so busy. It was a slow process, but piece by piece, the SC became a full-size take on its miniature counterpart. The car was unmistakably 911, but it now rocked California tuner styling.

The bodywork you're looking at is free of fibreglass thanks to the lucky find of genuine Turbo flares which were promptly blended into the SC's standard bodywork. A wider surface area allowed for creative aerodynamics, including super-subtle vents louvered into the upper wings. Aiding cooling by siphoning heat away from the front wheel wells, they're matched by additional louvers at the rear that keep toasty temperatures at bay beneath that big ol' tea tray.

## THE LOWDOWN

This marrying of function and form was dictated by how Francis wanted the car to drive. "I was keen to keep it cool under heavy braking," he confirms. "I also wanted the car to sit low to the ground, but the poor condition of most Californian roads means that I was at risk of sacrificing ride quality if I dropped the chassis any more than a few millimetres."

Settling for a modest drop and Bilstein dampers, Francis fabricated sheet metal side skirts and extended the height of the car's bumpers to give the impression that it's much lower than it is. The parts were smoothed, with Ferrari F430 front blinkers replacing the original rectangular indicator lamps. The biggest deviation from the die-cast model, however, is the car's colour – a variation of Old English White paired with a red accent saved for race-



**Above** The interior of Francis' SC smacks of pure luxury thanks to twin-tone Italian leather that covers almost every visible surface

**Left** If the car's exterior doesn't grab your attention, then we're pretty sure its engine bay will!

inspired splitters that work their way around every lower outside edge.

All that additional girth meant that no half-measures could be taken when it came to wheel selection. Dressed in Toyo Proxes rubber, the staggered HRE nineteen-inch C95s measure a full twelve inches wide at the rear. Polished lips contrast against the body-coloured spokes, with each rim shielding Rotora calipers (four-piston at the front, two-piston at the rear) clutching fourteen-inch performance discs and H2 ceramic street compound pads.

Why the need for such hefty anchors? There's muscle to go with the aggressive stage! At the rear, the original three-litre flax-six has been rebuilt and kitted-out with Performance Product Motorsports stainless headers, a carbon-fibre intake and velocity stacks made from the lightweight weave. A





**THE THUD OF BASS DRUM** IS IMMENSE, ALTHOUGH IT'S NO MATCH FOR THE SOUND OF A **THROTTLE-BODIED** BLAST!

» custom stainless steel exhaust creates a soundtrack that ricochets off Californian canyons, something it does with increasing regularity following Francis' decision to inject nitrous into the proceedings. The automotive playground he calls his backyard just got a little more addictive!

"I'll admit that the car serves as a promotional tool for my bodyshop, but at the end of the day, I've built my own personal joy toy. Regardless of how good this particular Porsche looks, it has to be able to perform brilliantly on the road. I'm keen to get out and enjoy my hard work, and that means engaging in fast-road fun whenever the mood takes me," he insists. And why not, eh?!

### LUXURY CRUISE

His SC's role of marketing Donlyson Auto Concepts while performing as a plaything is evident as we enjoy the custom twin-tone, double hem-stitched Italian leather that covers everything inside the car, from its seats to its dash to that imposing cabin-mounted NOS bottle. Make no mistake, the comfort offered by the sumptuous tan-and-black hide make this

911 an easy long-distance cruiser, but it's one that doubles up as an angry road racer when the ribbons of tarmac strewn ahead of us start to twist and turn. Schroth safety harnesses keep us pinned in place as Francis demonstrates his car's ability to stick to the asphalt like glue, even when it's being thrown into a corner. A cacophony of noise emanates from behind as he plants his foot on the gas. "Listen to this!" he roars. We think he's enthusiastically promoting the joyful din the car's fiery flax-six is producing, but it quickly becomes apparent that he's referring to the ear-bleedingly loud in-car audio system he's found room to install. The thud of bass drum is immense, although it's no match for the sound of a glorious three-litre lump channeling a mega throttle-bodied blast!

"You're never too old for toys," chuckles Francis as we pull into his workshop. Judging by the thrilling experience we've had racing around in his superb SC, we're inclined to agree. They may get bigger, more complicated and more expensive as we become adults, but there's no denying how much fun a classic 911 can be, especially when it's carving its way through the canyons of California!

**Above** Welcome to the wild world of Francis Fabiculanan's Californian canyon customs!





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## Under the hammer

# Hammer time!

This month, our eye on the market detects a 917K to die for and an unusually high number of white 911s...

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

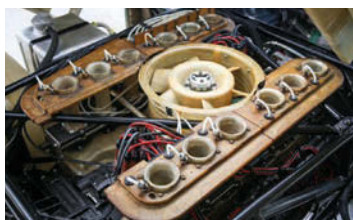


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**ONE TO  
WATCH  
OUT FOR**

### 1970 917K

The 917K is the car that kick-started Porsche's long and fruitful reign at Le Mans, but few examples of the beautifully curved racing machine have a history as interesting as chassis 917-024, the speed machine driven by Brian Redman and Mike Hailwood during testing for Le Mans in 1970 (the year Richard Attwood and Hans Hermann scored Porsche's first overall victory in France). The car recorded the fastest time of the sessions with Redman behind the wheel. A short while later, it found itself in the possession of legendary Swiss racer, Jo Siffert, the Porsche driver who had wins at Daytona, Sebring and the Targa Florio. It was Siffert who allowed the car to be used as one of the star vehicles in the 1971 Steve McQueen movie, *Le Mans*. When filming finished, the car was returned to 'Seppi', who raced it until his tragic death at the 1971 World Championship Victory Race at Brands Hatch. His treasured 917K led the funeral procession. Watch out for it at the Gooding & Company Pebble Beach auction, August 18-19th, where it's expected to fetch an eye-watering final sale price.



## 1973 911 RS LIGHTWEIGHT

Those who attended the recent Goodwood Festival of Speed may have clocked Porsche chassis no. 1496 making waves in the highly anticipated Bonhams sale. One of only seventeen UK-supplied 911 Carrera RS Lightweights, the car is finished in Grand Prix White over red. Originally ordered with options of a heated rear window, limited-slip differential, door mirror, seat belts and a fixed spoiler with additional wing, this pretty Porsche competed in the Donegal International Rally in 1973 before hitting a number of other rally stages across the UK during the course of the following ten years. The car was restored to its original specification in 2000. Great care was taken to ensure the authenticity of all parts used, the only exception being the installation of RS Safari seats.

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£830,300

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**UNSOLD!**



## 1991 RWB 964 CARRERA 2 TARGA

Thought to be the second 911 Rauh-Welt Begriff (RWB) conversion carried out in the USA, this 1991 964 Carrera 2 Targa was recently offered at RM Sotheby's Santa Monica auction with a lower estimate of \$95k. Fitted with KW Variant 3 coilovers and a striking Stage 2 Hakama body kit (applied by RWB founder, Akira Nakai), the car is finished in Grand Prix White and equipped with a 3.6-litre flat-six with a five-speed manual gearbox. Custom Floss Designs bronze deep dish wheels, a new interior, an \$8k in-car audio system, electric everything and a Porsche Certificate of Authenticity also accompany this tidy Targa, however, none of it was enough to encourage collectors to dig deep - the car failed to meet its reserve.



SOLD FOR  
£17,753



## 1988 944 S

This 944 S was originally ordered by Mr Yvon Cossart, a marine officer living in the South of France near Toulon. The *bon de commande* and delivery invoice indicate that the car was ordered in Stone Grey Metallic with a black interior. Both the original service manual and the Certificate of Authenticity issued by Porsche Belgium confirm this data. Factory options include larger tyres, front and rear stabilisers, leather steering wheel, rear wiper, cloth-trimmed door panels, passenger side mirror, alarm, electric windows and power steering. Mr Cossart enjoyed his 944 for the next twenty-seven years. The car was meticulously cared for, being regularly serviced by official Porsche dealerships in Toulon and Le Puget. In 2015, the car was sold to a motor trader in Belgium. It passed into an enthusiast's hands in 2016 and went under the hammer for a shade under £18k last month.



## Under the hammer

**SOLD FOR  
£11,813**



### 1979 928

This early 928 is a European left-hand drive example that was imported to the USA early in its life. Presented in Petrol Blue, the car has covered 100k miles, but has been well maintained by enthusiastic DIYers and independent Porsche specialists during its near-forty year holiday in America. Now in the UK, the car shows the usual signs of wear and tear associated with

vehicles exposed to extended periods of sunlight (faded paint, cracked hide and warped dash furniture). Nevertheless, the car benefits from mechanical equipment in superb condition, making it an ideal 'doer upper'. With that in mind, the fact that this 4.5-litre GT achieved a final sale price of less than £12k at the recent Silverstone Auctions sale makes it a bargain!

**UNSOLD!**



### 1976 KREMER 934/5

Many of us have been there: you want to splash out on a sports car, but you're finding it difficult to justify the spend when the ride of your dreams just isn't practical enough for your family or work oriented lifestyle. Well, dear reader, do we have the Porsche package for you! Recently offered at Bonham's Spa Classic Sale, this Group 4 Kremer 934/5 comes complete with its own VW T2 support vehicle. Now you can rag the nuts off your wholly impractical Porsche safe in the knowledge that you own a matching load-lugger capable of carting the kids and shopping around town! There are only three races recorded in the car's original ONS-Wagenpass: the Nürburgring ADAC-Eifelrennen at on 1st May 1977, the Flugplatzrennen Mainz-Finthen on 20th May 1977 (round 5 of the Deutsche Automobil-Rennsport Meisterschaft) and the fourth ADAC-Rundstreckenrennen at Diepholz Airport in Germany. It's believed that the Porsche was then laid up, remaining unused for many years before competing in historic racing from 2006 onwards. The vehicles failed to attract bids close to the lower estimate of £280k. Go get 'em!

**SOLD FOR  
\$434,500**



### 1995 993 CARRERA RS 3.8

Based on the Carrera Cup competition car, the 993 Carrera RS was envisioned as a homologation special to qualify the RSR 3.8 for GT3 and GT4 racing. As such, the RS was only offered for sale in Europe. This example, however, has managed to find its way Stateside! During the model's production (limited to 1000 units), engineers at Stuttgart went to fervent extents to make the Carrera RS as light as possible. Its weight was brought down to a lithe 1280kg thanks to the deletion of virtually everything that was unnecessary, including central locking, in-car entertainment, power-adjustable seats, electric windows and mirrors, sound insulation, airbags, the rear defroster and even the headlining!

Porsche didn't stop there. The Carrera RS features thinner window glass, an aluminium body panels and lightweight door cards. A three-owner, low mileage car with a Club Sport rear wing and front spoiler, this rare machine sold for just under half a million at RM Sotheby's recent Santa Monica sale. Cor!



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# Buy & tune

# PORSCHE 930 LE

**The 930 LE was much more than a special edition 911 Turbo - it represented the end of an era...**

WORDS **Boris Williams** PHOTOGRAPHY **John Colley**

Porsche flirted with forced induction at the back end of the 1960s, experiments that led to the development of the 911 Turbo a few years later. Essentially a model designed and built to meet homologation requirements for motorsport, it became immensely popular with the car buying public who were amazed at the turbocharged 911's other-worldly performance.

Initially powered by a three-litre flat-six (borrowed from the Carrera RS

3.0) and equipped with turbocharger technology derived from the 917/30 CAN-AM racing car, the 911 Turbo was given the factory designator 930. More than 260bhp was generated by the whale-tailed 911, engine power that was bolstered by uprated suspension, superior brakes and a much stronger gearbox when compared to the kit supplied on the standard Carrera. A wider, more muscular rear end allowed

for deep dish Fuchs - large wheels that provided an increased tyre surface contact patch.

Despite complaints from the automotive press concerning the 930's crude handling and the delay experienced before boost, the model's reputation as the fastest production car in Germany ensured its success. Various changes were made throughout its lifespan, most significantly an increase in displacement to 3.3-litres and new intercooler equipment that pushed power to more than 300bhp.



The 930 was built between 1975 and 1989. Three years later, a successor arrived in the form of the turbocharged 964 and its modified version of the 930's 3.3-litre flat-six. It was in 1984, however, that Porsche produced the fastest and quickest 930s. Recorded top speed was 173mph.

## Airflow enhancements, including vented rear quarters, separate the LE from the standard 930

Of course, the arrival of the 928 was supposed to signal the beginning of the end for the 911. Porsche reduced its development budget for air-cooled cars accordingly. A few years after launching their transaxle family, however, the boys in Stuttgart became acutely aware of the fact that 911 fans refused to allow the model to die. Consequently, the 930 was offered with a stack of cost-option performance upgrades that could deliver a hike in horsepower to the tune of almost 330bhp. Flachbau, Targa and Cabriolet variants followed, as did a 0-60mph time of 4.6-seconds.

The G-Series 911 was replaced by the 964 in 1989. The change signalled the end of the 930's fourteen-year production run, but like all good sports cars, it went out with a bang. Ladies and gentlemen, we present to you the LE, a hand-built 'last hurrah' for the 930, limited to just fifty units.



### BODY

The LE makes use of the same zinc-coated, corrosion-resistant body shell as the standard 930, yet it features exterior airflow enhancements, including Turbo SE-style vented rear quarters that suck cool air towards the back brakes. A deep front bumper (incorporating flush-fit fog lamps, an integrated splitter and meshed cooling ducts not dissimilar from those seen on the 944 Turbo) and a contoured rear apron (designed to accommodate twin-tailpipes at opposite ends) separate the LE from the standard Turbo.

No special paint options were offered. Quite the opposite – any combination of exterior and interior shades from the Porsche colour catalogue were permitted.

The LE is almost thirty years old, so bear that in mind when you inspect your prospective purchase's bodywork. Look for corrosion in all the usual places (sills, floors etc.). Check panel gaps for signs of repair. Pay particular attention to those wide wheel arches. Are they metal, or have they been replaced with cheap fibreglass parts after an unfortunate accident?

Look for signs of overspray on rubber seals. Evidence of this

indicates remedial paintwork. Ask the seller to clarify what the problem was and why the seals weren't removed before the work was carried out. Pay just as much attention to the underside of the car. Ask questions if you find freshly-applied underseal. Is the seller trying to hide body rot?

### IDENTITY

Of the fifty LEs made in 1989, only fourteen were right-hand drive. If in doubt about the identity of the 911 you're looking at, you should consult an expert and/or order a Certificate of Authenticity direct from Porsche Cars GB. This service does attract a fee, although it can be obtained free of charge if you join the Porsche Club of Great Britain.

The document acts as an official build guide, outlining the specification of the car at its original point of manufacture, including data such as VIN, engine and transmission serial numbers, original paint and interior codes, purchased cost options, original suggested retail price (£84,492) and production completion date. Check this information against the car you've been presented with. It's better to be safe than sorry!



# Buy & tune



While it's true to say that the increased displacement of late 930s boosted power and torque, intercooler equipment added a significant amount of extra weight, changing handling and driving characteristics. This is why many prefer much earlier 930s.





## TRANSMISSION

1989 model year 930s were equipped with the famous Getrag G50 five-speed manual gearbox, a hydraulic clutch and a limited-slip differential. The G50 was a long overdue bit of kit that improved the driving experience of last-of-the-line 930s by delivering smoother, faster shifting and an extra ratio over earlier Turbos. The G50 was fitted as standard equipment to the Carrera 3.2 a full two years before it featured on the 930 (where the extra gear has the welcome effect of reducing turbo lag).

## ENGINE

3.3-litres of flat-six fury resides beneath the whale tail of late 930s. The engine code is M930/60, a unit fed happy juice by Bosch J-Ketronic fuel injection. A single Kuhnle-Kopp-Kausch (KKK) turbocharger and an

air-to-air intercooler extract 330bhp out of the LE as standard. That's 30bhp more than a stock-spec 930.

All M930/60 engines feature Nikasil-coated cylinder bores to promote reliability and a long service life. The LE flat-six also

benefits from uprated camshafts, a bigger intercooler and the aforementioned quad-tailpipe exhaust system (check the condition of exhaust pipework and the car's heat exchangers). Compression ratio remains

the same as the standard 930. Top speed is more than 170mph with a claimed 0-60mph sprint time of less than 4.9 seconds.

Be wary of any 930 engines that produce a lot of smoke and/or run poorly on idle. Any such condition should be treated as a huge bargaining chip. After all, there's the potential for a big bill to come your way if there are problems that need to be sorted. In fairness, LEs are so rare that the car you're looking at will almost certainly have spent its life in the hands of serious collectors unlikely to let their investment go down the drain, but don't take accept the seller's word when evaluating the condition of his or her car. Make sure you go for a test drive, and don't be afraid to 'give it some beans' on a quiet stretch of open road. Any mechanical complaints will soon make themselves known.

Like many turbocharged cars built in the 1980s, massive lag is a key characteristic of the 930 driving experience. Power below 3800rpm is fairly unimpressive, but chuck a fair bit of weight behind your lead foot and you'll soon be grinning from ear to ear as the car bolts forward.

**Chuck a fair bit of weight behind your lead foot and you'll soon be grinning from ear to ear as the car bolts forward!**





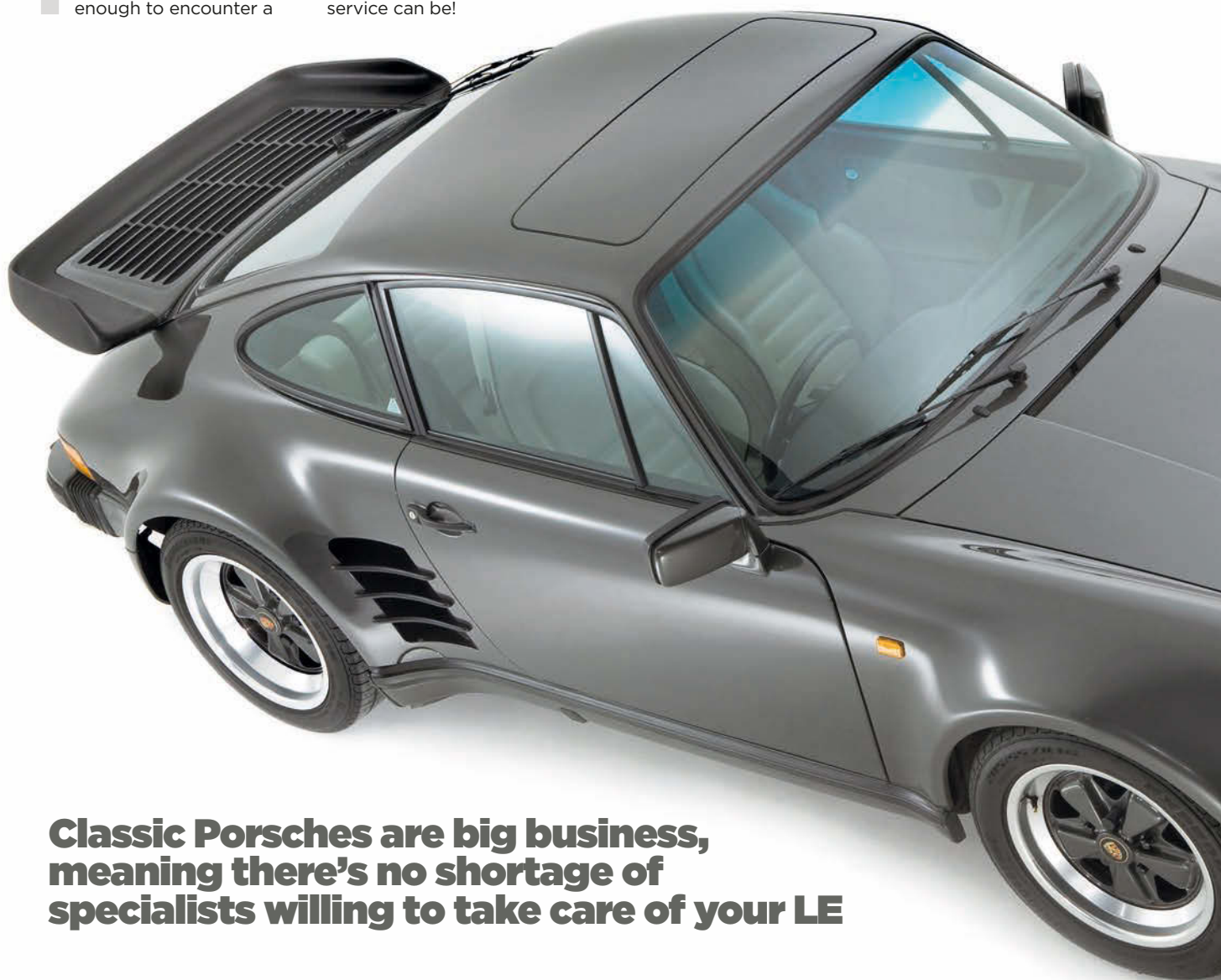
## Buy & tune

### SERVICING

Service intervals are listed by the Porsche as one year or twelve thousand miles, whichever comes first. Major service intervals will set you back between £800 and £1000, while intermediate servicing should be closer to the £250 mark. Classic Porsches are big business, meaning there's no shortage of highly skilled specialists willing to take care of your LE. Shop around.

If you're unlucky enough to encounter a

930 - LE or otherwise - with a turbocharger producing blue smoke, then the chances are that the turbo's oil seals have blown. This needn't be huge cause for concern. Many respected turbocharger repair and upgrade specialists (such as Turbo Dynamics, Turbo Technics and Turbo Developments) will happily accept your worn part through the post before returning it to you completely rebuilt. You'll be surprised at how reasonably priced the service can be!



**Classic Porsches are big business, meaning there's no shortage of specialists willing to take care of your LE**



## INTERIOR

This is where the LE really comes into its own! The model's cabin is awash with special edition trim, including electrically adjustable multi-directional leather seats (with perforated centres), electric windows, power sunroof and door mirrors. An optional Blaupunkt CD player allows you listen to your favourite Kenny G album in all of its digital sonic brilliance, while a mass of gold trim reminds you that you're driving a very special 911; a commemorative plaque sits in the lower part of the centre console, a gold crest is placed in the middle of the steering wheel and another is placed atop a short-shift gearstick. Make sure these parts are all present and correct. Replacing them won't be easy.



While many would be forgiven for thinking that a whale tail was the *de facto* styling upgrade of sports cars from the 1970s and 1980s, the part serves to vent more air to the 930's engine while creating downforce at the rear. The car's wide wheels also deliver greater stability.

## BRAKES

A 930 is a race car for the road, right? That'll explain the lack of ABS! Four-pot calipers grab hold of 304mm (front) and 309mm (rear) vented discs. Larger discs at the back go some way towards highlighting the 930's 39/61 (front/back) weight distribution. The LE can be a handful at high speed, so make sure you're completely comfortable with its braking characteristics before letting rip on the public road.

## SUSPENSION

The LE doesn't feature anything special over and above standard 930 suspension equipment. Torsion bars, the usual MacPherson struts and semi-trailing arms work alongside optimised shock absorbers and thick anti-roll bars to reduce 'wallowy' handling when the car is thrown into corners. For those that want greater control over the handling abilities of their LE, adjustable dampers are available from the likes of KW Suspension and GAZ Shocks.



## Buy & tune



### TUNING

There are stacks of tuning options available for the 930, but you need to ask yourself if this is really the route you should take with an LE. With only fourteen right-hand drive examples sold, originality is key to maintaining every example's considerable financial value. It's worth remembering that as a special edition, the LE wasn't just a well-equipped 930, it was a car released to mark the end of an era. Just look at the commemorative plaque inside the car. It doesn't have a build number pressed into its surface. Instead, it displays the years the 930 was in production!



## A Grand Prix White LE went under the hammer for £160k at Silverstone Auctions a couple of years ago

### CONTACTS

Silverstone Auctions [www.silverstoneauctions.com](http://www.silverstoneauctions.com)  
 KW Suspension [www.kwsuspensions.co.uk](http://www.kwsuspensions.co.uk)  
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 Porsche Classic Partner [www.bit.ly/porsche\\_cp](http://www.bit.ly/porsche_cp)  
 Gmund Cars [www.gmundcars.com](http://www.gmundcars.com)  
 Porsche Club GB 930 Register [www.bit.ly/930register](http://www.bit.ly/930register)

### PRICE

An LE would have emptied your wallet for close to £85k in 1989. Adjusting for inflation, that's about £195k in today's money. With so few examples of the model made, it's difficult to put a price on what they're worth right now, especially when they rarely come up for sale at auction. That said, a Grand Prix White LE went under the hammer for £160k at the Silverstone Auctions Classic Sale a couple of years ago. Classic Porsche prices have risen rapidly since that time, so it's safe to assume that you'll need to budget much more for a low mileage LE in a desirable colour should you encounter one for sale any time soon. If you are lucky enough to be able to buy one at a reasonable price, consider it as a sound investment.

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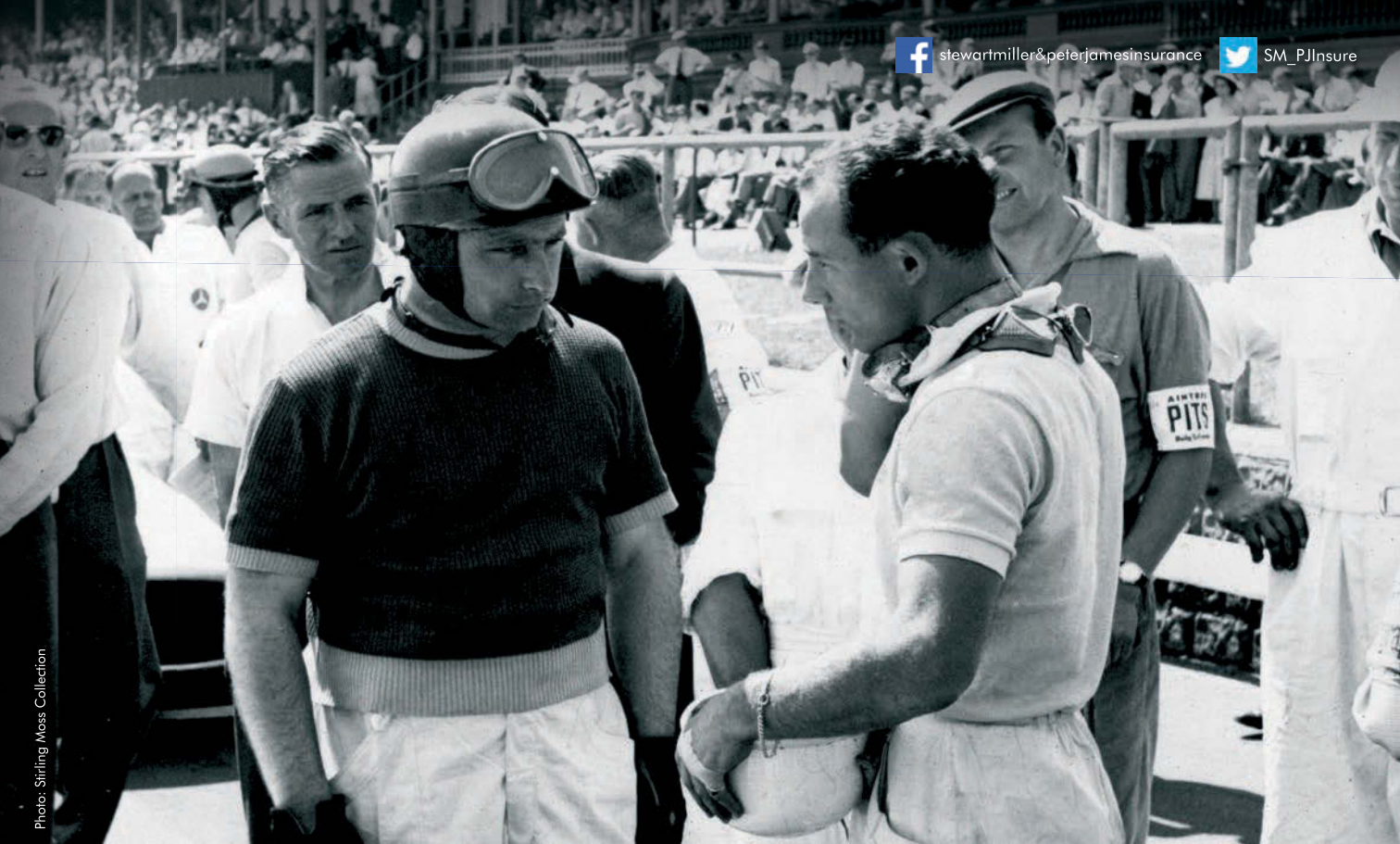


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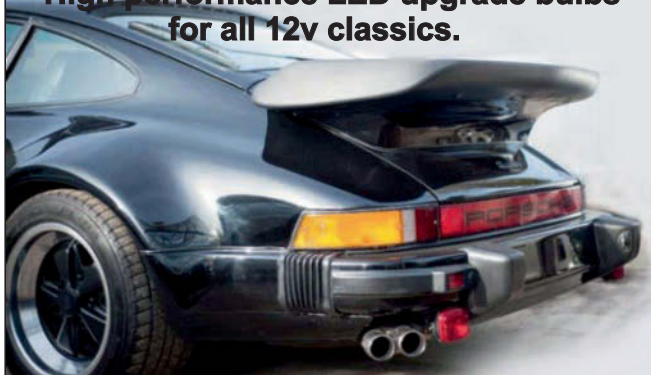
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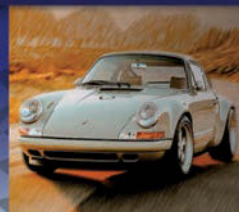


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