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STRANGER THAN FICTION

THE TERM 'SUPERCAR' has been used by marketing folk in the automotive trade for a century, but few would argue that anything with four wheels prior to the launch of the 959 was truly deserving of the title. Such was the impact of Porsche's ballistic, four-wheel drive, twin-turbocharged spaceship that its influence can be found in pretty much every car subsequently manufactured. In fact, as we celebrate thirty years since Porsche sent the first of its production 959s out into the big, wide world, it's interesting to note just how much of the model's DNA can be found in our favourite manufacturer's later offerings.

In this issue of *Ultimate Porsche*, we take an in-depth look at the 959, from its origins as a project inspired by Group B race and rally regulations, through to its short-lived resurrection in the early 1990s. We also spend time poking around a 959 in the comfort of Revolution Porsche's workshop, determining what it takes to keep the 450bhp motoring icon on the road today.

The 959 isn't the only Porsche with a reputation to uphold; the jet black 400bhp 944 Turbo spread across the cover of this magazine has been heavily modified and styled in tribute to Marvel antihero, The Punisher, a man hellbent on setting the world aflame in his quest to seek vengeance for the killing of his wife and daughter. Strong stuff, and not a story one can take

lightly, which is why the build's chief architect, Tomaz Cervantes, spends half his time dressed as the gun totin' comic book character! Read all about his punishing Porsche project on page 8.

Inspiration for restomods can also come from larger than life characters in the real-world, as evidenced by the 911 SC backdate built by Rennsport for Steve McQueen fan, Matt Stanley. Featured on page 24, the finish of the Slate Grey stunner was influenced by McQueen and his 1970 911S, an air-cooled classic that makes an appearance in the movie, *Le Mans*.

Tweaking and tuning your classic Porsche may have an impact on the price you pay for car insurance. It's a financial responsibility no car owner can avoid, but that doesn't mean you should be paying top dollar. Have a butcher's at our Tech Talk guide to lowering the cost of your premiums on page 76, and then celebrate saving a heap of cash by flicking to page 94 and checking out our latest subscription deals. You know it makes sense!

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Ultimate Porsche CONTENTS

Features

8 KING OF THE CASTLE

The build of this 400bhp 944 Turbo was inspired by Marvel's awesome antihero, The Punisher.

24 BUCK THE TREND

Forget Singers and RS tributes. Matt Stanley's 1982 911 SC is a backdate that forges a path of its own!

52 LIVING LEGEND

We paid a visit to independent Porsche specialist, Revolution Porsche, to find out what it takes to keep a 959 on the road.

61 WALTER RÖHRL

A Porsche legend, and the last man to win the World Rally Championship in a rear-wheel drive car.

Torque

35 TIM SUGDEN

The hugely successful racer on what makes Porsche so special at the track.

37 MARK WIBBERLEY

Don't be afraid to use your classic Porsche all year round, argues this 944 Turbo owner and car care expert.



Regulars

16 PLATFORM

The latest news, including the passing of former Porsche president and 911 saviour, Peter W. Schutz.

20 SMUGGLER'S BOX

Hot products on planet Porsche.

32 CLASSIC ADVERT

Porsche's results at Le Mans in 1996 means winning technology for you.

42 FROM THE VAULT

The 959 was much more than an over-engineered 911. It was a technological trailblazer!

64 FIVE MINUTES WITH...

We take time out to chat with Karl Chopra, head honcho at Porsche parts, service and restoration specialist, Design911.

66 PORSCHE PEOPLE

Nine Excellence technician, Alex Brown, shows us around his 924, 928, 944... and his Porsche-Diesel Standard Star tractor!

35



74 944 TURBO PROJECT

The stockpile of parts for our poorly 951 grows ever higher.

76 TECH TALK

We show you twenty-five ways to help reduce the cost of insuring your classic Porsche.

82 UNDER THE HAMMER

What was hot at Silverstone Auctions' recent The Porsche Sale 2017.

86 BUYING GUIDE

What to look for when on the hunt for a solid example of a 912.

94 SUBSCRIBE

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KING OF THE CASTLE

Built as a tribute to one of Marvel's grittiest characters, this modified 944 Turbo is producing close to 400bhp

WORDS Emma Woodcock PHOTOGRAPHY Andy Tipping





Glowering at the asphalt, sucking light and life out of the Nevada sky, this 944 is a vicious void set at enmity to the noise and colour of the world around it. In amongst a terrorising wide-shouldered stance and deep black paintwork, a pair of 924 Carrera GTS-aping fixed headlights and the distinctive image of a massive silver skull peer out. This is a classic Porsche that says what it means, and it means war.

Bereft of brightness, hue and whimsy, the classic coupé pays tribute to Frank Castle, otherwise known as The Punisher, a Marvel antihero who stands on a razor's edge between heroic patriotism and anarchic, world-burning hate. Bruce Wayne, eat your heart out! Castle's activities makes Batman's battles look like a pre-school play date.

For this startling 944 Turbo's owner, a graphic novel fan who goes by the name of Tomaz Cervantez, The Punisher is the obvious theme for a Porsche project. "I've loved the character since I was a kid," he explains. "Frank Castle is a normal guy. He doesn't have super powers, he's not rich. In essence, he's just a badass that takes out the trash. He is, however, a military veteran, a personal history that informs how he carries out his unforgiving brand of justice!" Tomaz served in the armed forces himself, making The Punisher the perfect focus for this unusual build.

If it hadn't been for a serious accident, the project may never have come about. "I spent time building a Punisher-themed motorcycle. Unfortunately, I was hit from behind at a stoplight. The guy who ploughed into me didn't even touch his brakes! His car launched up and over my bike's rear wheel, colliding with my back, my neck and the majority of the right side of my body. If it hadn't been for a former emergency room nurse resuscitating me on the scene, I'm not sure I'd be here to tell the tale."

Tomaz's injuries were extensive, including (but not limited to) several broken ribs, a broken leg, damage to all of the bones in his right foot, severe concussion, internal bleeding and a compound fracture in his arm. Surgery and several weeks spent in hospital followed, after which he temporarily lost the ability to walk. "I had a hard road of recovery ahead of me, but I've always been a fighter. Each day, I challenged myself to do something I couldn't have managed twenty-four hours earlier. After many months, I was able to walk again," he beams.

Like anyone whose blood has its own octane rating, the aircraft mechanics tutor's thoughts soon turned back to automotive exploits. Another motorcycle was off the cards on safety grounds, leading our man to play with a Porsche.

Decades earlier, Tomaz's first German go-getter had been a Signal Orange 914 which gained a Chevy V8 and a giant 'whale tail' during the course of his ownership.

Unsurprisingly, he regretted selling the car. ➤



TOMAZ'S INJURIES WERE EXTENSIVE, INCLUDING SEVERAL BROKEN RIBS, SEVERE CONCUSSION AND **INTERNAL BLEEDING**



Above Tomaz regularly Cosplays as The Punisher, attending Comicon and raising money for his local hospital

Left Big bhp comes from tuning equipment supplied by firms such as Lindsey Racing

DRIVER Q&A



TOMAZ CERVANTES

Occupation
I teach people about aircraft mechanics

First Porsche
A 914 powered by a small-block Chevy V8

Favourite Porsche
My 914 V8

Best thing about your 944 Turbo
It's a blast to drive and it looks amazing

Worst thing about your 944 Turbo
Getting 10mpg around town sucks!



Killing spree

Frank Castle made his first appearance in print in *The Amazing Spider-Man #129* (cover dated February 1974) after the character was given the green light by real-life Marvel hero, Stan Lee. Driven by the deaths of his wife and two children (killed by the mob for witnessing a killing), Castle names himself 'The Punisher' and becomes a vigilante, employing torture, kidnapping, extortion, coercion and murder in his campaign against crime. The character has been depicted in film, and is about to be featured in a new Netflix series.

Consequently, he quickly adopted thoughts of fitting a General Motors LS series V8 into the engine bay of a 944 when it came to planning the build you see on these pages.

It didn't take long to find the perfect donor car, a naturally aspirated 2.5-litre Kalahari Beige 944. There was just one problem. "It was too good to dismantle!" cries Tomaz. "I drove the car for long enough to realise that it was in fantastic condition. I changed my mind about using it as the platform for my project, opting to leave the car in its standard state of tune," he says.

He was left in need of a 944 he could sink his teeth into. "The search was back on. I decided to look for a ready-to-rebuild derelict 944 Turbo," he recalls. He knew that the injuries he sustained in his motorcycle accident would make working on the car a challenge, but he found inspiration by witnessing the rehabilitation of servicemen and women who

"suffered far worse body damage than I did." Besides, he liked the idea of pursuing his own route back to good health. "I reasoned that if I could turn a wrench on a car, then I'd be experiencing better treatment than what I'd be subjected to in a clinic. That's what I told myself. Having a fantastic modified Porsche at the end of my self-dictated programme of treatment was an added bonus!" he laughs.

Furious internet searching soon led to the car that would receive the Frank Castle treatment. Taking the form of a black 1986 944 Turbo languishing in Colorado, it looked rough, but the transaxle's spec list was a dream come true; the car had previously been owned by Rogue Tuning and had acted as the development vehicle for the company's 944 mass airflow sensor conversion kit. Better still, a host of other engine and driveline upgrades had been applied along the way. "The parts were worth more than



the price being asked for the car. I'd found a diamond in the rough!" grins Tomaz.

Just how rough became apparent when he laid eyes on his new Porsche for the first time. Layer upon layer of filler, umpteen coats of paint and extensive body corrosion were clear to see. A layer of black hid three layers of Guards Red and four further layers of a strange burgundy hue. "It was horrible. During the process of stripping the car at my home in New Mexico, I likened the endless layers I uncovered to counting tree trunk rings." Nonetheless, the shell was taken back to bare metal before all dents were fixed and rust removed.

The bodywork repairs took several months, Tomaz working on his driveway whenever weather allowed. It was during this laborious process that his thoughts turned to further modification. "Since I no longer owned a Punisher-themed motorcycle, I decided to carry

the idea over to what I now consider to be my ultimate Porsche," he reveals. His first move was to purchase a set of Broadfoot Racing flared wheel arches. They fit brilliantly, Tomaz giving credit to the Broadfoot boys for creating a kit that doesn't require post-purchase alteration.

A raft of chassis updates followed, including the appointment of a 26.8mm front anti-roll bar taken from a later 944, Koni adjustable dampers and eighteen-inch two-piece polished split rims with anthracite five-spoke centres. Then, as soon as the restored body was ready for paint, Tomaz turned his attention to his new toy's cockpit, a space that looked less than lovely following years of neglect. It was time for a retrim in red-stitched black leather.

The work was commissioned to a British in-car upholstery specialist, resulting in hide-clad bucket seats with a matching dashboard and centre console. The parts are joined by ➤➤

Above Interior retrim in black leather and Alcantara with red stitching was entrusted to a British upholstery firm

» four-point safety harnesses and a brooding, skull-shaped gear knob.

Changes were also afoot deep in the engine bay. Tomaz removed the top of the car's turbocharged 2.5-litre lump and added a variety of upgrades to the already-tuned unit. Presently, the specification includes a fully ported and polished cylinder head with an uprated valvetrain, RARST forged connecting rods, a naturally aspirated 944 camshaft, Lindsey Racing high-flow fuel equipment and one of the famous Porsche tuning firm's enlarged stainless steel exhaust systems, complete with a Magnaflow silencer.

The car's forced induction setup has also been revised, chiefly through the installation of a KKK K27/8 turbocharger, a 911 Turbo (930) wastegate and a Lindsey Racing Stage 2 intercooler helping to raise power knocking on the door of 400bhp at 20psi boost. Were that not enough, this terrific Turbo's new paintwork also saw concerted exertion; having settled on a return to gloss black, Tomaz applied several coats of primer, five coats of black enamel and five full layers of clearcoat, affording his Punisher-styled Porsche a pristine finish.

Front splitters, a big ol' rear wing and custom-cut exterior graphics complete the transformation into a Porsche fit for fiction. "I often cosplay as The Punisher, doing the rounds at Comicon and other conventions. It's great to show my custom 944 to other fans of Frank Castle, many of them assisting me in my efforts to use the car as a focal point at charity events where I raise money for local hospitals," says Tomaz, not oblivious to the gawps his potent Porsche garners whenever it's seen cruising the mean streets of Sin City, a place where supercars seldom raise an eyebrow. Perhaps Frank Castle is the good guy after all?!

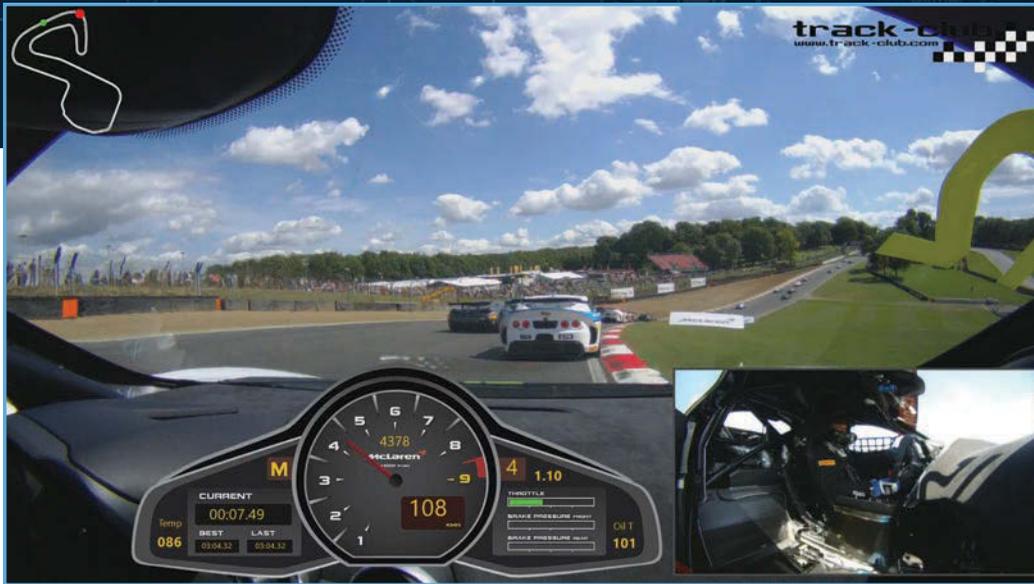


Above Jet black paintwork, big wing, wide wheel arches and custom-cut Punisher-themed exterior graphics has us wondering if a street-prowling 944 Turbo has ever looked so menacing?!



Castle keep

Empire named The Punisher as the nineteenth greatest comic book character of all time. *IGN's* list ranked The Punisher at number twenty-seven. "Frank Castle has spent years exacting vengeance for the death of his family by punishing criminals everywhere. His skull insignia inspires fear throughout the underworld. His appeal with readers rests on his ability to do what the rest of Marvel's heroes won't. He's a tragic figure. The truth is that Frank Castle can't survive without killing, a job that fulfils him in ways his family never could." The character's behaviour has caused others to criticise Marvel, asking for The Punisher series to be cancelled. Bah!



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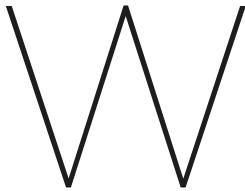
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Porsche mourns Peter W. Schutz

Eminent former President and CEO passes away



hen Peter W. Schutz took over as President and CEO of Porsche AG in

January 1981, the company was going through what can only be described as a 'difficult' period. A year earlier, the manufacturer had recorded its first financial losses, but no more than three weeks into his new role, Schutz reversed Porsche's decision to cease production of the 911. The model's continued success somewhat justifies his move (that's the understatement of the century!).

During his time at Porsche, Schutz changed the company's strategic direction; he increased the appeal of the brand, helping to successfully introduce the 911 Cabriolet, and he widened the transaxle model range with the introduction of the 944 Turbo, 944 S, 944 S2 and their attractive drop-top variants.

In 1982, Porsche set new records in motorsport, winning almost all categories and special rankings at Le Mans, occupying first through fifth finishing places. And then there was the development of the mighty 959 (which we cover in detail from page 42 of this edition of *Ultimate Porsche*). Dubbed the



"uber-911" by the motoring press, it underlined Schutz's vision for Porsche as class leader in the field of advanced automotive technology.

Schutz trebled the company's sales volume and restored Porsche's status as a highly profitable enterprise. For five consecutive years under his watch, the Stuttgart concern set one financial record after another. Global economic

woes towards the end of the 1980s, however, brought this golden period in Porsche's history to a close.

Schutz left his role in 1987, retiring a year later. He passed away on October 29th 2017 at the age of 87. He is survived by his wife, daughter and two sons. He will remain fondly remembered as the man who saved the 911, and quite possibly, Porsche itself.





Factory anti-theft protection on the way for classic Porsches

Porsche is currently developing a comprehensive anti-theft protection system for all classic models, allowing owners of older Porsches to take advantage of the anti-theft protection already fitted to new sports cars from Stuttgart. The key feature of the new "Porsche Classic Vehicle Tracking System" is an autonomous sensor package that is integrated at concealed

points on the host vehicle. This device communicates with a security network that covers the whole of Europe. Tailored versions of the new system will be available for all classic Porsche vehicles from the 356 to the Carrera GT, and are set to become available from spring 2018 onwards at Porsche Classic Partners and most Porsche Centres dotted throughout Europe.



Congratulations to Porsche Championship winners

The sun may have set on another BRSCC Toyo Tires Porsche Championship, but we've been enjoying a look back at a fantastic season of high-octane action that saw 924s and Boxsters battle it out on some of the UK's best-loved racing circuits. We were thrilled to shadow the PDC Racing team and its star drivers, Gavin Johnson and Pip Hammond, during the championship's outing at Cadwell Park (read the resulting *Ultimate Porsche* feature by ordering a copy of our July 2017 issue at bit.ly/droptopspecial), and it's with great pleasure that we congratulate Pip for being crowned 924 class champion at season end. Warm regards also go to Boxster pilots, Ed Hayes and Andy Baker, for winning Race Spec Boxster and Production Boxster class titles respectively. Here's to 2018's championship, lads. We can't wait!

See you there...

MANCHESTER CHRISTMAS CRACKER

The Manchester Museum of Transport is hosting its annual Christmas Cracker event on Saturday 2nd and Sunday 3rd December. If ever you wanted to spend money on transport memorabilia from books to models, from photos to spare parts, then this is the event for you! An unusual shopping trip can be capped with a ride back in time thanks to a free heritage bus service using old double-deckers from the 1960s and 1970s, linking the museum with Manchester's Victoria railway station. More info at bit.ly/crackermanc

LEJOG RALLY

Described as "the toughest rally in Europe", and a 'must do' for the owners of classic Porsches, the Land's End to John O'Groats Reliability Trial is open to all cars built before 1986. Competitors take part in a number of driving tests along a maze of tight, twisty lanes up the west side of the UK before an 'easier' stretch of action north of Wales. The event takes place from 9th to 12th December and covers 1,450 miles. Register your car for inclusion at bit.ly/lejogally

ACE CAFÉ CLASSIC CAR NIGHT

Another of the legendary Ace Café's classic car nights takes place on 12th December. Open to all classics, the exciting evening's entertainment is free of charge and starts at 6pm, ending at 11pm (when you'll be politely invited to bugger off back to where you came from!). These evenings at the Ace Café are always full of fun, attracting a wide variety of weird and wonderful retro machinery. Visit bit.ly/acecafelondon



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Smuggler's box

CANFORD CLASSICS MOTORATUS APPAREL

Motoratus is a new clothing brand from the guys at Porsche restoration specialist, Canford Classics. Seizing the opportunity to create apparel that lives up to the promise of the amazing cars that leave the Dorset-based firm's workshop, this all-new collection of cool clobber has been put together in partnership with a team who previously crafted clothing for Levi's, Barbour (including the Barbour Steve McQueen collection), Tommy Hilfiger, Lee and Wrangler.

This "capsule collection" launches with a selection of polo shirts, jumpers, cardigans, t-shirts and driving gloves. Each garment is made from premium materials, including merino wools for the knitwear and quality cotton for the super-cool tees.

Perfect for Christmas gifting, the range's Abingdon leather driving gloves are offered in copper brown with black contrast, while the Motoratus San Francisco cardigan is perfect for those of you who like to drive with a little more insulation than your Porsche's vintage heater system is capable of delivering!

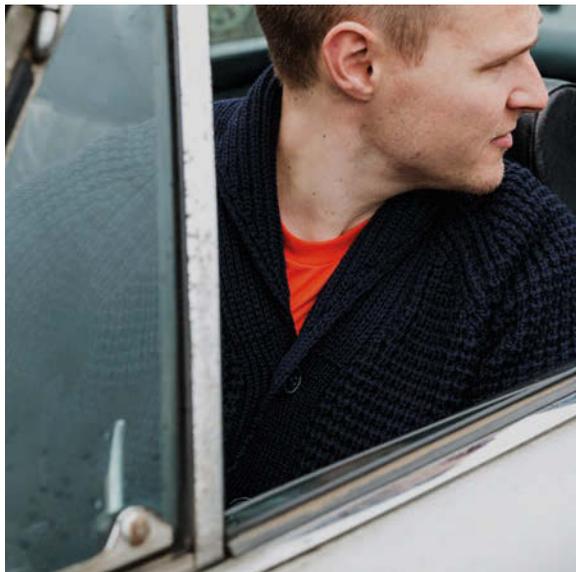
Take a look at the Motoratus online store for further information, including detailed product descriptions and pricing.

Price: From £45

**Contact: www.motoratus.com
or call 01929 472221**

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DEI SHRINK TUBES

DEI Heat Shrink Tubes are professional grade flexible polyolefin tubing, providing protection from dirt, dust, solvents, and foreign materials, as well as delivering excellent electrical insulation and strain relief. The over-expanded tubing easily fits over the ends of wires and connectors before shrinking down to 33% of its original diameter to create a snug, water-tight protective seal.
PRICE: From \$12.16 www.designengineering.com



PIONEER AVH-Z700DAB

Pioneer has launched its AVH-Z700DAB single-DIN head unit, offering owners of older cars the same tech that up until now has only been available in double-DIN units. Complete with a fully motorised seven-inch touchscreen, this Apple/Android-enabled Bluetooth ICE features multi-band GEQ, MOSFET 50Wx4 max output power, Auto Equaliser and Auto Time Alignment.
PRICE: £629 www.pioneer-car.eu/uk

911 RSR MOVIE

This unique film takes a look at the iconic 911 2.8 and 3.0 RSR in detail. The cars are captured in action at Porsche's own handling circuit at Silverstone, as well as further afield at the Nürburgring. The movie's producers get up close and personal with each model, exploring their similarities and differences, while insight into what it's like to race these legendary motorsport machines comes from famous Porsche pilots, Derek Bell and John Fitzpatrick. England's own 'Mr Porsche', Nick Faure, is featured alongside his Harley Davidson-sponsored 3.0 RSR, while in-depth technical analysis makes this a 'must see' movie for anyone passionate about Porsche and motor racing.

Price: Rent from £4, DVD £19, Blu-ray £24

Contact: www.911racers.com



BREATHABLE OUTDOOR CAR COVER

Stamford's helpfully-named Car Cover Shop specialises in automotive care solutions dedicated to helping owners of classics protect and preserve their four-wheeled friends for the long term. The company designs and produces a wide range of standard, custom and stretch-fit indoor and outdoor car covers for individuals, owners clubs and OEM manufacturers alike, with *Top Gear* using the firm's 'reveal' covers on the tellybox. Featuring a soft, fleece-like interior lining that counters concerns regarding the risk of marred or scratched paintwork, Car Cover Shop's 'Protector-4' water resistant outdoor cover incorporates a nifty quad-layer design which allows trapped moisture to escape without letting water seep in. Featuring elasticated ends, double-stitched seams, a Web-Tex securing buckle and a twelve-month warranty, the product comes in sizes ranging from small to 4XL, suiting Porsches of all types.

Price: From £112

Contact: www.carcovershop.co.uk or call 01780 654088

TAMIYA 934 RSR BLACK EDITION

This exciting radio-controlled model assembly kit is a limited edition variation of Tamiya's popular 1:24 scale Group 4 Jagermeister 934 RSR r/c kit, as featured in the June edition of *Ultimate Porsche*. Now with gloss black paintwork and gold stickers, this short-wheelbase (236mm), wide-tread model is fitted with a double-deck FRP chassis for increased rigidity. An aluminium motor mount, a hard propeller shaft, FRP damper stays, LED lighting, CVA oil damper-fitted four-wheel double wishbone suspension, enclosed front and rear gear cases with built-in differentials, two-piece staggered wheels and a 540 motor make this one of the best r/c Porsche kits we've come across. Numbers are strictly limited, so grab a black beauty while you can!

Price: £225

Contact: www.hobbyco.net or call 01908 605686





PIPERCROSS CLOTHING

Air filter and induction kit manufacturer, Pipercross, has launched a clothing range comprising a selection of hats, jumpers and t-shirts, all of which are made from high quality materials and, as you might expect considering their maker's forte, are highly breathable. Among the apparel on offer are t-shirts decorated with stylised Gulf Racing and Martini-style branding.

PRICE: From £14.99 www.pipercross.net



POWER MAXED WAX

Power Maxed has released a deliciously scented range of limited edition Christmas gift waxes that can be personalised for the lucky recipient. Available to order in 200ml pots with a choice of Fresh Cranberry, Iced Gingerbread and Hot Cinnamon scents, each product boasts five times the gloss enhancers of regular wax.

PRICE: £49.99 www.powermaxed.com

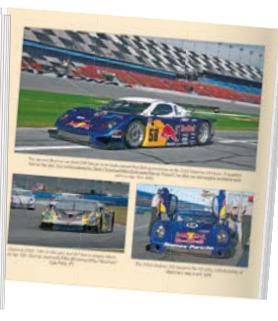
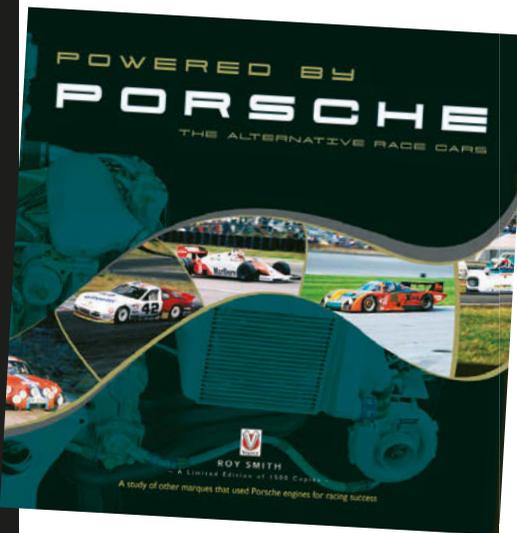
RECOMMENDED READ

POWERED BY PORSCHE

Restricted to just 1500 copies, this 464-page hardback coffee table tome provides a detailed account of the various racing cars powered by Porsche engines from 1950 to 2010. Our favourite manufacturer is thought to be the most successful producer of powerplants in motorsport history, with Lotus, Lola, March and others using Porsche engines to great success on racing chassis engineered outside of Zuffenhausen. Complete with 750 photographs, *Powered by Porsche* details the cars, teams and people who turned to Porsche power in the pursuit of greatness. Race information and engine specifications are presented in detail, along with descriptions of all non-Porsche chassis used.

Price: £100

www.bit.ly/poweredbyporsche



SPAX RSX COILOVERS FOR 944/944 S2/944 TURBO/968

Spax RSX coilover suspension kits contain uprated, 28-stage on-car adjustable dampers with stainless steel threaded tube and anodised aluminium height adjustable platforms matched to a set of chrome-silicon race-spec coil springs. Spax engineers have developed these kits to produce total control and razor sharp handling. Height adjustment allows you to set the corner weights of your car, which means you can control weight distribution, thereby improving balance and grip. The adjustable gas filled dampers allow the suspension setup to be altered perfectly to suit personal preference and your driving style. The result is maximum cornering speed and traction, minimum braking distance and radically reduced roll. Low speed performance is compliant and offers great feedback, while high speed performance is ultra-stable and fade free. Best of all, Spax RSX kits are offered at a price that won't break the bank.

Price: £687.49

www.design911.co.uk

RICHINGSGREETHAM TRAVEL ACCESSORIES

RichingsGreetham is inspired by the skill and care of traditional leather craftsmen, combining integrity and honesty with a utilitarian eye for detail. This new British firm designs and develops its leather travel accessories with simplicity of design and function in mind. The range comprises a travel pouch, a perfectly-formed zip wallet, a slim glasses case, a key pouch, a notebook and passport holder, a 'night out' bank card fold (for when you don't fancy carrying your wallet) and a soft-touch iPhone case with hard shell protection. All RichingsGreetham products are made from the finest tumbled aniline soft calf leather in a choice of tan, navy or black to complement your Porsche's interior.

Price: From £48

www.richingsgreetham.co.uk





BUCK THE TREND

Forget Singers and RS tributes. Matt Stanley's 1982 911 SC is a backdate that forges a path of its own!

WORDS Emma Woodcock PHOTOGRAPHY Adrian Brannan



P O R S C H E

YNF 56L

FLAT b

Most would agree that a ducktail spoiler adds an eye-catching pop of difference to a classic 911 that rolled off the production line with a bare bum. Even Porsche has got in on the act, whacking a ducktail on the rear of the 997 Sport Classic! Like mason jars, fixed-gear bicycles and vinyl, however, what was once considered to be a retro blast from the past is in danger of becoming overplayed and obvious. Perhaps it's time for something different?

Enter Matt Stanley and his 1982 911 SC backdate. Slate Grey with sumptuous curves, the car trades extrusions for minimal, rounded bumpers, subtly lowered suspension and slightly wider rear arches. You could be forgiven for thinking you were staring at a standard early 911, but draw closer and it's clear that this *neunelf* is so much more.

"It was fate that drew me to sports cars from Stuttgart," Matt explains. "I was visiting Paul Cockell, chairman at Gloucestershire-based classic Porsche restoration specialist, Rennsport, and found myself distracted by the part-built tangerine 911 RSR tribute on show in the company's workshop. Things snowballed quickly from that point onwards!"

Matt already owned a racy riot in the form of a 356 Speedster replica, but the almost-Porsche wasn't seeing the use it deserved. "It was a lovely car, but it wasn't any fun on long trips. It ended up sitting motionless most of the time," he recalls. With the itch for a genuine 911 fast turning from thought to desire, the Speedster was offered for sale in late 2013.

FARAWAY LOOK

Scouring t'internet, taking a break only to steal up and down the country to view what seemed like every available SC to reach the open market, Matt searched exhaustively for a car that he could use as the platform for an ambitious restomod project. Every stop was pulled out, each unturned stone was diligently flipped over. The result? Nothing. Zilch. Diddly-squat. "I viewed a large number of 911s, but missed out on many more. Often, cars sold before I'd even arrived to look at them! Of the vehicles I did manage to see, most were ropery or misrepresented in classifieds. I included backdates in my search criteria, but the cars within my price range were seriously lacking in accuracy and attention to detail," he sighs.

Fed up and racing against rising market values, he turned back to Rennsport and asked Paul to source the perfect Porsche for the project. It would prove to be the right decision; the firm soon uncovered an ideal 911 SC finished in Guards Red. The '82-plater was completely original, with no obvious signs of welding and a solid shell helped by long periods of dry storage. Donor cars don't come much better! "Buying the SC is probably the best decision I ever made," reasons Matt. "Had I waited any



Dream drive

Matt's favourite classic Porsche is something special: the 1967 911 R. Designed to capitalise on the success the 911S had seen in GT racing, the 911 R received the 210bhp Type 901/22 racing engine, Scheel bucket seats and a mass of weight-saving body modifications designed to drop the car's bulk to a scant 800kg. Among other changes, drilled floors, plastic side windows, epoxy door handles and a full complement of fibreglass body panels helped to reduce the 911 R's overall bulk. Sadly, although not entirely unpredictable, a full homologation run of 500 cars proved prohibitively expensive, resulting in the assembly of just twenty-three 911 Rs. Each of the finished racing machines featured wide wheels for fast cornering speeds, a 10,000rpm tachometer and a Monza steering wheel.





Left No exaggerated body decoration here, just the clean lines of a classic 911

Below Together with his friend, Keir, Matt races a classic 911 in a series organised by the Classic & Sports Car Club

Bottom Commemorative sticker highlights the involvement of famed Porsche engine builder, Gordon Wardle





SLATE GREY REALLY WAS THE ONLY COLOUR I CONSIDERED FOR THE BUILD AFTER SEEING PHOTOS OF **STEVE MCQUEEN'S 911S**



» longer, I'd have been priced out of the classic 911 market altogether!"

With an SC to his name, now it was time for the building surveyor from Stratford-upon-Avon to lay down a singular concept for his new toy. There would be no ducktail, no RS-esque front bumper, no fibreglass bonnet and no bright paintwork. Matt wanted something closer to Magnus Walker's 'Sports Purpose' philosophy, complete with curved bumpers, centre-exit tailpipes and subtly swollen rear wheel arches. Once piece of popular pastiche would remain in the form of sixteen-inch Fuchs wheels wrapped in Falken Ziex rubber, but who can argue with that decision when the result looks this good?!

Of course, there was plenty of work required to turn Matt's vision into a running, driving vehicle. The guys at Rennsport started by stripping the SC back to a bare shell, at which point it received new inner and outer sills, new kidney bowls and general rust repairs. A long



Left and below Interior is a carefully-considered work of art, with backdated heater equipment, a Becker Mexico head unit and super-comfy racing seats in place



steel bonnet, pre-1973 front wings and an early-style front closing panel were added at the same time, followed by a coat of primer. The only fibreglass parts to feature were the Outlaw-style front and rear bumpers.

FLYING COLOURS

With the shell prepared and offering a good, solid base for the build, Matt was asked to name his preferred body colour. He had the perfect pigment in mind!

Slate Grey is a warm, deep hue offered on the standard Porsche colour list between 1960 and 1969, and available as a special order for a few years thereafter. Most famously, the shade was applied to Steve McQueen's own 911S, the car that part-inspired Matt's project. "Slate Grey really was the only finish I considered after seeing photos of McQueen's Porsche. I've since seen other early 911s and a few 912s covered in the same colour. Each car looked fantastic."

When Paul's boys tackled the stripped coupe's mechanical components, peak power wasn't a target they were working towards. Indeed, this super SC is free of dramatic engine upgrades and has never seen a rolling road, but a full engine rebuild was a key part of the restoration. Gordon Wardle (an ex-Porsche Motorsport man with more than three decades experience building classic 911s) balanced and blueprinted the three-litre motor, adding new injectors, a new oil cooler, ignition kit, engine mounts and a new alternator in a bid for factory freshness. SSI stainless heat exchangers – parts based on the 1974 (and earlier) 911 exhaust design – and Le Mans-spec exit-gas pipework also make an appearance.

"It was a privilege to have someone as well respected as Gordon carry out the engine work. To pay tribute to his efforts, I commissioned the chaps at Polish graphic design outfit, Car Bone, to create a commemorative engine

Speed queen

The look of Matt's backdated 1982 SC is inspired by the 1970 911S of Hollywood screen icon, Steve McQueen. Ordered as part of the preparation for the filming of the motoring movie, *Le Mans*, the 2.2-litre 911 was delivered with Slate Grey paintwork, a special order black leather interior and high gloss wheel trims. Look closely, and you'll see the car in the opening scenes of the film. As soon as the production team finished shooting, McQueen had the car shipped to his home in California, where it was kitted-out with a trick limited-slip differential.



**MATT STANLEY**

Occupation
Building surveyor

First Porsche
This one!

Favourite Porsche
1967 911 R

Best thing about your 911 SC backdate
The car's rawness and simplicity of design

Worst thing about your 911 SC backdate
Nothing! It's everything I want from a car

IT WAS A PRIVILEGE TO HAVE SOMEONE AS RESPECTED AS **GORDON WARDLE** CARRY OUT THE ENGINE WORK

» bay sticker while they were producing the car's side stripes," smiles Matt.

Gordon also influenced the specification of the modified SC's transmission, recommending a Seine Systems gate shift to centre the third-fourth plane. The kit helps to prevent a potentially costly mis-shift. A short while earlier, Rennsport had won Matt over with their choice of gearbox, suggesting that once fully rebuilt and fitted with new mounts, the car's original 915 would shift just as sweetly as a later G50 unit. The clutch cable, driveshafts and entire braking system were also replaced with new parts, albeit matched to the original Porsche specification.

Suspension changes came next; the car has shuffled away from standard trim through the appointment of Bilstein heavy duty dampers. These parts encouraged a fast-road geometry setup and lowered ride height, although Matt had the car raised at the point of its first full service for fear of scraping the chassis on speed bumps. Inside the car's cabin, a raft of changes – from a MOMO Prototipo steering wheel to Perlon lightweight carpets – further reinforce the pre-'73 look. And with that, the fundamentals were in place.

Like Derek Zoolander or Cara Delevingne, Matt recognises that absolutely commitment to a look is the only way to give daring pout some clout. In other words, the devil's in the detail! The standard SC plastic-and-sliders heater box was sent to the tip accordingly, replaced by a handle-and-twin-levers affair. Other tweaks include touring seats, a Becker Mexico head unit, aluminium foot rests and a backdated dashboard complete with basketweave inserts.

Above Matt's gorgeous SC hasn't been built with big bhp in mind, but it's still an incredibly quick car

Turning an eagle eye back to the car's nuts and bolts, Matt found a small crimp in one of the oil feeds that run along the sills. He requested all oil pipes be replaced throughout. While his pride and joy was aloft on Rennsport's ramps, he took the opportunity to invest in a new fuel tank. Paul's team were working hard to finish the striped stunner, but there are only so many hours in a day, a sad fact that encouraged Matt to take care of some of the work himself. "I decided to bring a selection of parts home so that I could spend time tidying them up. I re-passivated a number of engine parts, I refinished the cooling fan and its shroud, and I polished, anodised and detailed the car's Fuchs alloys," he beams, proud of a job well done.

RUN FOR THE HILLS

Just twelve months after the build started, his finished car was ready to collect. "It's my perfect Porsche, and much more peppy than a standard SC. I'd only sell it for a genuine 1972 911," he teases. He gets plenty of use out of the Slate Grey head-turner, zipping around the country to Sunday scrambles and historic race meets. It's even hammered its way up the Prescott Speed Hill Climb, an experience Matt describes as "fun, but nerve-wracking!" Not that his brilliant backdate sees much in the way of motorsport action; after chatting with his friend, Keir Edmonds, Matt now shares ownership of a Martini-liveried SC that races under the pair's 'Flat6 Racing' banner in a series organised by the Classic Sports Car Club. It's safe to say he's been bitten by the classic Porsche bug – and all without resorting to buying a ducktail! 

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Torque Driver

Tim Sugden

Multiple championship-winning Porsche pilot, Tim Sugden, is back in a Stuttgart speed machine after temporarily hanging up his racing suit in order to coach the stars of tomorrow...

My first experience of racing a Porsche was back in 1997. I'd been a British Touring Car Championship (BTCC) works driver for BMW and Toyota during the SuperTouring era, and I'd also acted as test pilot for Vauxhall/Opel on their BTCC Vectra B and Vectra Challenge programmes, but a switch to sports car racing saw me hop into a 993 GT2 owned by the racing team of Steve O'Rourke, a chap best known as the manager of legendary progressive rock band, Pink Floyd.

It was an amazing period of my forty-plus year driving career. I became British GT champion in my first season of racing the 993, and I went on to become British GT1 champion a year later. Since then, I've competed with Porsches all over the world, winning hundreds of races and becoming Asian Carrera Cup champion in 2007. And when I wasn't taking top honours, I was consistently finishing within a couple of points of first place!

Perhaps my proudest achievement racing Porsches was being crowned Porsche Cup winner in 2005. Porsche bestows this honour upon just one driver every twelve months. The individual in question can be the driver of any privately entered Porsche in selected racing or rally championships worldwide. Points are scored according to the status of each series (for example, a good result at Le Mans ranks higher than a good result in GT racing), with the winner being the driver who has scored the most points at year end. I was the second Brit to receive the award. Derek Bell was the first, and Nick Tandy became the third in 2012.

I've raced Ferraris, an Aston, a TVR and a McLaren at Le Mans, but found myself to returning to the cockpit of a Porsche (incidentally, I campaigned a 996 GT3 RS at Circuit de la Sarthe in 2004, partnering with my fellow ex-BTCC chums, Ian Khan and Nigel Smith) in 2016 after an absence from racing encouraged by a punishing workload managing the careers of numerous star drivers.



It's great to be back in the saddle, splitting my time between racing and my off-circuit activities, which include consultancy to some of the world's best-known racing teams, and the running of my recently-established driver coaching and tuning parts business, Purple Dot.

Naturally, people ask me why Porsche is so revered at the track. Reliability is a word that springs to mind, but the manufacturer's excellent customer support programme is also worth mentioning. Then there's the fact that most teams find Porsche racing cars straightforward to maintain, plus drivers love being behind the wheel of race-spec 911s due to how exceptionally predictable the cars are, even when being pushed to the limit.

Perhaps it's time you tested the abilities of your classic Porsche at an open track day? Believe me, you won't regret it!

Above Tim's experience racing Porsches spans two decades of his forty-year driving career

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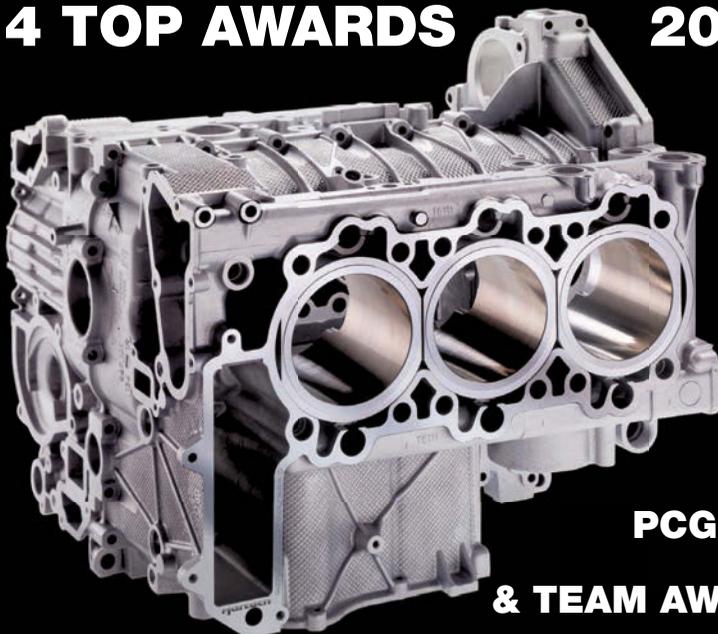
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Torque *Enthusiast*

Mark Wibberley

Driving your classic Porsche all year round not only ensures you get plenty of seat time in your treasured four-wheeler, but it also makes you a better driver, argues Mark Wibberley...

I bought my H-plate 944 Turbo fourteen years ago. I've owned other Porsches (including a 944 S2 and a 964 Carrera 4), but none have felt like such an integral part of my family as this gorgeous 952. You'd be forgiven for thinking the high sentimental value I place on the car means I keep it tucked away, only bringing it out for sunny days and occasional appearances during show season, but nothing could be further from the truth.

First registered in 1991, the car had covered a smidge over 100k miles in the hands of three owners by the time I bought it. Since then, I've added another 86k miles using the Nautic Metallic machine for my commute to work and back whatever the weather. Moreover, early on in my ownership, the turbocharged transaxle was called into service carting stock, a marquee and signage for the trade stand of my car care business, More Than Polish, to various TIPEC and Porsche Club GB events. Take it from me, a 944 Turbo delivers as much in the way of practicality as it does performance!

As the years went by, the scale of the stand grew beyond what my 952's luggage area was able to support, leading me to invest in a van. The car remained in constant use, however, continuing to ferry me to work and back each and every day during all seasons.

I know this Porsche inside out. I can drive it at the limit, aware of exactly where that limit is. I know how the car's characteristics change in accordance with varying driving conditions. In short, there's a familiarity I have with my 952 that couldn't be achieved if I only enjoyed the car 'now and again'. Besides, leaving a classic standing for long periods does it few favours, encouraging potentially expensive (and regular) recommissioning work through a lack of use.

That's not to say you can drive all year round without taking the necessary precautions to protect your Porsche from adverse weather and road salt. For a start, you need to ensure you've applied good quality paste wax to your car's (cleaned) paintwork. Arguably more importantly, you need to apply durable wheel



sealant, ideally a nano multi-linking polymer solution that will repel brake dust and provide alloys with protection from the elements for long periods of time. And use plenty of water when you wash – waterless wash methods won't get rid of what gritters leave in their wake!

If you're likely to pull your Porsche into a garage or workshop during or immediately after rainfall, then invest in a decent dehumidifier. It'll make the world of difference, much like a breathable multi-layer cover for a car that lives outdoors. Most of all, remember to enjoy being in the driving seat of your classic Porsche come rain or shine!



Above Mark continues to put his 944 Turbo to work fourteen years after he first bought it

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Street Performance 2
- Review & Approve**
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RIDE COMFORT	41
PERFORMANCE	63

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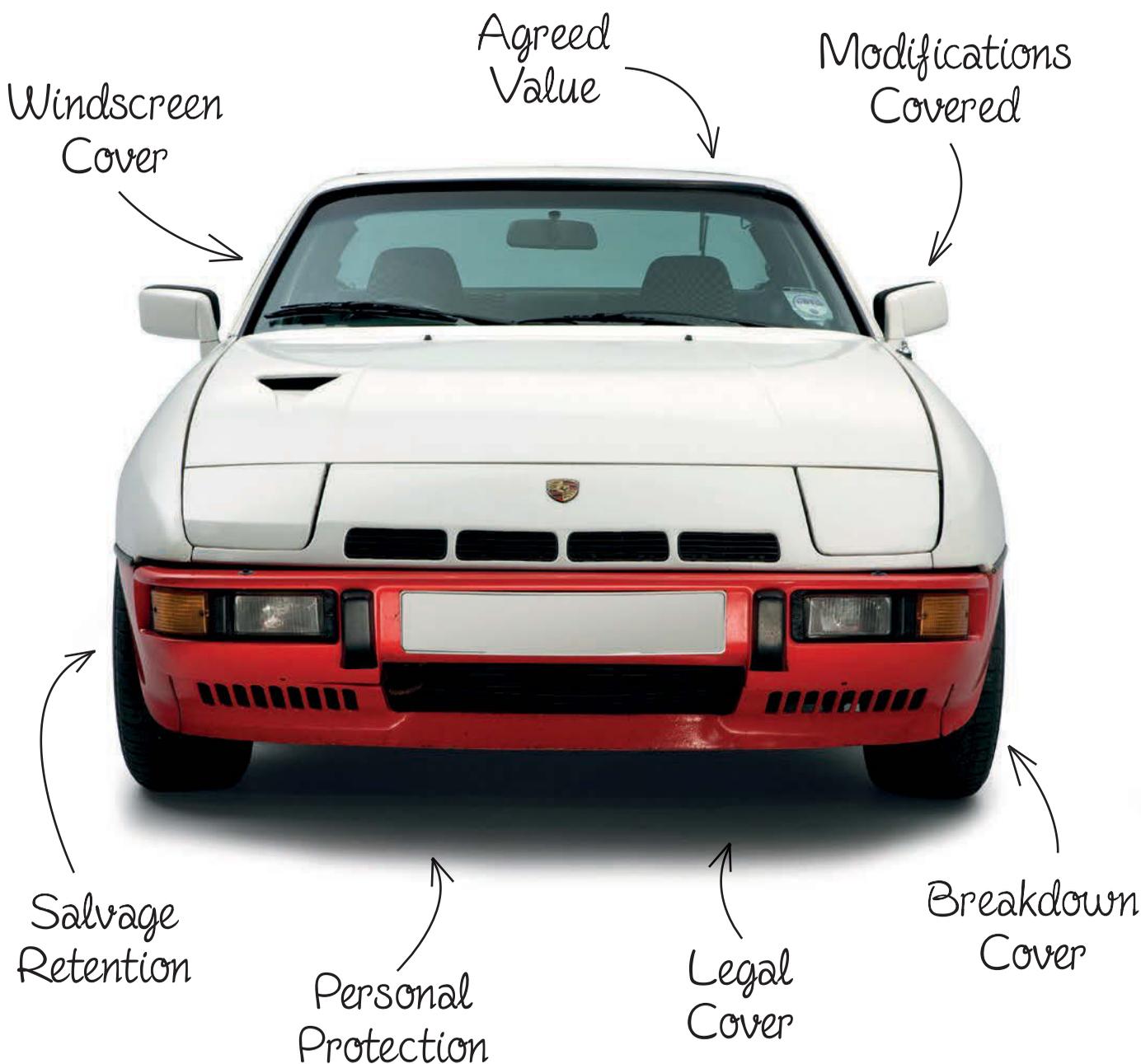


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FROM THE
VAULTS



THE

STUTTGART SPACESHIP

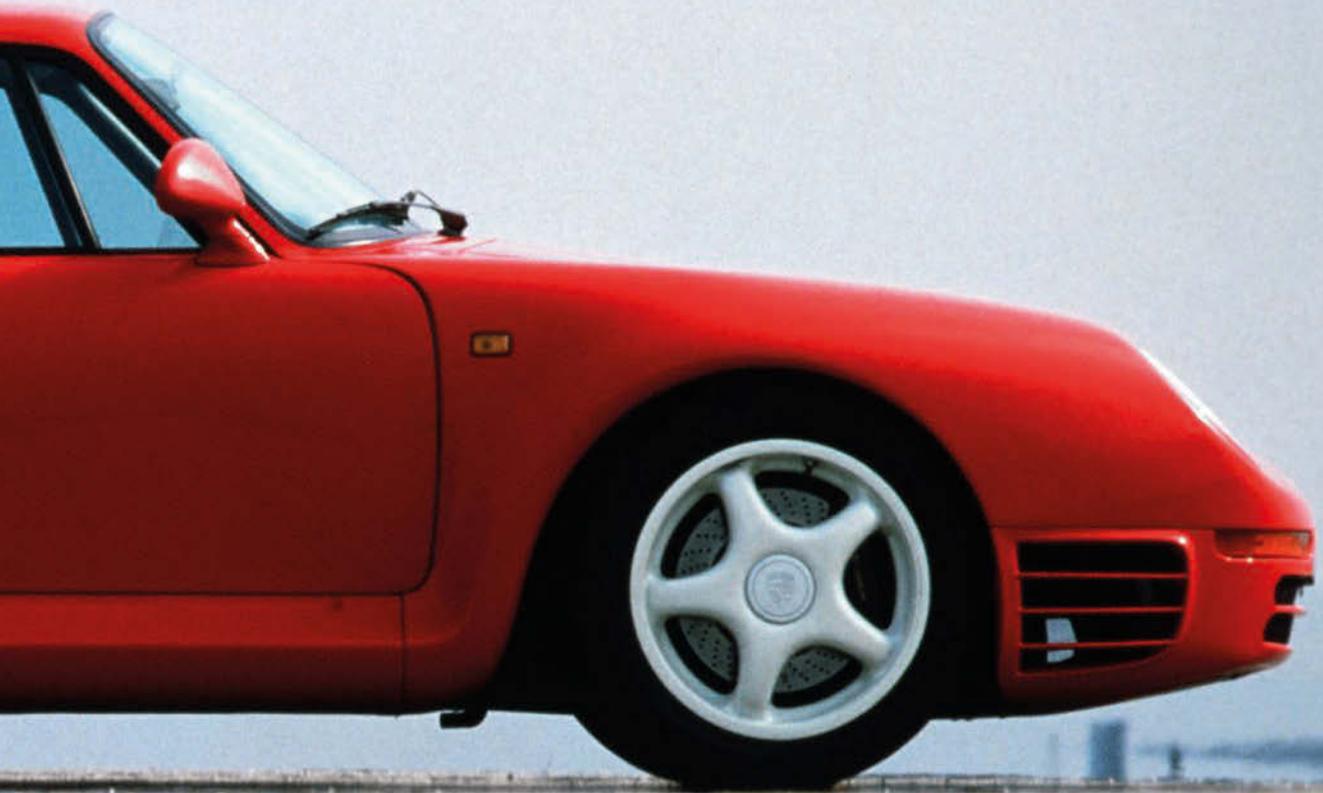
The 959 was much more than an over-engineered 911. It was a technological trailblazer!

WORDS Richard Gooding PHOTOGRAPHY Various

73 1974 1975 1976 1977 1978 1979 1980

1981

A quick glance is all you need to recognise the 959 as a radically redesigned 911



The 911 managed to escape the scythe of the Grim Reaper in the late 1970s thanks to the arrival of the SC and the later Carrera 3.2 variants, but even these evolutions largely stayed true to the model's original concept. Four-wheel drive, however, played a very important role in the success of motorsport 911s that tackled the formidable 1984 Paris-Dakar rally, with the Type 953 of René Metge and Dominique Lemoyne crossing the finish line well ahead of the competition. If the thought of an all-pawed 911 hadn't appealed to bosses back at the factory before then, the 953's win certainly made them sit up and take notice over a strong cup of coffee and a slice of Träubleskuchen!

In truth, the seed for a four-wheel drive 911 had already been sewn at Zuffenhausen; the Rothmans-liveried 953 hid a comprehensive reimagining of the 911 concept, and one which was inspired by the introduction of the now-legendary Group B regulations for factory-built experimental cars.

Introduced by the Fédération Internationale de l'Automobile (FIA) in 1982 for both sports car racing and rallying, Group B replaced Group 4 and Group 5 classifications and gave rise to rally machines with power upwards of 350bhp. Phenomenal cars resulted from the few restrictions laid down by the new regulations, but after a series of serious accidents and fatalities, the plug was pulled on the class in 1986. Nevertheless, while the much-loved sporting spectacle was active, only 200 cars had to be built by each participating manufacturer in order to satisfy homologation rules, although the development costs associated with the resulting motorsport machines were huge.

The clue to the 959's inspiration starts with its original concept name, Gruppe B. Development began in 1981 when Porsche's chief engineer, Helmuth Bott, convinced new Porsche CEO, Peter Schutz, to breathe new life into the 911 range following the creation of the Carrera 3.2. Importantly, Bott's proposition included research into four-wheel drive systems, as well as recognition for motorsport



FROM THE VAULTS

» programmes and their ability to rapidly speed-up the development of technology that could be used to great effect in road cars. The fast-approaching Group B seemed like a perfect fit for Porsche.

A difficult labour was made more painful when organisers of Group B made it clear they wanted to dominate world rally events, a move that saw top dogs in Stuttgart question the relevance of rallying to their production models. Despite these misgivings, the focus of their cost-not-a-concern project changed accordingly: the aim was to design and produce one of the most technologically advanced cars seen up until that point in time.

The C29 aerodynamic test mule provided a first step into the Group B arena. Essentially, the car was a 911 with extruded (and somewhat ugly) additional body panels. Despite its unsophisticated appearance, this peculiar Porsche enabled the firm's engineers to fine-tune the angles and contours that would go on to form the basis of the 959's spoilers, skirts and underbody cladding.

ALIEN TECHNOLOGY

The car that would become the 959 was unveiled at the 1983 Frankfurt Motor Show. While the new arrival's 911 ancestry was clear to see, the model's wild looks were like no other version of Stuttgart's sports coupé. With its slippery silhouette, wide-arched bodywork and striking white pearlescent finish, the Porsche prototype looked like a 911 that must have been visiting Earth from outer space! And such was the technical makeup of the finished 959, that may just as well have been the case...

Aerodynamics played an important part in the 959's intergalactic looks, with the overall shape of the car designed to increase stability at speed with zero lift. An aluminium, aramid-fibre plastic and Kevlar composite body – plus a Nomex floor – kept weight down to just 1450kg, while the shape of this mind-boggling powerhouse of performance represented the most major revision of the 911's exterior yet. Porsche studio designer, Richard Soderberg, was tasked with penning the look of the 959, and having already created the wind-cheating curves of the 935/78 'Moby Dick' racer of 1978, he knew a thing or two about aerodynamic efficiency.

Cars eligible to participate in Group B were forced to retain similarities with their roadgoing counterparts. In the case of the 959, this meant the 911's roof, windows and doors were kept back. Drag was significantly reduced, though, from the 0.38 of a standard 911 to just 0.31.

The car's body panels were punctuated by air intake grilles, with bodywork growing to

PORSCHE CHOSE TO FETTER AN EXISTING ENGINE, ITS HERITAGE STRETCHING BACK TO THE 935/78 'MOBY DICK'



accommodate statement-of-intent bulging wheel arches and bigger wings, as well as a distinctive rear hoop spoiler. In a move to further reduce drag, rain gutters were left off.

The street-legal 959 was revealed as a 1986 model at the 1985 Frankfurt Motor Show. It wasn't as wild as the Gruppe B that came before it, but many of the concept car's recognisable features were in place. That said, pre-production brake failures – boiling brake fluid caused violent jerking of the 959 under hard braking conditions – and other maladies meant that the first customer cars weren't delivered until 1987, a delay not helped by an extreme testing regime that saw the 959 exercise top speed at Nardo in Italy, hug the asphalt at Continental's Contidrom proving ground, and plough through snow in the Arctic, Norway and Sweden!

Rather than develop a new engine for its supersonic masterpiece, Porsche chose to fettle an existing unit, its heritage stretching back to the aforementioned 'Moby Dick'. With a displacement of 2849cc, the 959/50 flat-six »



1973 1974 1975 1976 1977 1978 1979 1980

1981



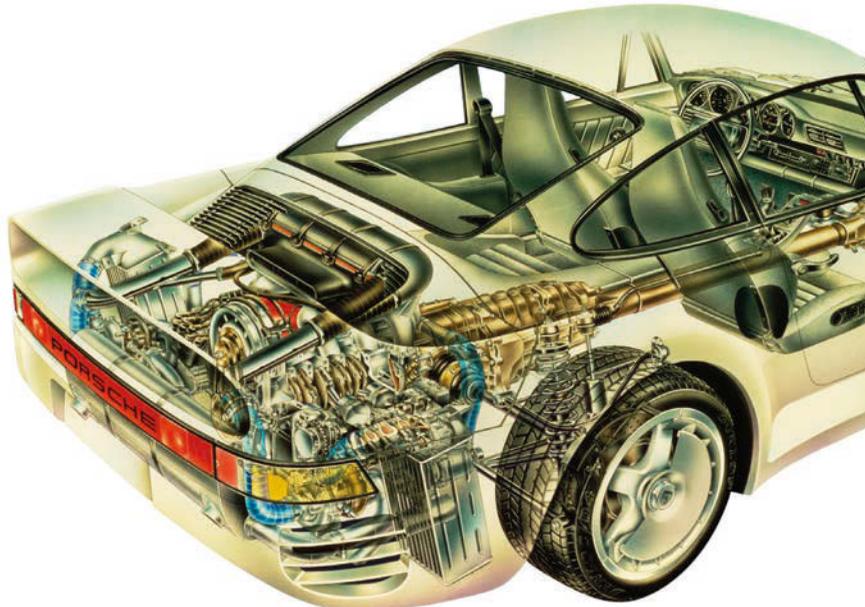
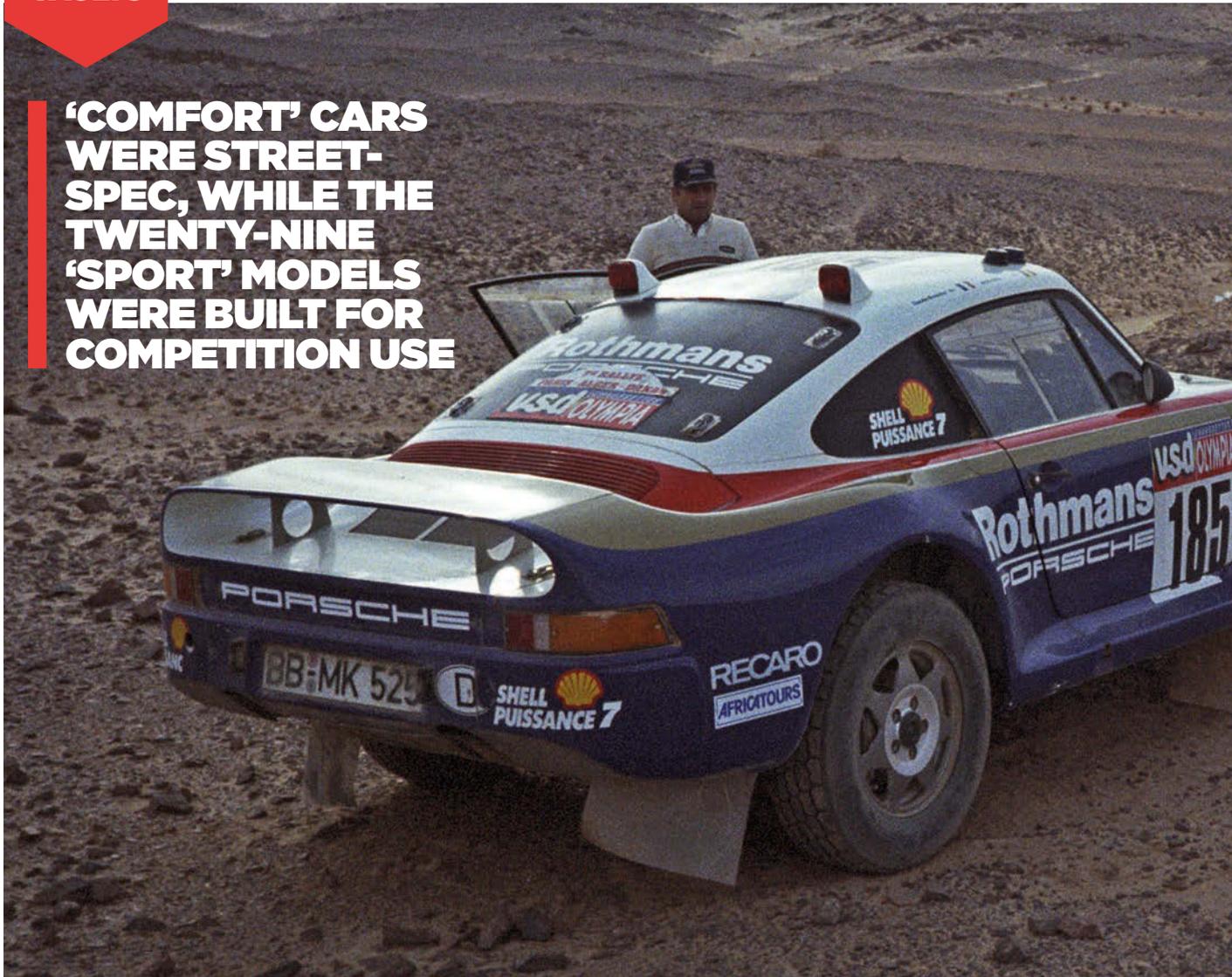
Left Making its debut at Le Mans, the circuit-racing version of the 959 was given the factory designation, 961

Right Suitably moustachioed Germans building 959s in 1987

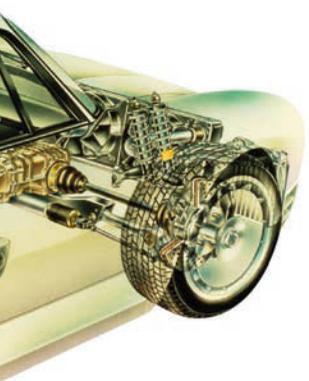


FROM THE
VAULTS

**'COMFORT' CARS
WERE STREET-
SPEC, WHILE THE
TWENTY-NINE
'SPORT' MODELS
WERE BUILT FOR
COMPETITION USE**



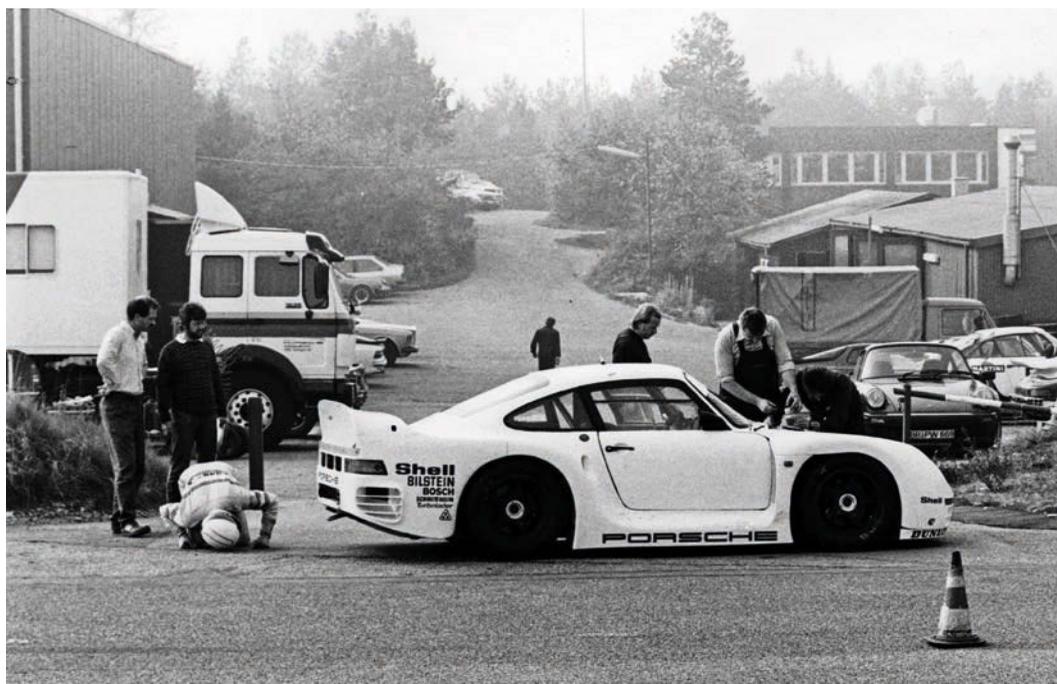
1973 1974 1975 1976 1977 1978 1979 1980

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Top A trio of 959s took part in the 1985 Paris-Dakar rally

Top right Testing the 961 at Weissach in 1985

Far left The 961 strutting its stuff at Le Mans in 1986



had close to a half-litre less capacity than the Carrera 3.2, a decision made to satisfy Group B regulations, but don't think the 959's engine was simply a rehash of 'old faithful'. Water-cooled four-valve cylinder heads were mixed with six air-cooled cylinders, while a duo of KKK turbochargers (each linked to its own intercooler) boosted power to 450bhp at 6500rpm. Extraordinary for the time, and a massive 150bhp up on the 911 Turbo of the day!

The snail-shaped bhp boosters formed part of a sequential turbocharging system utilising 14.5psi of maximum boost. Power was available right across the all-aluminium engine's rev range, with exhaust gases directed from the two cylinder banks to one turbo below 4000rpm, the second 'charger bypassed by a one-way valve. Above 4000rpm, the otherwise-dormant unit came on song, helping the 959 to achieve a 0-60mph time of just 3.6 seconds. Moreover, in standard specification, the uber-Porsche's top speed was 197mph, which made it officially the fastest production car in the world.

WAR OF THE WORLDS

Sadly, the 959's reign was short-lived. The similarly Group B-focused Ferrari F40 arrived in 1987 and romped to a blistering 202mph, but while it had ferocious pace, the F40 was as sparse as the 959 was luxurious; whereas the Ferrari boasted a bare carbon-fibre floor, fixed racing seats and plastic windows, drivers of the Porsche were treated to leather-lined luxury, with as much practicality as a standard 911. And while Enzo's 478bhp V8-engined rocket was resolutely rear-wheel drive, the 959's superior 'go anywhere' ethos saw it rise above

the Prancing Horse when it came to balancing technology with comfort.

The Porsche's underpinnings were the most sophisticated ever seen on a production car. The new Porsche-Steuer-Kupplung (PSK) all-wheel drive system was capable of altering the distribution of torque between the front and rear axles in normal or slip scenarios, sending as much as eighty percent of 369lb/ft torque to the back of the car under heavy acceleration. The power bias could also be adjusted through four pre-programmed driving modes when adverse conditions prevailed, ensuring the 959 stuck to the road like a limpet. That was no surprise – Porsche's new flagship boasted maximum downforce on each axle!

An automatic variable ride-height system, switching between 4.7, 5.9 and 7.1-inches (the lower setting used for speeds greater than 75mph), helped the 959 to maintain a vice-like grip on both smooth and loose surfaces, sucking the car towards the ground for high speed sorties. Four pairs of hydraulically connected dampers eliminated the need for anti-roll bars, while specially-developed Bridgestone RE71 Denloc 235/45 (front) and 255/40 (rear) run-flat tyres joined the party. The 959 was the first mass-produced car to use a six-speed transmission too. Developed in collaboration with BorgWarner, the five forward ratios were supplemented by a special 'G' ('Gelande') gear for spirited off-road use.

The driver of a new 959 knew exactly what was going on thanks to dash-mounted gauges which displayed the amount of rear differential slip and the power being sent to the front wheels. Other technological innovations

FROM THE VAULTS

» included the production car debut of a tyre pressure monitoring system built into the hollow-spoked, centre-locked seventeen-inch magnesium alloy wheels. Oh, and ABS was thrown in for good measure!

Complementing the anti-lock system was the largest set of production Porsche brakes for the time, comprising 12.6-inch ventilated and cross-drilled rotors at the front, with 12.1-inch discs at the rear. Gripped by aluminium four-piston calipers, the supercar's anchors also featured a circulation system with a release valve on the front calipers which pumped new brake fluid into them after use. Yep, despite its '911 on steroids' looks, Stuttgart's all-weather challenger was about as far removed from a regular 911 as it was possible for Porsche to get!

GIANT LEAP

When the 959 was finally available to order, two trims were on offer: Comfort and Sport. Comfort cars were street-spec, while the twenty-nine Sport models were built for racing. The latter was 100kg lighter, featured a tri-coloured cloth interior, four-point safety harnesses, a Porsche 'S' steering wheel and a leather-trimmed roll cage, as well as the removal of air-conditioning, electric window mechanisms, rear seats and adjustable suspension. In contrast, road models boasted plenty of creature comforts, including sumptuous leather trim and heated seats.

The original asking price for a 959 was an astonishing DM420,000 (around £150,000 or \$225,000), but once production started, this premium nudged its way up to an even more remarkable DM560,000. The price didn't put collectors off, though; the technology-packed machine sold quickly to hand-picked Porsche customers and high profile celebrities. Famous owners included tennis star, Martin Navratilova, and *Miami Vice* actor, Don Johnson.

Amazingly, the 959's price tag was reportedly only half of what it cost Porsche to develop and build each car (the digital engine management system blocks used are thought to have cost \$10,000 per vehicle!). With total



BOTT CALLED THE 959 "THE MOST EXPENSIVE PROMOTIONAL GIVEAWAY IN PORSCHE'S HISTORY"



1973 1974 1975 1976 1977 1978 1979 1980

1981



Left Longtime Porsche tyre tester, Dieter Roscheisen, and his chum stop for fuel after burning rubber in Sweden

Below The 959 Paris-Dakar machine, the production car and the 961 together in 1986

Bottom left A 959 prototype on display at the Porsche Museum in Stuttgart



Track and field

The 959 may have only enjoyed a whisper of its Group B career, but Porsche didn't let its new model's development go to waste. Indeed, following on from the 953's success in the 1984 Paris-Dakar rally, a trio of 959s were entered into the 1985 competition. Sadly, all three failed to finish. In contrast, victory came for the 959 later that year when the Saeed Al Hajri team won the 4,000km Rally of the Pharaohs. The circuit racing 959 debuted twelve months later. Given the factory designation, 961, the car debuted at Le Mans. It finished first in the IMSA/GTX class and seventh overall, cementing the 959's title as the only car to have won both the Paris-Dakar and Le Mans events.



Tiring work

Left wondering how the 959's tyre pressure monitoring system works? Well, according to the model's dealer sales brochure, the car's magnesium wheel spokes are cast hollow and constitute a joint air cavity together with the tyre and rim. Two mutually monitoring pressure switches are installed in each wheel. When the car is moving, these switches supply electric signals to a controller via a high-frequency transmitter. If tyre pressure is lost, a dash-located warning light illuminates, alerting the driver to the problem, and pointing out which tyre is at fault. So now you know!



development costs close to DM100million, Bott called Porsche's four-wheel drive superstar "the most expensive promotional giveaway in Porsche's history."

Sadly, when the US dollar crashed in 1987, the knock-on effect on global markets caused Porsche to plunge into financial difficulty. Schutz left the company for pastures new, but not before the costly 959 project he approved was re-evaluated, ultimately ending with it being wound up a year later.

NEW FRONTIERS

Stuttgart's supersonic powerhouse was built by Porsche in its Rosslebau factory building, with bodywork coming from nearby coachbuilder, Baur. Handmade, and with an estimated 1,600 manhours poured into each example built, 292 959s rolled off the production line. If you include the thirty-seven prototypes and various pre-production versions, a total of 337 959s

were made, but even that isn't the end of the model's extraordinary story...

Even though the 959 ceased to be built in 1988, a handful of cars were constructed between 1992 and 1993. Assembled from spare parts held in Zuffenhausen, these Comfort machines are considered to be the most desirable 959s out there. Each red or silver car cost DM747,500 when they were offered for sale.

Unusually, given the success of Porsche Stateside, the USA wasn't a priority market when it came to selling the 959, despite fifty deposits taken for the car from the manufacturer's American customers. The car wasn't even classified as being street legal across The Pond! In part, this was due to spiralling project costs which made a USDM 959 unfeasible, an assumption that meant the required quota of four cars wasn't provided to the United States Department of Transportation for crash testing, meaning the National Highway Traffic Safety Administration was unable to certify the Porsche as being safe on the road.

Perhaps the most over-engineered Porsche of all-time, the sensational 959 turned the 911 into a proper supercar. While its limited numbers and inflated prices (try finding one for much less than a million quid) continue to put it out of reach for most of us, the 959's legacy can be seen in almost every modern vehicle. This potent Porsche was a true trailblazer, designed as a money-no-object, best-at-everything machine. Boy, did the chaps at Zuffenhausen succeed at achieving the project's goals! It might not have made its mark on the motorsport series which it took inspiration from, but the 959 is an automotive rarity, highlighting what can be done when a manufacturer is focused on creating the greatest sports car in the world. It showed Porsche at its most inventive, and a four-wheeled masterpiece was the result!



Top Three legendary Porsche sports cars in the form of the 918 Spyder, Carrera GT and the stupendously good 959

Above The world's only 959 Cabriolet came about after works driver, Jurgen Lassig, crashed his coupe in 1988, allowing Dusseldorf-based, Auto Becker, to use the damaged supercar to create an entirely bespoke drop-top

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LIVING LEGEND

The 959 stunned motoring fans the world over, but what does it take to keep Porsche's sensational supercar on the road today?

WORDS **Dan Furr** PHOTOGRAPHY **Carlos Montenegro**



If you've just finished reading our feature outlining the history of the 959, then you'll know just how technologically advanced the model was for its day. Forget missiles from Maranello - Porsche's twin-turbocharged, four-wheel drive marvel was the ultimate supercar, offering unparalleled levels of comfort, refinement, gadgetry and blistering performance in a spectacularly styled package that took its inspiration from the Group B arms race. Never before had the world seen a car so extraordinarily sophisticated.

Let's imagine, for a second or two, you've got a million quid burning a hole in your wallet. With that kind of cash to spare, the dream of

owning your very own 959 could easily become a reality, but let's face it, the chances are you love the 959 purely on the basis of how exotic it is. We'll wager the reality of what it takes to keep one on the road thirty years after the first examples landed on the driveways of the rich and famous has yet to cross your mind.

To find out how easy or difficult it is to maintain a 959 today, we paid a visit to independent Porsche specialist, Revolution Porsche (www.revolution-porsche.co.uk). The Yorkshire-based outfit is in the unusual position of having extensive working knowledge of the 959's guts as a consequence of years spent maintaining the model for customers lucky >>



» enough to be in possession of the Stuttgart supercar, but even Revolution's talented team often have to think outside the box when it comes to curing a 959's complaints.

"Thankfully, many 959 parts are still available for us to order direct from Porsche," explains workshop manager, Danny Kaye. "Service parts are easy to come by, as is more heavy duty componentry, such as the model's shock absorbers," he says, referencing recent work carried out on the red beast you see on these pages. "The difficulty comes if you're a less experienced specialist calling the manufacturer for advice. It's all very well having somebody on the other end of the phone telling you what parts are available to order, but very few people have worked on a 959, meaning the chances of being given information you can use to resolve whatever problem you're faced with are slim, no matter how supportive the operative you're speaking to wants to be. It's only through experience gained by working on the model for many years, approaching challenges with the mindset of an engineer, that you can overcome a lot of head-scratching when it comes to dealing with these cars," he suggests.

BRAKE TIME

The 959's ABS pump is a prime example of what he's talking about. Only available to order direct from Porsche at a cost of four grand, a duff unit presents something of a dilemma when it comes to working out an appropriate fix. "I've worked on thousands of different 911s over the years. Maintaining Porsches might be my job, but it's also my passion," continues the 35-year-old classic car fan. His love of sports machines

from Stuttgart has resulted in an encyclopaedic knowledge of 911s, enabling him to identify the host model of even the smallest of parts when presented to him. This skill proved incredibly useful when it came to finding a solution for the 1988 Comfort's knackered ABS pump.

"I ended up splitting the original unit apart. I immediately recognised its internal equipment, including valve bodies used on the 964, 996 and 997," he recalls, acknowledging the 'trickle down' effect of the 959's advanced automotive technology and its continued use in Porsches decades later. By replacing the pump's contents with a mix of kit from the three newer cars, he was able to get the red road rocket's braking system back to its best.

Similar action was required when it came to replacing a burst shock absorber. »

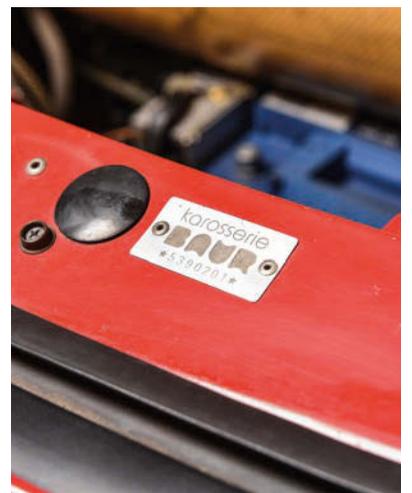




DANNY ENLISTED THE HELP OF A **TRUSTED METAL SPECIALIST** WHEN IT CAME TO IDENTIFYING THE **PROPERTIES OF BOLTS**



Left Driver-controlled right height and damper settings emphasise the 959's qualities as a user-friendly supercar





» The application-specific part was easy enough to come by through Porsche, but the bolts holding the kit in place are no longer serviced. Danny enlisted the help of a trusted metal specialist when it came to identifying the properties of the original bolts, a move that enabled him to have suitable replacement parts made to order. In his own words, “engineering ability is unquestionably more important than parts availability when it comes to keeping a 959 on the road in the present day.”

Talking of which, the left-hooker he kindly showed us around has covered fewer than 4,000 miles from new, but that hasn’t stopped it from requiring regular recommissioning. “The single biggest problem with a 959 is the amount of moisture that collects inside pipework associated with the car’s oil and braking systems during long periods of inactivity.



Left Danny is no stranger to the 959, and has taken care of this particular Comfort-spec example for many years



Even temperature-controlled dry storage can be powerless against the onset of this type of corrosion, which is why it's absolutely essential to observe yearly fluid changes if you want to keep your the 959 you're lucky enough to own in tip-top operating condition," he stresses.

NUMBER CRUNCHER

If you've forked out close to a mill for your 959, then the eye-watering cost of genuine parts probably isn't going to cause you to lose much sleep. Even so, for the benefit of the rest of us, it's worth taking a look at what Porsche expects you to pay for 'regular' items. At the time of writing, the list price for a 959 air filter is £350. An individual damper costs close to £1500. Brake hoses reach for £200 each. A distributor cap will set you back a similar amount, while a rotor arm is going to hit you for more than

£500. Contrast that with the twenty quid you'd expect to pay for the same part on a 944!

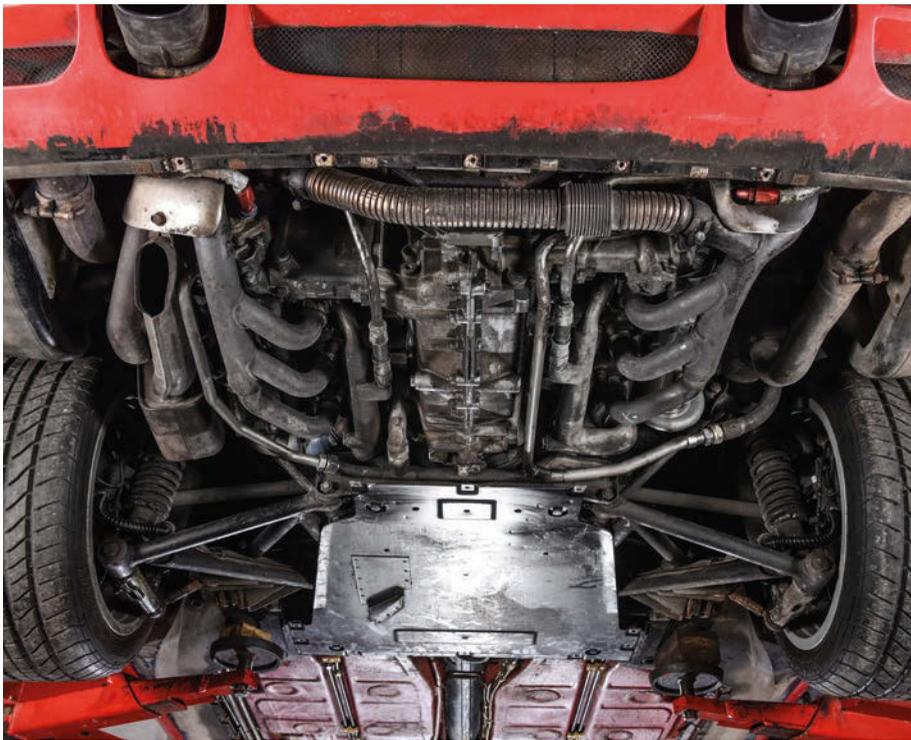
What you get for committing to such spend, however, is an extraordinary piece of engineering the likes of which had never been seen before. "I've worked on the 959's nemesis, the Ferrari F40, and the best way I can compare the two is to say that the Ferrari is essentially a bare metal box with a massive engine, whereas the Porsche has the same set of skills, but adds supreme levels of comfort through a luxurious interior, air-conditioning and comprehensive in-cabin chassis control. To my mind, its specification and everyday usability makes it infinitely more appealing than the F40. The 959 is the supercar can you use for the weekly shop!"

The idea of spotting a 959 in a Tesco car park is amusing, but let's not forget this is a model built for unrivalled performance. As

Rally around

Despite the first customer-purchased 959s not landing at their new homes until 1987 due to the time taken to complete rigorous testing, 1986 was a successful year in the model's story thanks to a pair of competition cars taking first and second place in the Paris-Dakar rally. A third car (essentially a mobile service vehicle for the two main crews) finished sixth. The engines of these rally-spec 959s were detuned to 400bhp and had reduced compression ratio in order to cope with low-grade fuel.



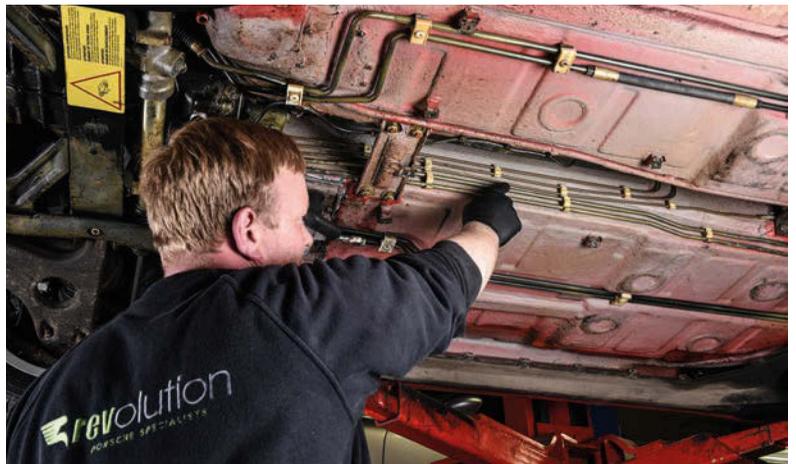


if to prove the point, when lifting the car on
 >> Revolution Porsche's ramps, Danny reveals underbody cladding designed to encourage super speed through radically reduced drag. The perfectly flat panels also provide superior stability when the 959 is hammering along at Warp Factor 10.

GUIDING LIGHT

The self-confessed Porscheophile has worked at Revolution's Birstall branch (it has another in Brighouse) for the past seven years. As you can no doubt imagine, during that time, he's seen "pretty much every type of 911 on the Earth", yet it's the three-decades old 959 that remains his favourite Porsche. So what advice would he offer to those of you thinking about shelling out for a 959 of your own?

"Never buy one without advice from a specialist," he says. "UK buyers should commission a thorough pre-purchase inspection from Revolution Porsche. Overseas 959 buyers should order the same from their local 959 expert. Even the rattiest example is going to command a vast sum of money, so make sure the car you're considering has impeccable service history. Enthusiast-owned 959s are usually the best on offer due to the care and attention paid by drivers who don't miss routine servicing and maintenance," he adds.



Above Fresh fluid changes are essential every twelve months, regardless of mileage, to avoid oil and brake fluid pipework corroding from the inside out

So there you have it! Owning a 959 today isn't as daunting as you might first think; with Revolution Porsche's enterprising technicians armed with the company's working knowledge of Porsche's splendid supercar, you'll have no problem verifying the quality of the 959 you're thinking about buying, not to mention the availability of a trusted specialist to carry out work on your prized possession whenever it requires attention. All you have to do is search down the back of your sofa for that spare million. Let us know how you get on!



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RETRO345

Walter Röhrl

A rally hero and Porsche brand ambassador capable of turning in top times at the track

WORDS **Andrew Brennen** PHOTOGRAPHY **Porsche AG**

Many of our readers will know Walter Röhrl as the “genius on wheels” who serves as Porsche’s senior test driver, but did you know that the seventy-year old two-time World Rally Championship (WRC) legend holds the distinction of being the last person to win the competition in a rear-wheel drive vehicle? He did so in 1982, campaigning an Opel Ascona 400.

Röhrl’s first WRC title came two years earlier when he was the driver of a Fiat 131, but it was his achievements with Opel that caught the imagination of motorsport fans around the world; armed with an old car driven only by its back wheels, the rally man from Regensburg managed to fend off a challenge to his championship hopes by beating Frenchwoman, Michèle Mouton, and her angry four-wheel drive Audi Quattro to the top spot.

Röhrl went on to drive for Lancia, rallying the manufacturer’s mid-engined, rear-wheel drive Group B 037, but recognising the might of cars with power



He completed the fifteen-mile Pikes Peak mountain course in under eleven minutes

being sent to all four-wheels, he soon switched to Audi, proceeding to smash the Pikes Peak hill climb record by completing the fifteen-mile mountain course from behind the wheel of a 600bhp Sport Quattro S1 E2

in less than eleven minutes. His 420 stage wins – a tally reached in less than fourteen years – have compelled motorsport pundits to describe him as the greatest rally driver of all time.

His current role with Porsche extends his phenomenal reach to the racing circuit, predominantly at the Nürburgring, where he famously sets fast lap times in Stuttgart metal. Indeed, he’s no stranger to the ‘Green Hell’, having competed in challenging endurance competitions at the venue, most notably in 1992 when thick fog and heavy overnight rain slowed

the field. Röhrl, however, drove flat-out, wowing F1 hero, Niki Lauda, by using intuition and memory to anticipate when corners were likely to present themselves!

Röhrl has always been a fan of Porsche. He fixed up a 356 with no engine before his driving career took off, and he was friends with the wizard of Weissach, Helmuth Bott, who invited the rally sensation to pilot a specially-prepared 911 on the Italian stage of the WRC the year before he signed with the Rothmans Opel rally team and clinched victory with the awesome Ascona. In between, he raced the 944 LM at Le Mans, achieving a class win and seventh overall. He returned to Circuit de

la Sarthe in 1993, sharing 911 Turbo S LM-GT driving duties with Porsche racing stalwarts, Hurley Haywood and Hans-Joachim Stuck.

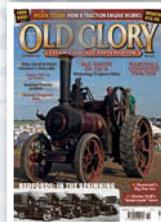
Since 1992, Röhrl has been Porsche’s chief development driver and a company brand ambassador, famously promoting the manufacturer’s latest models, whenever he’s asked to do so. He’s hinted at a return to endurance racing at the ‘Ring (most famously in 2010 when he looked set to hit the track in the 911 GT3 RS), and has been inducted into the Rally Hall of Fame, as well as Germany’s Sports Hall of Fame.



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Five minutes with...

Karl Chopra



Who are you and what do you do?

Hello! I'm Karl Chopra, Managing Director at Design911.

Describe Design911 to *Ultimate Porsche* readers who might be new to the firm

The company occupies a 38,000ft² facility in Brentwood, Essex, housing our huge parts warehouse, body shop, car sales showroom and service centre. Twenty-seven people work for Design911, which has grown significantly since being established a quarter-century ago.

Has Design911 always been a Porsche parts specialist?

Yes, although the company established a name for itself by forward-dating 911 SCs and Carrera 3.2s through the appointment of 964 equipment, including engines, body kits and various styling packages. It's funny to think that today, people are paying specialists to do the exact opposite. Many 964 owners want their cars to look like early 911s!

Above Design911 has dramatically grown in size since its humble beginnings forward-dating 964s

Which models does Design911 cater for?

We supply every part for every Porsche, although we receive orders for classic 911 components above all others. That said, 356 and 912 builds are on the increase, and we've seen a sharp spike in enquiries from people restoring 914s.

What projects have the Design911 gang got on the go right now?

We've just stripped a 1977 Carrera 3.0 to a bare shell ready for it to be acid-dipped and restored. Ordinarily, our finished projects would end up in our company showroom and offered for sale, but a customer has just paid a deposit for this car!

What's your favourite Porsche?

A pre-1973 911.

What was your first Porsche?

A 911 SC with a 964 facelift.

What's the best thing about owning a classic Porsche?

Unlike many other older vehicles, there's no shortage of knowledge, specialists and new parts when it comes to air-cooled and transaxle Porsches. This is primarily down to the fact that the market for these cars is so buoyant. You'll have no trouble getting parts for a restoration.

Can we follow Design911's adventures on social media?

Sure! Look for Design911 on Facebook, Instagram and YouTube. You can also view our restoration, servicing and tuning parts catalogue at www.design911.com.

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Porsche people





“My jack went through the car’s floor while I was trying to raise it!”

Alex Brown’s trio of transaxles has recently been joined by a Porsche-Diesel Standard Star tractor!

WORDS **Emma Woodcock** PHOTOGRAPHY **Andy Tipping**



Porsche people

“It’s difficult to say,” muses Alex Brown when we ask what originally attracted him to Porsche. “I’ve liked cars for as long as I can remember, but the turning point was when my dad, a debt collector, repossessed a 993.” It was love at first sight for the Gatwick-based independent Porsche technician; a passenger ride in the cool Carrera earned the car a place in the young Alex’s heart, and the liberation of the modern classic’s leather-lined factory handbook cemented Porsche’s position as his favourite manufacturer. “Even now, the slightest whiff of that leather takes me back!” he smiles.

Like any young car nut, Alex quickly thrust himself into his new interest. A couple of die-cast models swiftly swelled to a collection he’s still expanding, and little Alex enjoyed keeping note of all the Porsches he saw by jotting their details into a journal. The love was real, strong and meticulously recorded.

After his GCSEs, the petrolhead found himself studying at agricultural college. His time there learning farmy things and putting them to farmy use left an indelible mark on his love of Porsche (we’ll come to that later), but before he realised that to be the case, his thoughts were consumed with his choice of first car. Naturally, it had to be a four-wheeler from Stuttgart.

“I was keen to buy a car I could work on myself, a vehicle I could learn from,” he explains. “Back then, 924s were cheap. That was only six years ago, but prices were radically lower than they are now. If you were lucky, you could bag a working 924 for less than a grand! My aim was to find a transaxle to call my own, pull it apart and put it back together in the hope of owning a Porsche that worked as well as it did when it left the factory,” he says.

FIRST LOVE

His search led to the purchase of an ‘84-plate two-litre 924. Three decades of neglect had rendered the car’s Guards Red paint a muddier hue. Thankfully, all of the tired transaxle’s mechanical components were present and correct. This was a fully operational 924 on offer for just £750. How could Alex refuse?!

“I was sold the moment I saw the car,” he admits. Having handed over his hard-earned dough, he returned home with his chariot of choice, uncontrollably smiling at the realisation that he was driving his very own Porsche. The honeymoon period, however, didn’t last long; despite the time he invested successfully rebuilding the car’s engine, its brakes,



suspension and interior, its body shell proved beyond saving. “You can imagine how alarmed I was when my jack went through the car’s floor while I was trying to raise it off the ground. The experience really put the frighteners on me. Structural damage was the one thing I wasn’t able to fix!” The hunt for a solid shell to house the refreshed mechanicals began in earnest, but before a donor could be secured, another front-engined thunderer arrived on the scene...

By now, it was 2012. Alex had left farm work to become a technician at respected Porsche specialist, Nine Excellence. The job gave him the inside track on older Porsches that were coming to market. His white 928 S4 is one such car. Its previous owner decided to invest in a 944 S2 before asking the Nine Excellence boys to find a buyer for his V8-powered grand tourer. He wanted £3000. “Truth be told, I didn’t have the money,” continues Alex, “but I was young, excitable and obsessed with the idea of buying





DRIVER Q&A



ALEX BROWN

Occupation
Independent Porsche service technician

First Porsche
A two-litre 924

Favourite Porsche
924 Carrera GT

If you could keep only one of your cars...?!
It'd have to be the 928

This page 924 is the product of Alex's desire to house the mint mechanicals of his Guards Red rotter inside a solid shell



a 928. I told my boss I only had two grand to spare. To my surprise, the S4's owner said he'd accept this sum in exchange for the car. I promptly asked my mum for a loan!"

It was soon time to set to work. The little jobs came first, namely the removal of "really tacky body graphics and horrible aftermarket wheels" in favour of unspoiled paintwork and a set of D90s. Repairing faulty electronics was the next job on the list, although the more Alex poked around, the more he realised that a lot of the car's gadgetry simply needed to be plugged in after being disconnected by the previous owner. Harder jobs followed in the form of a cambelt change, a replacement inlet manifold, new rubber hoses and the fix of a leaky sump. The eight-cylinder engine's head gaskets were replaced as a precautionary measure.

While the 928 was being treated to new love, Alex kept his eye on the dormant 924. By October 2012, he'd secured a suitable

Crop shop

Yes, Porsche made tractors. As outlined in our feature all about Porsche-Diesel mud machines (order a back issue copy at bit.ly/droptopspecial), while Dr Ferdinand was sketching the people's car, he was also penning the people's plough! Mass tractor production was a big deal in Germany towards the end of WW2, and aided by Germany's post-war economic boom, Porsche's vision for a tractor with form as well as function saw sales boom between 1956 and 1963; close to 125k tractors left the Porsche-Diesel factory!





Porsche people



Number time

Most know Porsche's transaxle family as the 924, 928, 944 and 968, but drill further down into specific models and a whole new numbers game becomes apparent. The 924 Turbo, for example, has factory designation 931 in left-hand drive guise. 924 Carrera GTs are 937 and 938 (left and right-hand drive respectively), while the 944 Turbo is known inside Suffenhausen as 951. Logically, later 944 Turbos were labelled as 952s. All right-hand drive standard 944s are officially referred to at the factory as 945.





Facing page 928 S4 was a bargain at two grand, even if Alex had to spend time righting the car's many wrongs

This page 944 only cost £400, but it needed a lot of work

donor car. Two, in fact! “A chap in Milton Keynes was selling his two 924s as a job lot for £250. One of the cars featured manual transmission, one was automatic. I wanted the manual, so I took it on its own for £200. That was an absolute steal, even judging by the values of the day. Looking at what classic Porsches are worth now, though, I wish I’d bought both!”

CHANGE OF PACE

The car’s interior was tatty, but the rest of its equipment was in impressively well-preserved condition. The Guards Red 924 was stripped and sent to great scrapyard in the sky, but not before the Porsche script-embellished seats occupying its cabin were bolted into its successor. Of course, insuring a duo of Porsches and then attempting to restore them rendered the eighteen-year-old Alex penniless, but he justified what seemed like colossal spend by reasoning that his efforts afforded him a 924 to drive during the winter and a 928 to enjoy in the summer. He was living the dream!

Before long, he wanted to tackle yet another Porsche project, and once again, it was his job that put him in a prime position when it came to delivering the goods; one of his employer’s customers mentioned a naturally aspirated 944 being held in storage. Would the Nine Excellence technicians be able to find a buyer?

A quick evaluation uncovered a car that had sat motionless for a decade. It





Porsche people



» was too far gone to buy as a project for the business, but Alex's interest was piqued. So much so, that a year later, in January 2016, he returned to see the car and handed over £400. That figure might suggest he bagged a bargain, but the reality of the situation is that he faced numerous challenges in returning the 2.5-litre transaxle to the road.

SECOND CHANCE

"It's the most work I've ever had to do to a car," he sighs. Nevertheless, he had to start somewhere, choosing to kick-off with a set of new piston rings, promptly followed by new head gaskets, a rebuild of the engine's top end, a suspension overhaul, replacement brakes, refurbished wheels and spruced-up interior trim. "It's great to have been able to save a car that looked perilously close to being turned into baked bean cans. Spending so much time

Above It might not ever be referred to as an autobahn stormer, but Alex's tractor may well be the cream of the crop!

bringing this 944 back to life makes me feel less guilty about scrapping a Porsche in the past."

The upshot of all this Stuttgart-themed spanner work is that Alex is in possession of a trio of speedy, stylish sports cars that see regular use at home and abroad, but there's one rather more unusual Porsche in his collection. "It's a 1960 Porsche-Diesel Standard Star tractor!" he hollers. Purchased in 2015, the mud machine signals more than a passing nod to Alex's past and present careers. "I use it to compete in the Surrey County Ploughing Match!" he chuckles. "I fell in love with Porsche-Diesel tractors after reading a magazine article about them when I was a kid. I immediately wanted a Porsche tractor of my own, a desire that grew stronger when I was at agricultural college," he beams. Proof, if proof be needed, that with a little determination, owning a selection of classic Porsches can be the stuff of child's play!



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Builds

PARTS OF THE PUZZLE

As a first turn of our 944 Turbo's key gets ever closer, Dan continues to stockpile parts...

WORDS AND PHOTOGRAPHY **Dan Furr**

I've been speaking with transaxle restoration guru, Nash Hunter, of Retro Restorer fame (see our showcase feature on his own collection of cars by ordering a back issue copy of the October edition of *Ultimate Porsche* at www.bit.ly/roadandrace) about bringing my tired 951 back to life, at least so that it can move around under its own steam. A dodgy aftermarket immobiliser with a missing activation fob would make such a feat difficult at the moment, but at least I know the car wasn't parked out in a hedge and left motionless for five years through damaged engine internals; removal of the car's airbox allowed access to its crank pulley, which turns freely.

Ah yes, a 944 Turbo airbox. This will come as no surprise to owners of the same model, but I discovered busted securing lugs on the back of my car's air filter housing, necessitating the purchase of a brand new part. In fact, stockpiling parts in readiness for a first turn of the key at Nash's place is all I seem to have done with the project so far (my own fault for having numerous other automotive projects on the go at the same time!). Still, all good things come to those who wait, right?!

Consulting the Design911 online parts catalogue, I've bought all new timing equipment (including the necessary belts and pulleys), a new water pump, a new thermostat core, a front engine seal kit, a new genuine expansion tank and filler cap, new gaskets and a new fuel filter to join the K&N oil and air filters that are patiently waiting alongside all new EBC brake discs and pads in my garage. I stopped short of a new Bosch fuel pump after Nash said he'd bench test the part already fitted to my car before I parted with any more cash. I'm now waiting for him to give me the green light to load my 944 onto a trailer so that I can head down to his Banbury workshop for games to begin!

Tat revealed itself in the form of an aftermarket speed gun radar scatter detection system with a sensor installed in a cutout in the

car's front registration plate. An accompanying switch resembling a Bond-esque ejector seat activation button is loaded into the car's dashboard. You can fully expect the kit to be removed when I get stuck into the project over the coming winter!

In the meantime, I'll need to price up a new sills, doors and wings, suspension, replacement seats, new engine components (including all new fasteners, hoses and an exhaust), paintwork, body graphics, a windscreen and glass seals. And that's just for starters!



Facing page Broken airbox revealed mouse-munched paper filter, seen here alongside a small selection of new parts purchased in the hope of getting the car running under its own steam before a full stripdown begins over the winter months

THANKS

Design911

www.design911.co.uk

Retro Restorer

www.retrorestorer.co.uk



Everyone wants to know how they can save money on their car insurance. When all is said and done, it's an expense petrolheads are powerless to avoid. Most of us wince when it comes to renewal time, but this is especially true for younger drivers and those of us in charge of heavily modified motors.

We wouldn't necessarily advocate opting for the cheapest insurance available; low price policies often deliver a poor level of cover that doesn't reflect the real world value of your vehicle. The last thing you want is for that wince to turn into regret in the unlikely event that you'll need to make a claim. At the end of the day, you've got to pay for insurance, so you might as well get your money's worth.

To find out more about how insurance premiums are calculated, we spoke to specialist insurers who revealed how you can put yourself in the frame for the best deal. All the companies we spoke to offer performance, classic and modified car insurance, and each is well placed to offer advice regarding what does and doesn't affect the cost of cover for a classic Porsche.

We've compiled their feedback into a list of twenty-five different points for consideration. This helpful information should provide food for thought when it comes to stopping premiums from destroying your bank balance! Some of the suggestions listed are easy to achieve, others are trickier. Some require investment, some don't, but rest assured each will have a positive effect on the cost of insuring your car.



We grilled a host of top insurers in order to get the inside scoop on how you can save a packet on your premiums...

25 ways to lower your car insurance

1 JOIN THE CLUB!

Membership of an owners club is a great way of showing an insurer that you're proud of your car. Firms providing cover recognise that registered club members are likely to take great care of their four-wheeled friends, doing all they can to avoid loss or damage. In short, owners club members are less likely to make a claim.

Make sure you have a verifiable club membership number to quote when it comes to renewing your insurance policy. Refer to your nominated club rep.

2 DRIVING QUALIFICATIONS

An additional driving qualification can be a great way to shave off a few quid from your premiums, especially if

you're young. The widely acknowledged course is the government's Pass Plus (gov.uk/pass-plus) training programme, enabling drivers to improve their knowledge of road safety in a matter of hours. The course attracts a fee, although some councils offer discounts. Not all insurers offer reduced costs against Pass Plus, so be sure to find out when shopping around for quotes.



classed as 'high risk' as far as insurers are concerned.

Driving license endorsements can have a dramatic effect on the cost of insurance, so be sure to accept the option of a Speed Awareness course in place of points if the offer is made available to you.

It may seem obvious, but avoid using your phone on the move, and don't get behind the wheel after a night on the sauce. Not only are these actions illegal, but a conviction for dangerous driving will land you a hefty insurance premium come renewal time.

6 SPEAK TO THE RIGHT PEOPLE

If your car is modified, then few mainstream insurers will offer you cover. Those that do may limit you to a specific number of alterations due to restrictions regarding the number of changes their underwriter's rulebook considers to be acceptable.

If you are in charge of a tuned classic Porsche, you're better off speaking to a specialist insurer. Not only will they understand what coilovers and remaps are, but they'll be able to offer you the correct level of cover for your car. They may even be able to provide track day cover if you tell them when and where it is you intend to attack the asphalt.

7 LIMIT MILEAGE

It makes sense when you think about it, but the less time you spend on the road, the less likely you are to have an accident. Think seriously about how many miles you'll cover during the year after renewal. If you only use your car for occasional trips out on sunny days and for attending events during show season, then consider limiting your insurance to a low number of miles. For example, telling your insurer that you'll cover no more than

3 NO CLAIMS BONUS

This one requires patience, but there's no better way to lower your insurance costs than to build up a healthy No Claims Bonus (NCB). Obviously, this means driving carefully and not making a claim! Consider the benefits of protecting your NCB. The service will attract a small fee, but you might end up paying out a lot more in the long run if you lose the discount you've spent years accumulating.

4 EXPERIENCED DRIVERS

Adding experienced drivers to your insurance policy may lower the price you pay when it comes to renewal. Of course, many insurers calculate costs based on the highest risk driver listed, but some do take the experience of additional named drivers into account, helping to reduce the overall cost. If you're relatively new to this driving lark, then you may wish to include a parent on your policy. Older drivers could do a lot worse than adding their spouse. Proving to an insurer that you take this stuff seriously is vital, and a named driver may save you cash.

5 CLEAN LICENSE

The best advice here is the simplest: don't speed! If you are unable to resist exercising your lead foot on the public highway, then be prepared to pay a penalty, not only through fines handed down by law enforcement agencies, but also in the form of a heightened insurance premium when it comes to renewal. Make no mistake, every driving license endorsement you attract sees you a step closer to being



5,000 miles per year may drastically reduce the cost of cover, but don't lie about it - in the event of a claim, the insurer will check the exact mileage registered on your car's electronically recorded MOT certificates!

8 SINGLE PAYMENT

It may seem like an eye-watering wedge to pay in one go, but if you can afford to pay for your insurance in a single payment, then it will almost always work out cheaper than spreading the cost over the life of the policy. Essentially, paying monthly provides you with a loan from the broker, encouraging interest on the amount you borrow. Of course, not everyone is in a position to be able to pay their insurer a lump sum. This is especially true of young drivers who have sky high premiums, but there are other ways to reduce the cost. For example, consider getting hold of a credit card that offers 0% interest on money and balance transfers, then use the card to fund the policy as a single payment. Be disciplined about paying the correct amount into the card every pay day, and you'll have achieved cheaper insurance with the benefit of monthly payments.

9 VALUE

It stands to reason that a classic Porsche worth £100k is going to cost more to insure than one that is valued at £4k. This is primarily due to the fact that payout in the event of a claim will be much higher on an expensive car, but don't think that a cheap motor is the answer to your problems. An insurer will almost certainly assume a £500 banger isn't going to be treated with the same respect as a supercar, meaning that the cost of insuring the former may be

INSURER TALK

It's vital to provide the correct information when approaching an insurer, even if you're using a price comparison website. "Today's insurers are data enriched, which means we rely on the same kind of information as banks when it comes to evaluating the risk involved in providing an individual with cover," said one of the insurers we interviewed. "For example, if you enter random name and address data into a price comparison website, the details you've provided won't tally up with what's on the electoral register, which means the insurer will be unable to identify you, resulting in an unfavourable quote."



increased to counter the extra risk of an 'unloved' motor that is more likely to be in harm's way. While we're on the subject of value, it's worth looking into the possibility of agreed valuation for your car. Generally speaking, this will increase the cost of insurance, but both you and the insurer will know exactly what needs to be paid out in the event of a claim for total loss. Take regular photos of your car in order to keep a record of its overall condition.

10 INSURE AS A CLASSIC

It's not just because insurers have a soft spot for retro road dwellers that classic car insurance tends to be cheap. Statistically, older cars are less likely to be involved in a claim. Insurers have their own ideas about what qualifies as a classic, so shop around before accepting a quote. Companies specialising in classic car insurance should be your first port of call, but be mindful of the fact that many won't insure a modified vehicle as a classic, and most insurers will want to hear you're in possession of a second car that performs as your daily.

11 SECOND CAR

This isn't exactly a cheap way to reduce insurance costs, but many in charge of a classic Porsche will have a daily drive to smoke around in. Insuring your modified or classic car as a second vehicle (e.g. not your main

car) can reduce your premium significantly. Many insurers will mirror your NCB across both policies.

12 MULTI-CAR POLICIES

If you own more than one car, listing them on a single policy may significantly reduce the cost of cover when compared to insuring each vehicle individually. You should be able to use your NCB across all cars on a single policy. Mainstream and specialist insurers alike offer multi-car cover policies, so there are plenty of options at your disposal.

13 EXCESS

Adding voluntary excess (the amount of a claim you pay before the insurer's coffers kick in) can significantly reduce the cost of your policy. Don't go mad and end up with an excess you'll never be able to afford, but act sensibly and you'll make a big difference to the health of your wallet.

14 DON'T BE AFRAID TO HAGGLE

The insurance market is very competitive, so don't accept the automatically generated price of renewal when it lands in your inbox. As frustrating as it might seem, spend time shopping around to see what different companies can do for you. It's a tedious task, but an afternoon of boredom may save you a whole heap of cash!



15 BE SENSIBLE WITH YOUR MODIFICATIONS

Personalising your pride and joy is a pursuit only you can be in charge of, but keep in mind that engine swaps, transmission transplants and forced induction conversions attract more increases in the cost of insurance than suspension upgrades, wheel swaps or the addition of big brake kits, all of which may improve the safety of your classic Porsche. If in doubt, speak to your insurer and ask what the impact of various upgrades will be before applying them.

16 INSURE PROPERLY

All modifications should be declared – failure to do so may void your insurance, resulting in your car being impounded and the addition of regrettable endorsements on your driving licence. Also, nobody wants to be the guy involved in an accident ending in the fatality of a third party, but even less desirable is being the same guy with an invalid insurance policy. You have a responsibility to other road users when you're out and about in your car, so insure correctly. Tell the insurer about all penalty points you've accrued, declare the engine swap you've just carried out. If you come unstuck, you'll only have yourself to blame when you find it difficult to get insured. You have been warned!

17 LENGTH OF TIME OWNED

If you've owned the same classic Porsche for a considerable length of time, it shows the insurer you take care of your car and that you have a clear attachment to it. It's assumed you're less likely to be involved in events leading to a claim, and the reduced level of risk will result in a lower premium accordingly. Aces!

18 POSTCODE

Short of moving house, there's not much you can do about this one, but where you live has a huge effect on the price you pay for insurance. For example, if you live in a bustling city, you'll pay more than if you were out in the sticks. Theoretically, less cars and less busy roads means less chance of an accident, which equates to cheaper insurance!



INSURER TALK

"I'd recommend you call for a preliminary quote before buying your next classic Porsche," said one of the insurers we quizzed. "I've lost count of the number of drivers who buy a car before finding out how much it will cost to insure. This can be disastrous, especially if a vehicle history check hasn't been carried out. The last thing you want is to call for a quote, only to be told your new toy was once written off (or worse, stolen) and will command a fortune to insure! It costs just a few quid to check the history of a car using any one of a number of online services, and the DVLA's vehicle enquiry website will give you stacks of information, including MOT history, free of charge."

19 JOB CHOICE

We're not saying you should change your job in order to achieve a lower insurance premium, but use online price comparison websites to play about with the different descriptions that best suit your type of work. For example, 'housewife' will deliver a lower premium than 'unemployed'. A 'restaurateur' will most likely pay more than a 'café owner'. You get the picture!

20 CHOOSE YOUR CAR CAREFULLY

If you're seventeen years old and fancy driving a genuine 911 2.8 RSR as your daily, then perhaps you need to think about this insurance stuff with a clear head! The truth of the matter is that when it comes to affordable insurance, younger drivers are better off in charge of lower-powered, lower-value cars while they build up NCB. That's not to say young drivers have to dismiss the idea of buying a classic Porsche altogether. Consider the purchase of a two-litre 924. They're cheap to run, cheap to maintain and easy to insure. There's an awesome owners club too, so join up and reap the rewards!





INSURER TALK

"In order to provide you with adequate cover, the information we need is the same as what you'd tell your mates," stressed an insurer we spoke to. "If you've fitted an aftermarket set of wheels or a fat exhaust, then make sure you tell us about it! If you haven't declared modifications, then you might find yourself without cover in the event of an accident or claim. It's a totally unavoidable situation to find yourself in, and you might be surprised by how little impact certain updates will have on the cost of cover," he added.

24 SECURITY

It's an obvious one, but the more security on your car, the less likely it is to be stolen! Back in the day, this meant adding a noisy alarm, but with today's sophisticated gadgets and key-cloning devices doing the rounds, extra security – such as trackers and immobilisers – are a worthwhile addition. Highly visible physical security, including steering wheel locks and gearshift-to-handbrake locks, is also a great way to deter opportunist thieves, resulting in a cheaper insurance policy when it comes to renewal time.

25 STORAGE

If you have the opportunity to get a garage, then do it. Storing your car behind a locked door will almost certainly reduce the cost of your insurance policy, and offers obvious security benefits (working on the assumption that the garage isn't a million miles away from your home). Even keeping your car on a driveway overnight will reduce the amount of money asked of you by your insurer, more so if the driveway is protected by locked gates. Remove the car from the public highway when not in use and watch your premiums drop. Hoorah!



21 ADD-ONS

Insurers are no longer allowed to 'hide' extras such as breakdown cover within the price of the insurance they offer, but they may still try to convince you to add them to your policy. Have a think about what you need and what you can get for a lower price elsewhere. For example, many bank accounts come bundled with AA cover. The account itself may attract a small monthly fee, but this is likely to be much lower than what an insurer will charge. Besides, the bank's package will

include other attractive incentives, such as travel insurance and cost-free overdraft usage.

22 DASH CAM

Dash cams have become massively popular over the course of the past few years. They're a great way to identify who is at fault when it comes to a claim. Insurers know this, and may reward you with a substantial discount for fitting a camera to your car. In some cases, you may be in line for fifteen percent off the cost of your policy! Don't drive like an idiot, though – in the event of a claim that has arisen as a consequence of an accident that's your fault, the insurer will want to see your dash cam footage. You'll have stitched yourself up!

23 BLACK BOXES

Ideal for many young drivers to prove they're safe behind the wheel, a 'black box' (also known as telematics insurance) records various pieces of information about your driving style and habits, including speed, distance, time of day, braking, cornering and so on. Insurers will request the information held by the unit in the event of a claim, which is great if you've been driving sensibly, but bad news if you've been demonstrating your drifting skills on the public highway.

INSURER TALK

"Not all black boxes are the same," stressed one of the insurers we spoke to when discussing the plight of younger drivers. "Most insist on a driving curfew and penalise for hard braking. This is unfair. Also, nobody wants a young driver rushing home at warp speed in order to meet the conditions of an unnecessary curfew. Thankfully, there are insurer-provided black boxes designed to only focus on the speed a car is travelling at during normal driving conditions. Regardless of what a black box records, a young person taking the unit as part of his or her insurance policy can expect drastically reduced premiums," she said.

THANKS

Massive thanks each of the insurers who contributed to this special edition of Tech Talk.

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Under the hammer

Hammer time!

This month, we focus our attention on what went down at Silverstone Auctions' The Porsche Sale 2017...

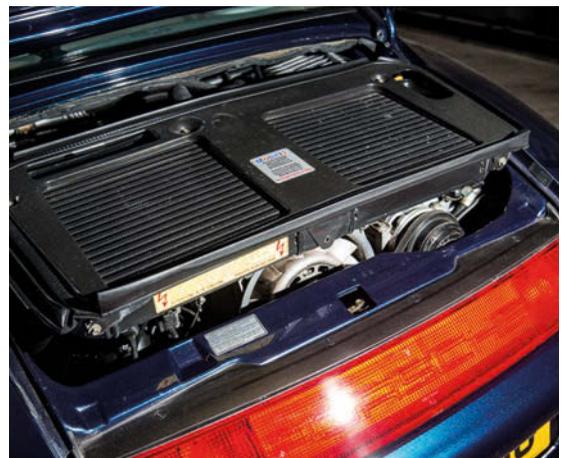
WORDS Dan Furr PHOTOGRAPHY People with cameras



1998 993 TURBO S

The highest price paid on the day was more than a quarter-million quid for this Ocean Blue 993 Turbo S. One of only twenty-six right-hand drive examples built, the car was delivered to its first owner on 24th April 1998 and has covered just 36,210 miles since that time. Six-speed transmission, independent suspension in all four corners and 450bhp from a 3.6-litre flax-six engine with twin turbochargers and electronic fuel injection was big step up over the standard 993 Turbo, even if 100mph from a standing

start in 8.9 seconds was only a fraction quicker than the time laid down by the 'regular' model. It didn't matter - all 345 examples of the Turbo S sold quickly, with the car's status as a product of the Porsche Exclusive department adding to the attraction. Rare-for-the-time carbon-fibre interior trim and super-soft leather let lucky buyers know they were sitting in something special. Y'know, in case the car's breath-taking performance and gorgeous body curves hadn't already sealed the deal.



1980 928

This one-owner 928 sits beautifully, covered in solid green paintwork that enhances the fuss-free exterior of a first-gen V8-powered Porsche grand tourer. Loaded with a rare manual transmission (close to eighty percent of 928s are kitted-out with automatic 'boxes)

mated to a purring 4.5-litre eight-cylinder engine, the car was recommissioned earlier this year and looks set to find a new home when the gavel drops at Brightwells Classic Cars auction on the 29th November. Be sure to let us know if you're the lucky bidder!

ESTIMATE
£19,000
- £22,000

ONE TO
WATCH
OUT FOR



SOLD FOR
£18,250



1986 944 TURBO

This right-hand drive 951 is finished in the classic colour combination of Guards Red with black leather. Many of the car's mechanical components have been replaced or fully reconditioned in the past few years, efforts that led to the win of two Concours d'Elegance trophies. This show-winning standard belies the indicated distance covered of 110,000 miles! The reassuring presence of a fully stamped-up

service booklet, a large file of invoices and the car's original jack and tool-roll (small but important details) highlight dutiful ownership. You're looking at a fantastic example of one of the most sought-after models in the transaxle range, beautifully presented inside and out, with an engine bay so clean you can eat your dinner off it. And yes, those are original-fit sixteen-inch staggered Teledials. Oooosh!



SOLD FOR
£43,875



1955 CHAMONIX 550 SPYDER

This Chamonix 550 Spyder was built in 2008 by Special Editions Inc. in America from a base car manufactured in Sao Paulo, Brazil. The open-top tribute was initially supplied to F1 Assistant Race Director, Herbie Blash, who can usually be seen in the driver's weighing room after a Grand Prix. Special Editions Inc. has been responsible for producing other 550 Spyder tributes for the likes of Jay Leno and car designer, Gordon Murray, leaving no doubt about the quality and desirability of the company's well-crafted cars. The overall fit and finish of this particular vehicle's bodywork is of exceptionally high standard, and the 1915cc engine has covered just 3,500 miles. Interestingly, the car's rear wings have been painstakingly detailed with red painted flashes and gold edging as a 'tip of the hat' to iconic period race liveries.



Under the hammer

SOLD FOR
£9,225



1991 944 S2

The auction wasn't all about spending massive sums of money. Take this 944 S2, for example. Sold by Five Oaks Garage in Jersey during the model's last year of production, the Glacier Blue Metallic transaxle has enjoyed covering over 63k miles in the hands of just two former keepers. The car has spent the last few years inhabiting the island of Guernsey (other than when it has taken trips across the water for servicing at Porsche specialist, Marque 21 in Dorset) and has an extensive service history. This three-litre modern classic sold for well under £10k when it went under the hammer.

SOLD FOR
£37,688



1981 924 CARRERA GT

Chris Morrison is best known as the manager of Blur, Thin Lizzy and Ultravox, but friends and family know him as a Porsche nut, as evidenced by his name being the first on the logbook of this 924 Carrera GT. The car spent two decades in storage prior to its recent recommission by Larance Engineering, with invoices for the work carried out amounting to more than twelve grand. The car's history file includes receipts from Intaporsche engineers who returned the car to the road after it was declared an uneconomic repair in 1989 following a front-end smash. Despite this unfortunate incident, fewer than 87k miles meant this rare 924 sold for strong money.



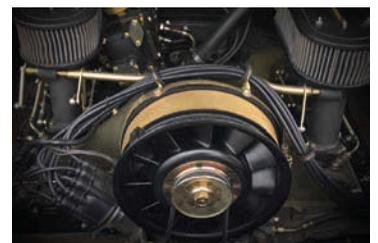
SOLD FOR
£81,000



1973 911T 2.8 RSR TRIBUTE

Starting life as a left-hand drive 911T, this 2.8 RSR tribute was built and homologated as an FIA historic race car and carries a current FIA Technical Passport. Unusually, for a conversion of this nature, the car is UK registered with a full MOT and historic vehicle tax status. In other words, it's ready for immediate use on the road or at the race track! The car was originally delivered to the

USA in March 1973, but much of its early history remains unknown. In 2009, the decision was taken to transform the 2.4-litre coupe into an accurate RSR tribute. The work was entrusted to Scuderia-Eleven, with the preparation of a 2.8-litre engine left in the capable hands of Bienert Boxer-Motoren, a firm with over a quarter-century of experience in tuning air-cooled Porsche powerplants.



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Buy & tune

PORSCHE 912

Not so long ago, the 912 was regarded as the poor man's 911, but the times they are a-changin'...

WORDS **Ron Howe** PHOTOGRAPHY **John Colley**

As with the 911 range, there are many variants of 912, including hard-top, Targa (soft and hard windowed), short wheelbase, long wheelbase and in the case of the USDM 912E, impact bumper specification. Before deciding which car to take for a test drive, figure out which trim option best suits your driving style and personality. After all, your choice of classic Porsche should be a reflection of your character!

Initially given the designation '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 as 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 at the time, however, a detuned version of the 356's regular engine became the preferred choice.

Many argue that the 912 handles better than the similarly-aged 911, primarily as a consequence of reduced weight over the rear axle. Of course, the four-cylinder sports car isn't as powerful as its six-cylinder sibling, but these are incredibly light cars, so don't be put off by what you first consider to be paltry bhp. And remember that the 912 was built using the exact same body panels as the 911, making the two cars virtually indistinguishable to the untrained eye.



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 and tandem interior rear-view mirrors.



Once you've identified the 912 you'd like to see parked on your driveway, pay for a pre-purchase inspection to be carried out by a specialist familiar with the model. The information we've presented here is a good guide for you to make a judgment on whether the car you're looking at is a lemon, but a detailed examination of your prospective investment is essential, especially when 912 purchase prices are rapidly on the rise.



BODY

The 912 was discontinued in 1969. By that point in time, the model 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.

Rust should be your biggest concern. Of course, if buying a restored example with warranty from a specialist, then you should be able to sleep easy, but if taking on a project, look closely before parting with your hard-earned cash. Poorly applied repairs (or worse, hastily-added filler designed to hide a multitude of sins) should be looked for in the form of badly aligned panel gaps, poor paintwork, including evidence of careless overspray.

The last three digits of the corresponding car's VIN may well be stamped into door casings both sides. You'll need to remove the door cards to check, but at least you'll be able to determine whether

the panels have been replaced. Accident damage or rot? Find out.

The front crossmember should be examined thoroughly, a known trap for moisture and a vital part of a 912's structural integrity. It'll be an expensive repair.

Ask to see receipts for all bodywork repairs or reapplied paintwork. Check the car's battery compartment, the base of its doors, sills, the rear window surrounds, suspensions mounting mounts, wings floor pans, wheel arches... if it's made of metal, check it! While you're having a poke around, have a good look at the car's window seals. If they're compromised, they'll let water in, encouraging rot from the inside out.

If you're not put off by the thought of driving a left-hand drive 912, then consider the benefits of buying a car that was originally sold in America. Many Stateside Porsches have lived in the sunnier regions of Uncle Sam's homeland, meaning they've attracted less corrosion during their long lifetimes. That said, prolonged exposure to the sun does often equate to paint in poor condition.

Many Stateside Porsches have lived in the sunnier regions of Uncle Sam's homeland



Buy & tune

IDENTITY

A good history file is essential, although you'll be lucky to find one that reflects every part replaced during the past fifty-odd years. After all, the 912 wasn't always considered to be as valuable as it is today, with many dismissing the model as the poor man's 911, encouraging original owners not to pay due care and attention when it came to meticulous record keeping. *Drat!*

There are three places to find a 912's vehicle identification number (VIN). Firstly, look inside the door jamb. Here, you'll see a metal plate outlining the car's VIN and factory paint code. The plate is riveted to bodywork. Next, look for a rectangular identity plaque riveted to the left of the hood latch. In addition to VIN information, extra data (such as vehicle type, weight etc.) is listed. And finally, if you're lucky enough to find a 912 complete with its original service manual, you might find yourself following an instruction to look for the VIN (referred to as chassis number) stamped into the crossmember adjacent to the spare wheel well.

All three numbers should match, and they should tie in with what's printed on the car's logbook (V5) and any other supporting documentation.

A 912's engine number can be clearly seen stamped into the upper part of the case between the timing belt assembly. Again, if originality is key concern for you, make sure the engine number matches what's listed on the car's V5. Of course, engine failures and replacement parts are common, so don't

be too alarmed if the powerplant in the car you're looking at isn't the same as what was bolted into it at the factory - it could be that you've stumbled across a freshly rebuilt lump!

Spend a couple of quid at mycarcheck.com where you can download a history report outlining any

insurance claims, change of registration number, recorded mileage and whether there is any outstanding finance on the car. You should also enter the vehicle's details into the DVLA's online MOT database, a service which will return all passes, failures and advisories registered as far back as records are stored.

The 912 outsold the 911 during its first few years of production. The 100,000th Porsche rolled off the production line on 21st December 1966. It was a police-spec 912 Targa! Forty of the crim-catchers were delivered to forces in Germany and Belgium, four were sent to Japan.





ENGINE

A knackered 912 engine will cost you a packet to repair, so while the feisty four-cylinder unit is good for at least 100k miles before a rebuild is required, there's likely to be a raft of parts you'll need to shell out for on an unloved car. A carburettor, for example, may be past its best.

Be sure that the engine you're looking at is a proper 912 lump. It's easy to throw an older 356 engine into the arse end of a 912. Similarly, those working 'on the cheap' have

been known to fit more readily available (and low cost) Volkswagen powerplants. Check the engine serial number (see Identity boxout) against the V5. If it doesn't match, use Google to search for the 912 engine serial number database, a useful resource that will help you to work out if the engine you're looking at is original to a 912, and if so, what year the engine was manufactured.

912 owners frustrated at not having 911 levels of poke under their lead foot may have modified their car's engine with

uprated barrels and pistons. Ensure there is supporting paperwork for any such alterations. You want to be sure quality parts and top-notch workmanship have been obviously documented.

Porsche does a great job of supporting owners of its older models, providing an ever-increasing number of 'over the counter' parts for drivers of vintage metal. This means that most 912 engine parts can be renewed, either through main dealers or independent specialists.

912 owners frustrated at not having 911 levels of poke may have fitted uprated barrels



SERVICING

As mentioned earlier in this guide, good service history is vital. Check to make sure there's a complete stash of paperwork and the absence of unexplained periods of being off the road. Ensure all fluids, filters and timing equipment have been changed in accordance with Porsche's instructions. Ask what grade and content of oil has been used. This applies to both gearbox and engine oil.

If you're about to buy a car that's been left standing for a while, invest in new timing equipment. This can be bought from Heritage Parts at a reasonable cost. If you don't want to take on the work yourself, speak to a classic Porsche servicing and resto specialist.

Ensure you change the oil on your 912 every five thousand miles, or at least once a year, whichever comes first. Take the opportunity to inspect the car's bodywork and mechanical components, making adjustments where necessary.



INTERIOR

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 painted dash, a feature inherited from the 356. Over time, especially when the 912 was far less desirable than it is today, many owners upgraded the interior of their 912s with 911 parts, so expect a certain degree of 'reverse engineering' if originality is key when buying yourself what many call the 'baby 911'.

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 ordering a back issue copy of the July edition of *Ultimate Porsche* at 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 what is now an instantly recognisable 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.

Sold exclusively in the USA, the 1976 912E (the 'E' denoted fuel injection) was released as a 'stop gap' between the 914 and the 924, despite 912 production ending in 1969. The new 912 looked largely the same as the old 912, although it now wore 911 G-Series bodywork. With 86bhp and a new 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 'box was standard kit, and at \$10,845, the 912E found itself positioned between the 914 and 911S. Production started in May '75.



Sold exclusively in the USA, the 911E was released as a 'stop gap' between the 914 and 924, despite 912 production ending in 1969

BRAKES AND SUSPENSION

The 912 used the same size brake discs and the same suspension as the classic 911. Replacement discs and pads are readily available from the likes of FrazerPart, EBC Brakes, Design 911 and, of course, Porsche's own main dealer classic parts supply service. Thankfully, aftermarket chassis equipment, including brake and suspension upgrades, aren't in short supply, with most of what can be fitted to a classic 911 being suitable for the 912.





TRANSMISSION

A 912's transmission type (both four-speed or five-speed) and serial number are stamped in separate places at the bottom of the gearbox casing. In truth, the 912's cog cruncher is a fairly robust bit of kit, but even the newest units are getting on for fifty years of age, so don't be surprised if you're faced with the task of a shift linkage rebuild.

If you're really unlucky, you'll have to replace the first synchro, but parts are readily available and there is a large array of specialists on hand to help. Of course, a full refurbishment of the transmission is the most desirable option, but the cost may prove prohibitive.

If you happen to be experiencing grinding gears from a standing start when trying to pilot your new Porsche home, then you'll be pleased to know that there's a knack to sliding into first gear without complaint. Tap the shift stick towards second gear before engaging. It's a trick that you'll master after having to do it a few times. While we don't condone this as being a transmission 'fix', at least you'll be able to get your new toy home without cursing every time the traffic lights turn green!

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 Porsche customers who wanted to transform their 912s into winning muck machines.





Buy & tune

Many enthusiasts are priced out of the 911 market and see the 912 as the next best thing



PRICE

Though it was built to attract buyers who couldn't stretch to the pricier 911, the 912 was indistinguishable from the more expensive Porsche. Externally, the cars shared more or less the same body, the same fifteen-inch wheels and the same tyres. Luxury options on later cars included air-conditioning, an electric sunroof and a limited-slip diff. Look out for these desirable features, as well as Fuchs wheels and a wooden race-inspired steering wheel on earlier machines. They'll command a premium, but will be worth the extra spend.

Today, 912 values are on the rise in accordance with

what's happening with classic Porsche prices generally. It might be the 'baby 911', but the premium you'll pay is reflective of the fact that many enthusiasts are now priced out of the 911 market and are looking for what they consider to be the next best thing. Here's what we found advertised online:

1966 SWB COUPE

76k miles, red paintwork, black interior, left-hand drive, matching numbers, solid body, no rust, new tyres, chrome steel rims

£22,900

1966 SWB COUPE

86k miles, Slate Grey paintwork, red interior, right-hand drive, matching numbers, previously restored, all original body panels, five owners from new, extensive history

£79,000

1966 SWB COUPE

Recently imported from USA, mileage unknown, yellow paintwork, in need of complete restoration, missing most interior trim, needs new floors and sills, engine complete and turns by hand, though not original

£11,995

1976 912E COUPE

USDM car, black paintwork, black interior, sunroof, Fuchs wheels with polished lips and black centres, original mechanical specification, long term storage ensures solid bodywork

£16,283



CONTACTS

Heritage Parts www.bit.ly/heritageporsche Design 911 www.design911.co.uk Porsche Classic Partner www.bit.ly/porschepp
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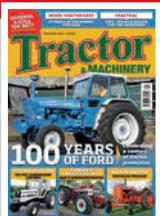
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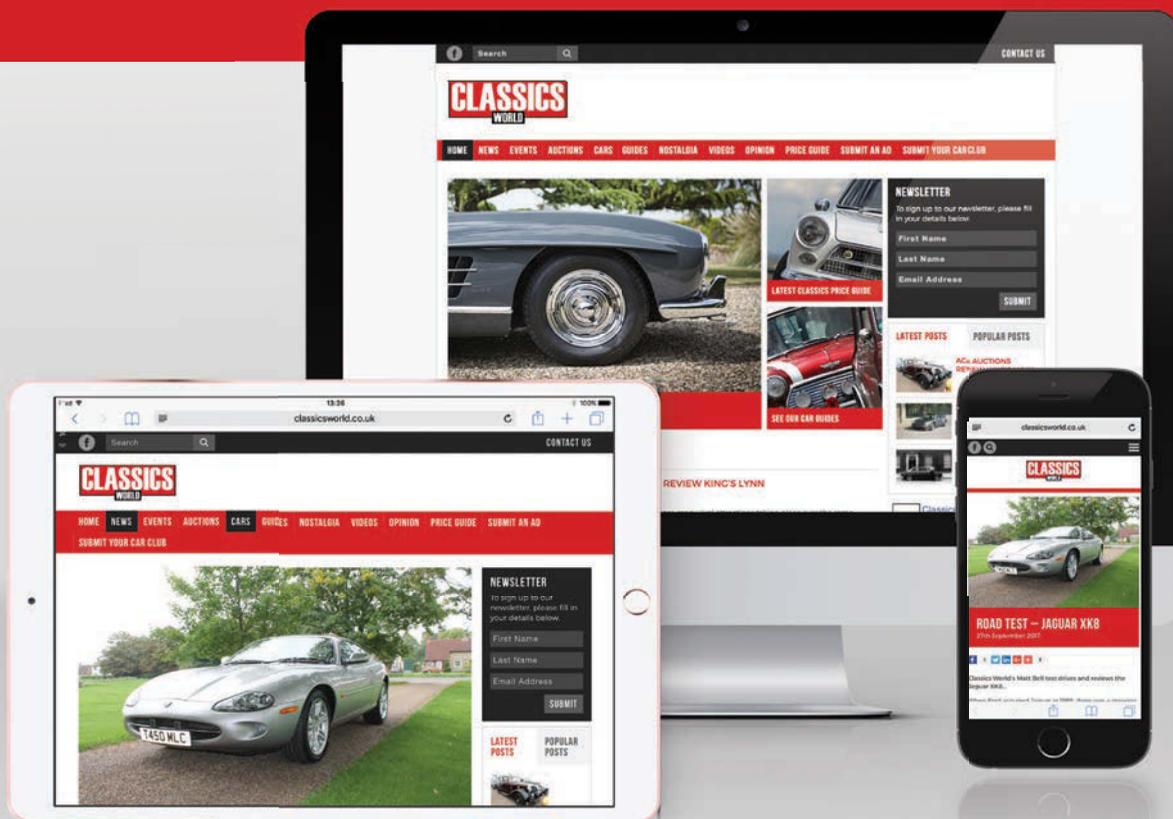


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