

100%
CLASSIC
LEGENDS

1973 PORSCHE 911T AIR-COOLED ROAD ROCKET



Ultimate **Porsche**

JUNE 2018 £4.95



F1
SUCCESS
STORY
PORSCHE'S
BIG WINS



LAND SHARK

MINT 928 S WITH A TALE TO TELL



AKIRA NAKAI

RAUH-Welt
uncovered



3.6-LITRE 911 SC

Toying with a green wide monster

TRACK DAYS

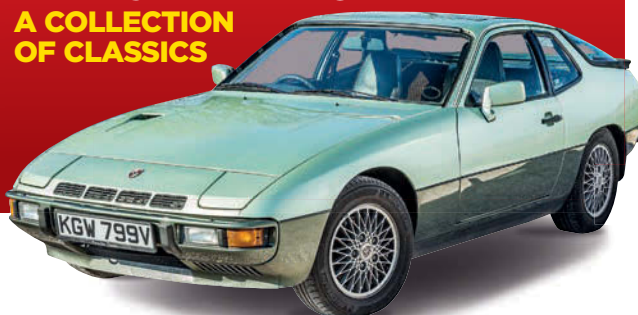
What to expect at the circuit

Plus

928 PASSION GROUP MEET
V8 PILOTS ENJOY FUN IN THE SUN

TRANSAXLE TRIO

A COLLECTION
OF CLASSICS





M&A
— 1971 —
COACHWORKS



London's only Porsche Recommended Repair Centre

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

A reputation built on quality, fine detail and integrity.

London's only recommended Porsche Repair Centre.

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

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

Call 0203 823 1900

Email customerservice@macoachworks.co.uk



www.macoachworks.co.uk





**3.6-LITRE 1979
911 SC PAGE 90**

Ultimate Porsche CONTENTS

Features

8 PURE AND SIMPLE

Breaking with his love of modified Porsches, Frank Cassidy has exercised restraint when doting on Penny, his stunning 1973 911T 2.4.

24 PASSION FOR PORSCHE

We joined the guys and girls of the 928 Passion Group at their annual get-together in Sarratt.

60 MASTER OF MADNESS

Following the appearance of an RWB-kitted 993 on the cover of our March issue, we went to meet the man famous for creating one of the Porsche tuning scene's biggest and most controversial brands.

76 MOVING STORY

As teenagers, Graham Martin and Jay Winter fell in love with the 928. Today, the lifelong friends own an immaculate 38k-mile 928 S.

90 GREEN WIDE MONSTER

This 1979 911 SC may have a racing history, but the brightly-coloured classic's road-based future is being powered by a fully-built 3.6-litre flat-six lifted out of a 993.



Torque

31 MARK GOODY

An OPC's restoration project attracts the same concerns as cars being worked on by homebuild heroes.

33 ANT SHAW

Social media can unexpectedly lead you on a Porsche-themed adventure.

35 CHARLI TAMERIS

944s are just as good at rallying as they are at racing!

Regulars

16 PLATFORM

News registering on our radar.

20 SMUGGLER'S BOX

Hot products on planet Porsche.



37 CLASSIC AD

The Porsche 924 is a taste that's easy to acquire.

38 PORSCHE PEOPLE

924 Owners Club publications bod, Pete Saysell, and his trio of transaxles.

48 FROM THE VAULT

We take a look at Porsche's amazing achievements in Formula One as a constructor and engine supplier.

56 944 TURBO PROJECT

More bodywork updates take place under the watchful eye of Retro Restorer supervisor, Morris the dog.

66 TECH TALK

Handy hints and top tips to help prepare you and your Porsche for a fun day at the track.

82 SUBSCRIBE

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

85 GET FEATURED

Your cars are the best cars, so drop us a line with the details!

86 UNDER THE HAMMER

Lot highlights from the recent Classic Car & Restoration Show.



**SUBSCRIBE TO
ULTIMATE
PORSCHE**

SEE PAGE 82
FOR DETAILS



8



56



48



76



Welcome home.

The Porsche Classic Register.

With over 70% of all Porsche cars ever produced still on the road today, our classics are part of our family and our history. But as vehicles pass from owner to owner they can become lost. The Porsche Classic Register helps you care for your classic Porsche whilst giving you a range of additional benefits.

12 months complimentary Porsche Classic Register membership requires a Porsche Classic Oil Service to be carried out at a participating Porsche Centre. Only applicable to specific Porsche Classic vehicles up to and including 911 (996) and Boxster (986), excluding 959 and Carrera GT models. For full terms and conditions, visit www.porsche.co.uk/classicregister



PORSCHE

Ultimate Porsche

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

EDITORIAL

Editor: Dan Furr **Twitter:** @DanFurr

Email: dan.furr@kelseymedia.co.uk

Art Editor: Dan Jarman

Contributors: Andy Tipping, Sharon Horsley,
Richard Gooding, Davy Lewis, Alan Schaefer,
Robert Smith, Emma Woodcock

ADVERTISEMENT SALES

TANDEM MEDIA

Managing Director:

Catherine Rowe
catherine.rowe@tandemmedia.co.uk

Account Managers:

Perianne Smith, 01233 228753
perianne@tandemmedia.co.uk

Ben Rayment, 01233 228752
ben@tandemmedia.co.uk

PRODUCTION

Production Supervisor:

Joe Harris, 01733 362318

kelseyemotoring@atgraphicsuk.com

Production Manager:

Melanie Cooper, 01733 362701

MANAGEMENT

Managing Director: Phil Weeden

Chief Executive: Steve Wright

Chairman: Steve Annetts

Finance Director: Joyce Parker-Sarioglu

Retail Distribution Manager: Eleanor Brown

Audience Development Manager:

Andy Cotton

Brand Marketing Managers:

Debra Haggar, Nikolas Lovely

Events Manager: Kat Chappell

Publishing Operations Manager:

Charlotte Whittaker

Print Production Manager: Nicola Pollard

Print Production Controller: Georgina Harris

SUBSCRIPTIONS

Ultimate Porsche is published every month*

UK annual subscription rate: £59.40

Europe annual subscription rate: £72.00

USA annual subscription rate: £72.00

Rest of world: £78.00

*twelve issues per annum

Find current subscription offers at:

www.bit.ly/subscribeup

Buy back issues at:

www.bit.ly/backissuesup

ALREADY A SUBSCRIBER?

Manage your subscription online at:

shop.kelsey.co.uk/myaccount

CONTACT US

UK subscription and back issue orderline:

01959 543747

Overseas subscription orderline:

+44 (0) 1959 543747

Toll free USA subscription orderline:

1-888-777-0275

UK customer service team: 01959 543 747

Customer service email address:

subs@kelsey.co.uk

Customer service and subscription postal address:

Ultimate Porsche Customer Service Team,
Kelsey Publishing Ltd, Cudham Tithe Barn, Berry's

Hill, Cudham, Kent, TN16 3AG, United Kingdom

DISTRIBUTION

Seymour Distribution Ltd,

2 East Poultry Avenue, London, EC1A 9PT

www.seymour.co.uk Tel: 020 7429 4000

PRINTING

William Gibbons & Sons Ltd

Kelsey Media 2018 © All rights reserved. Kelsey Media is a trading name of Kelsey Publishing Ltd. Reproduction in whole or in part is forbidden except with permission in writing from the publishers. Note to contributors: articles submitted for consideration by the editor must be the original work of the author and not previously published. Where photographs are included, which are not the property of the contributor, permission to reproduce them must have been obtained from the owner of the copyright. The editor cannot guarantee a personal response to all letters and emails received. The views expressed in the magazine are not necessarily those of the editor or the publisher. Kelsey Publishing Ltd accepts no liability for products and services offered by third parties. Kelsey Publishing Ltd uses a multi-layered privacy notice, giving you brief details about how we would like to use your personal information. For full details, visit www.kelsey.co.uk or call 01959 543524.

If you have any questions, please ask us submitting your details indicates your consent, until you choose otherwise, that we and our partners may contact you about products and services that will be of relevance to you via direct mail, phone, email or SMS. You can opt out at ANY time via email: data.controller@kelsey.co.uk or 01959 543524.

Ultimate Porsche is available for licensing worldwide. For more information, contact bruce@bruceandfordlicensing.com



Part of the Classics World family www.classicsworld.co.uk

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

**SUBSCRIBE TO
ULTIMATE
PORSCHE**
**SEE PAGE 82
FOR DETAILS**



COMPARE AND CONTRAST

FROM MILD TO WILD, the modified classic Porsches we showcase highlight your love of tuning. It doesn't matter if you're building a subtly-styled street machine or a tyre-burning track monster, the common theme is that Stuttgart-crested cars provide fantastic platforms for personalisation. That's not to say there's anything wrong with leaving a four-wheeler from our favourite manufacturer in a standard state of tune. Far from it!

In this issue of *Ultimate Porsche*, we've focused our attention on some brilliant cars exactly as they rolled off the production line. The 38k-mile 928 S on the cover of the magazine is a great example of pristine Porsche perfection, although we'll wager few other cherished retro rides have been mistaken for an armed robber's getaway vehicle! Flick to page 76 and let us furnish you with the details.

Adding to this issue's generous quota of transaxles is Pete Saysell's collection of classics, a dream garage featuring a brace of special 924s. Pete serves as the 924 Owners Club's publications manager, so the appearance of these cars on his driveway isn't exactly surprising. His 928 and 996 Carrera 4, on the other hand, are far less expected!

You may have noticed Frank Cassidy has made a welcome return to our pages. This time, we're pointing our cameras at Penny, his beautiful 1973 911T 2.4. Now, we're not going to pretend the self-confessed Porscheophile's red road rocket is entirely as Porsche intended, but carefully considered custodianship and well-executed tweaks have resulted in a superb example of an air-cooled classic which

exemplifies the idea of a mildly modified vintage 911. No fuss, OEM-plus!

We couldn't resist throwing at least one bonkers-spec creation into the mag, hence the appearance of Mark Cilani's 1979 911 SC. Powered by a 3.6-litre 993 engine and boasting a past spent tearing up the track, this is one seriously potent Porsche.

If you're taken with the idea of circuit life, then we hope our guide to preparing for track days is of use, but if you're more of a spectator, then we suggest you kick back, relax and read our feature outlining Porsche's involvement in Formula One. It's quite a story!

While the *Ultimate Porsche* 944 Turbo continues its journey from restoration to road (the latest project progress update can be found on page 56), our roving reporters have visited Akira Nakai, the man behind famous aftermarket Porsche tuning firm, RAUH-Welt Begriff. Not everyone is a fan of the former drifter's 911-based creations. In fact, from Nakai-san's unusual workshop in Japan, he's overseen the growth of one of the scene's most polarising brands! Read about his controversial approach to playing with classic Porsches on page 60.

Until the next time, enjoy the mag!

Dan Furr Editor
[@DanFurr](https://twitter.com/DanFurr)

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

PURE AND SIMPLE

Breaking with his love of heavily modified Porsches, Frank Cassidy has exercised restraint when dotting on Penny, his stunning 1973 911T 2.4

WORDS Emma Woodcock PHOTOGRAPHY Alan Schaefer







Tuning, tweaking, testing. Modification is a demanding mistress, whispering sweet temptations down the ears of any petrolhead who cares to listen. She starts slowly, suggesting a set of aftermarket alloys or a loud exhaust, but her tendrils hook deep until your nails and heart sparkle with the sheen of fully-synthetic. Given over to the urge, funds soon fall into body kits, blow-off valves and dampers worth more than your neighbour's hatchback. Thus, the project car is born.

Frank Cassidy is well accustomed to the custom life. Regular readers will recall his Signal Orange 1973 RSR evocation from the October edition of *Ultimate Porsche* (order a copy at bit.ly/roadandrace) and his utterly bonkers 350bhp Acid Yellow 1974 RSR tribute from its star turn on the cover of our November issue

(bit.ly/rapidrides). If you like your air-cooled classics more modern, his recently-purchased 993 is likely to pull especially hard on your heartstrings. The beautiful blue belter is currently being transformed into a 600bhp powerhouse of performance, and will fight for pride of place at its master's Oxfordshire residence when finished in the near future.

Gawp at these low, loud Porsches in isolation and you'd be quick to conclude Frank has left the world of original equipment several galaxies behind him. Don't be tempted to board that spaceship just yet, though.

"I appreciate cars at both ends of the spectrum, from totally standard to massively modified," he confirms. "If you take a look around my garage, you'll see flavours of both. Some of my cars are exactly as they left the factory. Contrasting specification lets me explore all the facets of air-cooled Porsche power."

Next in line

Frank is more than happy to tell us about his next Porsche projects. "I'd like to get hold of a right-hand drive 1972 911S," he remarks. "I've seen a few cars, but I've yet to find one that I'm 100% happy with. I'm trying to steer clear of dealers, but I'm sure the right car will present itself to me in the not too distant future." He's also set his heart on the idea of commissioning the build of a 934-inspired race car. "I'm on the hunt for a suitable 930," he explains, "but they're all too expensive!" His search continues...



STRADDLING THE FINE LINE BETWEEN STOCK AND SHOCK



Straddling the fine line between stock and shock lies Penny, an affectionately named 1973 911T with carefully chosen customisation. “This car was brilliant exactly as Porsche built it, meaning I wanted to be sympathetic to factory-prescribed trim,” continues Frank. He had good reason to tread lightly. Launched in 1972 and available for just two model years, 2.4-litre 911s were the final iteration of the model in F-series guise. Ringed in chrome and sitting pretty on narrow arches, these cars can still snap necks today; the bold, simple look of 1972 and 1973 911s leaves few wondering why many owners of later ‘impact bumper’ machines are so keen to backdate their chosen chariots.

“My first 911 was a 964, but I was always intrigued by much earlier cars. Friends would tell me about the joy of driving a long-hood 911, and before long, I found myself wanting to share in their experience,” reveals our host. Turn the

clock back four years and he was on the prowl for a 2.4-litre air-cooled Porsche to call his own.

BEADY EYE

A friend told him about a 1973 911T that’d been tastefully tuned with an engine built to 911E specification whilst retaining a standard crankcase and carburettors. The cool coupe was a little red riot! “I spent a lot of time looking over the car,” remembers the big-bearded collector of classics. “I remember running a magnet over each panel, which confirmed the presence of solid, original bodywork. Needless to say, I drove home in the car later that day.” Back at base, he began the enjoyable task of exploring his new purchase in more detail.

“Whenever I buy a Porsche, I spend the first year simply getting to know the car in order to understand what work it needs and where modifications will enhance the overall

Above Uncluttered and uninhibited, Penny is every bit the perfect air-cooled Porsche



ONE OR TWO OF THE CAR'S EXTERIOR PANELS HINTED AT THE WRONG SHADE OF RED



» driving experience,” he explains. “It’s an exploratory process, one which involves me drawing up a snagging list. With Penny, I soon came to the realisation that there was little that needed attention. Moreover, I enjoyed driving the car so much that I was reluctant to change anything!” There’s a degree of responsibility involved here too; as the owner of one of the last UK-delivered F-series 911s, Frank feels he has a duty to exercise sensible custodianship of the 165bhp pocket rocket.

A MATTER OF TIME

For the two years that followed his acquisition of the radiant red hard-top, he enjoyed hopping in and out of the driving seat, leaving the car’s specification untouched. His resistance to change didn’t last, though. After all, it’s not in a veteran modifier’s spirit to sit still! Consequently, in 2016, Frank decided it was time to repaint and partially restore his retro ride.

“In certain light, one or two of the car’s exterior panels hinted at the wrong shade of red,” he laughs. “I wasn’t happy with what I was seeing, which is why Penny was stripped

and treated to a respray, but not before new sills and kidney bowls from Dansk were installed for good measure.” The chaps at Impact Bodyshop in Uxbridge were asked to apply the lustrous coat of colour. Dazzling as the results are, a welcome pop of patina remains thanks to the reappointment of the car’s original brightwork.

A three-spoke MOMO Prototipo steering wheel and BF Torino front buckets have given the interior an understated lift, while Carrera 3.2 calipers and discs lend the brakes a touch of muscle. These are changes those not familiar with old-school Porsches won’t spot with ease, and subtler still is the car’s stance; Penny hugs her rubber tighter than Porsche ever intended thanks to the efforts of technicians at independent marque specialist, Autofarm, who turned the torsion bars, lowered the ride height and fitted uprated Bilstein dampers.

More than a decade into air-cooled life, Frank has assembled a group of classic Porsches capable of beating out any dream garage you care to mention (read all about his assortment of air-cooled gems by ordering a copy of our August issue at bit.ly/legendsoftlemans). Be it his 356 »

Above Man and machine in perfect harmony?

Facing page Cabin is just as attractive as Penny’s bodywork



PENNY PROVIDES HER PROUD MASTER WITH PLENTY OF DRIVING PLEASURE



» Super 90, his vintage Californian Beetle or his any one of his 964s that gets your blood pumping, it's a collection that seems to have it all. Time to kick back and enjoy what it has to offer then, right? Wrong! Frank has set his sights on something altogether more ambitious: 18,292ft² of all-Porsche action. And that's just the start.

Scheduled to open later this year, his purpose-built Oxfordshire-based business park aims to bring Porsche experts together under one roof. Set within three colossal warehouses, this intended hub of activity – concerned only with Stuttgart speed metal – has the potential to be a very big deal. “My love of Porsche has been a massive hobby for many years,” he explains. “I’ve worked with a variety different Porsche specialists while each of my cars has been in the process of being restored or modified. Bit by bit, I began to realise how beneficial it would be if the services I was requesting were available at a central location. The concept is a simple one: a department store of products and services for the Porsche enthusiast. It’ll be a ‘one stop shop’ for everything an owner might need!”

BRAVE NEW WORLD

He explains his vision for a Porsche-themed Utopia further by likening it to “a miniature Goodwood, but exclusively for Porsches.” He’s certainly got the space to realise his dream. Set within 100 acres, his impressive project lays roots in a rural setting, which has garnered interest from enthusiasts and small businesses alike. In part, excitement about his plan of action is fuelled by his intention to host car culture events on-site, plus the introduction of monthly meets and an annual festival dedicated

to a celebration of his favourite car maker. He’s refurbishing a bed and breakfast in order to accommodate long-distance travellers too. “My hope is to end up with a pit stop for car people!” he concludes.

We’ll bring you more detail in the coming months, but back in the here and now, Penny provides her proud master with plenty of driving pleasure. “Despite being loaded with a relatively small engine, the power to weight ratio means she’s a blisteringly fast 911,” he smiles. “On paper, the figures aren’t earth-shattering, but in the real world, she’s a very capable car, and one I enjoy using for regular Sunday blasts.” Proof, if proof be needed, that when it comes to Porsche, less can often mean more!



DRIVER

Q&A



FRANK CASSIDY

First Porsche
A dirt cheap 964 Carrera 4

Favourite Porsche
Black Betty, the 1990 964 I’ve owned for eleven years

If you could only keep one?
Easy! It’d be Black Betty every time!

Above Come closer and see, see into the trees...



1968 Porsche 911 E £150,000

This car has undergone a comprehensive four year photographic restoration to a very high standard. This included a full engine and gearbox rebuild by Mike Bainbridge. The current mileage is only 46,901 miles. Please call 0113 389 0600 for more information.

Porsche Classic Partner Leeds

The Boulevard
City West Business Park
Leeds LS12 6BG
info@porscheleeds.co.uk
www.porscheleeds.co.uk



PORSCHE

Platform

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

Peter Auto launches 2.0L Cup for SWB 911s

Three-race series will support the Le Mans Classic

For more than three decades, eminent European historic motorsport organiser, Peter Auto, has created many race, rally and road trip events for classic cars in and around France. Among highlights is the first international race in mainland China (Zhuahi, 1994). The organisation has also overseen the launch of the Tour Auto, the award-winning Le Mans Classic and the Le Mans Series, which after eight years was reborn as the World Endurance Championship.

After the creation of the Euro F2 Classic in 2017 and the takeover of Group C Racing in 2016, Peter Auto is continuing to enlarge and develop its historic racing portfolio by introducing the 2.0L Cup for 2018. This single-make grid will be reserved for two-litre short-



wheelbase 911s prepared in accordance with the FIA's pre-1966 regulations.

The 2.0L Cup will form part of three highly anticipated Peter Auto meetings this summer, namely the Spa Classic (18-20th May), the Grand Prix de l'Âge d'Or (8-10th June) and the Dix Mille Tours (31st August-2nd September). Drivers participating in this new and exciting competition for

Porsches will have a thirty-minute free practice session and half an hour of qualifying, which leads to a race lasting ninety minutes. Ultimately, Peter Auto's aim is to organise a round of the 2.0L Cup to take place in England.

The series has been created in association with British Porsche specialists, Lee Maxted-Page and James Turner, the latter being director





of the 2L Racing Group. The contest is expected to attract a grid of close to forty cars with the hope of seeing a selection of Porsche's former works drivers behind the wheel. For more information, including a downloadable list of regulations and qualifying technical specification, visit bit.ly/peterauto. A promotional video can be viewed at bit.ly/peterautovid



Wheeler Dealers returns to the tellybox with 924 restoration

Discovery hit, *Wheeler Dealers*, is back on the box as automotive valuation expert, Mike Brewer, and his master mechanic, Ant Anstead, set to work finding, fixing and flipping a wide variety of used cars. Marking the return of the series is the duo's determination to bring a 1977 924 back to life. Will repairing a worn interior and plugging oil leaks be enough to earn a tidy profit? Find out by tuning in to

Sky channel 125, Virgin 250 or BT TV 322 when the series starts at 9pm, Monday 21st May. The focus on a 924 harks back to the very first episode of *Wheeler Dealers*, which was broadcast in 2003. Together with then-sidekick, Edd China, Brewer managed to make a profit of £490 on a 1983 924 after sorting the car's poor bodywork. Back then, of course, you could buy a 924 for the £700 Brewer paid!



Porsche alumni set to haul silverware

The Motor Sport Hall of Fame Awards returns for a seventh time on Monday 4th June, and the various contenders up for trophies have been announced. Unsurprisingly, Porsche plays a prominent part in proceedings, with two-time Le Mans winner, Hans-Joachim Stuck (star of last month's *Ultimate Porsche* profile), up for silverware alongside 917 stalwart, Pedro Rodriguez, and La Sarthe veteran, Henri Pescarolo, who shared 936 driving duties with Jacky Ickx in the late 1970s. The shortlist for the coveted US Racing award features Phil Hill, America's first F1 champion and one of the few men to race the short-lived 804. The Racing Car shortlist sees a heavyweight contender in the form of the mighty 917. A global poll attracted more than 40,000 votes, the results of which will be revealed at the star-studded event at the RAC's Woodcote Park estate on 4th June. Visit bit.ly/motorsportawards

See you there...

COTSWOLD RALLY

Booking is now open for Porsche Club GB's annual Cotswold road rally, which takes place on Sunday 13th May. This popular members-only event begins at the club's base at Moreton-in-Marsh before weaving through a scenic sixty-mile route, taking in some of the most beautiful countryside the Cotswolds has to offer. The event is priced at £35 per Porsche. The fee includes entry to a destination venue, a commemorative plaque and morning coffee at the clubhouse. Visit bit.ly/cotswoldrally to book your place.

PORSCHE ON THE PROM

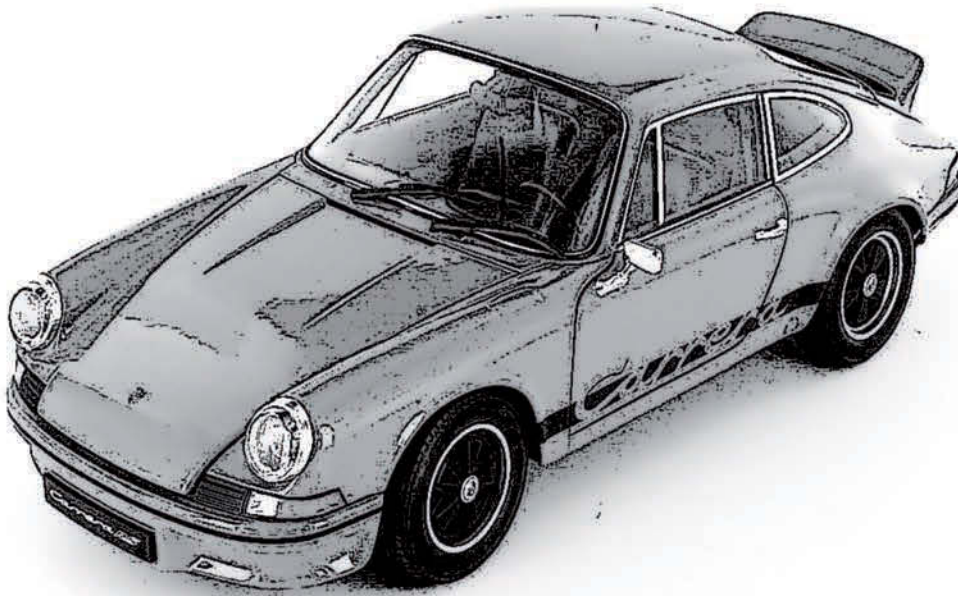
More than 500 Porsches are expected to descend on Llandudno promenade on 20th May for the return of *Porsches on the Prom*, a popular event that's free to attend. Organisers aim to raise money for Hope House, a local hospice dedicated to the care of sick children. The day's activities get underway at 10am with no prior booking required, although those wishing to display their cars are invited to register their interest by visiting bit.ly/porscheprom

TRAX DONINGTON

Performance car festival, Trax, takes over Donington Circuit on Sunday 1st July. Club displays, track time, a retail village and a highly anticipated show and shine contest are just some of the attractions at the event, which is extending its reach after many successful years at Silverstone Circuit. Those in the south shouldn't fret, though. Trax Silverstone takes place Sunday 7th October! Tickets for both shows can be ordered today at traxshows.co.uk

RacingModels **.com**

The Motor Enthusiast Store



SCALE MODELS, DVDs, CLOTHING, BOOKS, CAR CARE



www.racingmodels.com

Pineham Farm , Milton Keynes MK19 7DP



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



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

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

website www.classicroetrofit.com

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

Classic Retrofit also produces high quality fuse panel replacements and the World's first electric air conditioning system for classic Porsches.



The Old Forge, Five Ashes, East Sussex, TN20 6JN
Email: info@classicroetrofit.com

www.classicroetrofit.com

Tel: +44 (0) 1825 830 323

GPS TRACKERS WITHOUT THE FEES

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

CALL: 0800 009 6366

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

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

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

Used and trusted by UK Police Forces.

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

Call this number for a FREE demo: 07955 536822



CONTROL YOUR TRACKER

iPhone & Android Apps

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

BACK2YOU
www.Back2you.com

As seen in: WHATCAR? post AUTOCAR MCG



New from KK exclusives!
Our own early 911 / 912
Puck style horn push.
Perfect fit. £250+ vat.

65-73 911 Tool kits & Jacks.
Tool Kits from £450+ Vat.
Jacks from £200+ Vat.
All 356 models available.



We stock 'Simonsen 356 repair panels. They are regarded as the best you can buy, anywhere! We are the sole UK distributor. Please call or mail for prices!



Exclusive to KK.
Stainless steel
Sebring Exhaust.
Fits 356 & 912.
Standard £650+ Vat



Super discounted offer!
356 B / C Les Leston
KK exclusive reproduction
Previous price from £650+
Now Polished £395+ vat
Machine turned £445+ vat

A pair of excellent quality headrests correct for all Porsche 356, 911 & 912 up to 67. The headrests are a KK exclusive and made in house. They come ready to upholster. £250+ Vat.



Leather Hood Straps as fitted to the 'GT's, supplied as a pair and complete with all fittings in Black, Antique burgundy & tan. £130 + Vat.



Pair of brand new Euro spec Bosch headlights, available for LHD or RHD cars 64-68. The Headlights look superb and come flat Bosch lens (non H1) and correct chrome ring (not VW). Available exclusively from us at KK. £584+ Vat.



Speedster spare tyre straps, fabric as per original. £105+



Find us on ebay for used parts and rare accessories. Follow us on Facebook for the latest news and offers!

See Website for more products, special offers & Cars for sale!

www.karmannkonnektion.com info@karmannkonnektion.com

TEL - 01702 340613 The Golden Lion, 289 Victoria Ave, Southend, Essex, SS2 6NE

PLANET
PORSCHE

GEAR REGISTERING ON OUR RADAR

Smuggler's box

EVANS WATERLESS COOLANT

Since the 1930s, engine coolants have been based on a mixture of water, ethylene glycol (antifreeze) and corrosion inhibitors. These mixtures have inherent physical and chemical limitations, they can adversely affect engine performance and, worse still, can lead to the premature failure of high-output powerplants. Indeed, according to the British Testing Council, "up to sixty percent of engine failures can be attributed to faults relating to cooling systems."

Evans Waterless Coolant represents a major step forward in engine cooling technology. The product offers a boiling point above 180°, which effectively eliminates overheating, boil after boil. Low vapour pressure eradicates the danger of scalding and encourages reduced strain on engine components.

Water contains oxygen and acts as an electrolyte, which leads to corrosion. Evans claims its product eradicates this source of engine damage at the same as reinstating bhp lost through poor combustion as a consequence of underperforming traditional coolants. Furthermore, Evans Waterless Coolant is proven to reduce liner pitting by a massive seventy-five percent when compared with the effects of traditional water-based coolants.

Impurities and hardness salts that lead to scaling and poor heat transfer are also dismissed by this fantastic fluid, which is non-toxic (standard antifreeze is highly toxic, presenting a danger to pets and the environment). Ideal for owners of transaxles who wish to push their car's engine to the limit in fast-road or competition guise, Evans Waterless Coolant can be bought in two-litre or five-litre bottles.

Please note: if switching to Evans Waterless Coolant for the first time, you must also purchase Evans Hygroscopic Prep Fluid in order to remove any dirt, scale and residual coolant present in your classic Porsche's cooling system.

Price: From £29.95

rpmtechnik.co.uk or call 01296 663824

PRODUCT
SPOTLIGHTEVANS POWER COOL
WATERLESS
COOLANT



911 ICE CUBE TRAY

The official Porsche Driver's selection now includes an ice cube tray creating 911-shaped ice cubes. Fun for parties, each tray produces eight super-cool Porsches, but being made of silicone means the product can be used for other liquids, such as melted chocolate, which can be refrigerated inside the tray, thus providing you with the sweetest of treats!
PRICE: £12 bit.ly/911icecubes



SUBSCRIBE!

Have each and every issue of *Ultimate Porsche* delivered direct to your door (at no extra cost) by subscribing to the magazine. You'll get a big discount off cover price, plus you'll receive the mag before it hits newsstands. As if that wasn't enough, you'll also receive a stack of free detailing products. Billy bargain!
PRICE: £47 (overseas may vary)
bit.ly/subscribeup



COOLINGMIST WATER/METHANOL INJECTION SYSTEM

Coolingmist's latest range of water/methanol injection systems are available in Stage 1, Stage 2 or Stage 3 packages to suit pretty much all fast-road and track day forced induction applications. The kits include everything you need for installation, including injection tank, dash gauge, wiring, fittings and nylon fluid transfer lines, although stainless upgrades are available upon request. Impressively, you can use Coolingmist's offering as a standalone injection system, or you can use it to piggyback onto a number of different advanced engine management solutions, including those manufactured by Syvecs, Emerald, MoTeC and Link.

Price: From £272.99

coolingmistuk.com or call 07851 600828



COBRA NOGARO SEAT

Respected automotive seat manufacturer, Cobra, has released a composite masterpiece in the form of the utterly beautiful Nogaro. A 'clean sheet' design aimed at owners of classic German GTs and sports machinery, the handmade seat has been devised to suit all driving environments, from the school run to laps of the Nordschleife! Carefully balanced to ensure long distance touring comfort and easy access, this supremely supportive seat has been sculpted to hold the shoulders and hips, but with low side bolsters to prevent the kind of awkward clambering so often associated with sporty car seats. Two shell options are available: a GRP version weighing in at a scant 10.2kg, or a carbon-fibre creation tipping the scales at an amazing 5.3kg. Both options offer a massive reduction in mass over stock Porsche seats and each can be bought in either Street or Circuit finishes (the latter offering slots for safety harnesses). Standard trim involves a vinyl-Dinamica mix. Leather, colour-coded seat backs and matte lacquer are offered at additional cost. Nogaro works perfectly with all factory seat belt systems and side curtain airbags.

Price: £729

cobraseats.com or call 01952 684020



ITG CUSTOM FIT AIR FILTERS

Aimed at Porsche owners who demand the last word in induction efficiency, there's no route to a more capable air filter than ITG's CustomFit programme. As you might expect of a bespoke ITG intake component, each fitment begins with a consultation process involving the firm's engineers. This meeting ascertains the buyer's precise requirements from the filter based on a selection of key parameters, including the desired style of filter, what the host vehicle will be used for, how much power it will make and how much under-bonnet space is available. A specially created reticulated polyester foam blend optimised for high performance applications, Tri-Foam is the material of choice for all ITG filters due to the material's multifaceted abilities, such as maximised airflow, enhanced cleaning efficiency and impressive tolerance to dust. Striking the optimum balance between these traditionally difficult to reconcile ideals has become one of the reasons ITG is so well respected in motorsport.

Price: On application

itgairfilters.com or call 02476 305386





PORSCHE SOFTSHELL JACKET

Similar to the jackets currently being worn by Porsche's works motorsport bods, this 100% polyester softshell features a removable cloth strap for your sunnies and earplugs, a water column of 5,000mm, breathability of 5,000g/m² for up to twenty-four hours, plus reflective stripes on a tri-coloured body (black, red and white). Options for both men and women are available, along with many more items of apparel in the same range.

PRICE: £200 bit.ly/porschesoftshell



SONIC TOOL SUITCASE

A triumph of creative packaging, the Sonic tool suitcase comes supplied with a colossal number of small tools, all of which are ideal for applications where there's demand for compact equipment. Think club-level motorsport, track days, mobile technicians or classic car owners seeking to minimise the amount of time they spend on the hard-shoulder. You know it makes sense!

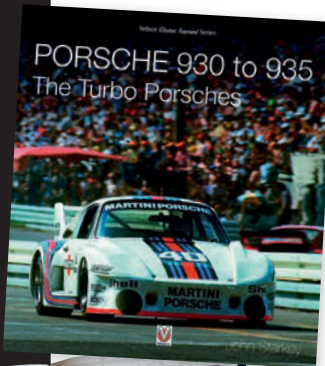
PRICE: £370 damar.biz

RECOMMENDED READ

930 TO 935: THE TURBO PORSCHES

If you're a fan of forced induction, then Veloce's decision to reprint John Starkey's exhaustive study of the classic 911 Turbo and its racing derivative (the RSR, 934 and 935) will be most welcome. Presented in hardback with 304 pages, 252 images and a foreword from Porsche racing hero, John Fitzpatrick, Starkey goes into great detail, outlining the full development history of each model, individual chassis histories and background to the golden age of international sports car racing. Special attention is given to some of Porsche's most famous motorsport machines, including the 'Baby' 935, Kremer K3 and Andial-built bruisers, with Starkey – a racer of a single-turbo 935 – providing previously unseen images from his personal archive. A truly fantastic celebration of Porsche's most revered four-wheelers.

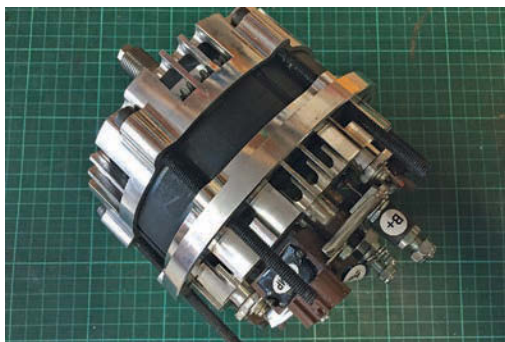
Price: £50
veloce.co.uk
or call 01305 260068



1:43 1976 935 ICKX-MASS DIJON 6HRS WINNER

Strictly limited to just 504 units, this 1:43 model from Minichamps depicts the Martini-liveried 935 which won the Dijon 6hrs race in 1976. Driven by Porsche racing legends, Jackie Ickx and Jochen Mass, the car is one of the more famous 935s built, and is faithfully recreated in small scale format for your mantelpiece or office desk by this magnificent model. Highly detailed, this tiny racer is certain to become a highly prized collector's item. Order yours today.

PRICE £55
racingmodels.com or call 01908 22565



CLASSIC RETROFIT HIGH-OUTPUT ALTERNATOR FOR 911

Widely considered to be the ultimate charging upgrade for air-cooled 911s, Classic Retrofit's new-to-market high-output alternator is rated at 180amp peak output. The part has been successfully tested to 145amps on the 911's standard alternator pulley and belt following quick and easy installation. This is a brand new unit (as opposed to being a reconditioned or modified factory part), meaning the surcharge or exchange you'd be asked for by a main dealer is absent. Based on a Denso six-phase 'hairpin' alternator, the casing of Classic Retrofit's product has been specially designed to fit all 911 fan housings from 1965-1989. The part led to an instant ten percent increase in charging voltage when applied to the company's 911 SC demonstrator.

PRICE £774
classicretrofit.com or call 01825 830323

RENNLINE REV2 TOW HOOK

Rennline's REV1 tow hook was the first aftermarket stainless steel tow hook available to owners of tuned fast-road and track-oriented Porsches. The product has proved itself thousands of times the world over, from dragging stranded race cars out of gravel to pulling Porsches onto low-loaders or trailers. Now, Rennline's latest tow hook innovation has landed in the form of REV2, a part with superior side load capacity and an adjustable length rigid mount receiver. Fully tapered with chamfered edges to eliminate the accidental cutting of tow straps, REV2 features a two-inch opening and screws directly into your car's bumper pull location. Each hook comes with a rubber sleeve to protect paintwork, and is finished in brushed aluminium with machined lettering. A compatible GoPro camera mount is sold separately at the Rennline online store.

PRICE REV1 \$95, REV2 \$125
rennline.com





SOFT TOP RESTORATION KITS GREAT VALUE CAR CARE PRODUCTS

- Deep cleans canvas, preventing the growth of green mildew and mould.
- Colour restores canvas, presenting a strong even finish.
- Seals and protects canvas, providing protection against moisture and other environmental damage.
- Easily applied in one day.

0800 458 4235

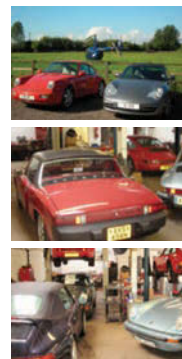
www.protexworld.co.uk



PORSCHE SPECIALIST
Service - Repairs - Sales

T: 01491 642911

hillcrestspecialistcars.com



PORSCHE RELATED CHERISHED REGISTRATION NUMBERS

CAB 911X	993 RUF	911 WVS	991 PD
REG 911E	X993 POR	911 SCR	918 MHH
S911 LER	VNZ 911	RED 911H	996 POR
TON 997X	964 MC	911 FEG	911 RWS
POR 997T	964 GC	911 MSD	B911 RSR
POR 911K	RSR 911K	RSR 911X	A993 XXX
POR 911Y	RSR 911T	CAR232A	D911 POR
WBZ 911	RUF 911T	930 FF	E944 POR
993 POR	911 HDL	XXX 911C	911 ADS
P993 POR	300 RS	VOP 911 S	A911 DPG
RS15 ACE	911 FJX	WAG 944 S	S918 POR
P 911 SCH			

All on retention certificates for immediate transfer

PCGB MEMBER TEL: 07730 007694 EMAIL: erha300@aol.com

Advanced Ignition Technology

- New Ignition Parts for 356 and Early 911 Cars
- Period Correct Design, Easy Installation
- Exclusive Nanopulse Discharge Ignition
- Free Programming Apps
- Wireless connectivity



631.909.1011

lonnie@permatune.com

Check out our all new website: www.permatune.com

THE ONLY TUNABLE ENGINE MOUNT FOR 964/993/996/997



Use code **UPO18** at checkout for a free Rennline hat with your purchase...

WWW.RENNLINE.COM
RENNLINE



PASSION FOR PORSCHE

The Cock Inn, Sarratt, recently played host to 928s a-plenty. We joined in the fun at what is a fast-growing annual celebration of Stuttgart speed machines.

WORDS AND PHOTOGRAPHY Dan Furr



At the beginning of each April, the 928 Passion Group (visit bit.ly/928passion) holds its annual club meet at The Cock Inn, Sarratt, Hertfordshire. Sandwiched by weeks of heavy rain and howling wind, this year's gathering of V8-loving Porsche owners took place on what you'd be forgiven for thinking was a midsummer's day! Blazing sunshine and surprisingly warm temperatures encouraged those who knew about the event to head the picturesque village pub, which soon had a car park full of futuristically-styled grand tourers.

With the exception of John Bone's 944 Turbo (read all about the Kalahari

Beige beauty in the June 2017 issue of *Ultimate Porsche*, which can be ordered at bit.ly/buyultimateporsche), every Porsche present at last year's bash was a 928. This time around, however, there were many more sports cars from Stuttgart to drool over. Various 911s, a Cayman GT4, Boxsters, a 968 Club Sport and a 356 C joined the party. Naturally, 928s of all ages took centre stage, with prizes given out for the furthest travelled (won by Mark and Amanda Breton, who'd journeyed all the way from Hamble) and the most popular 928 on the day, as voted for by a show of hands.

Model expert, David Hemmings, was a welcome guest, as evidenced by the fact he was called upon to act as a walking parts catalogue for V8 owners

keen to find out information that will help them to keep their cars on the road! Of course, he had no problem offering valuable advice regarding the availability of key 928 components, plus he was happy to share best practice regarding the upkeep of Porsche's legendary land shark. As you'd expect, he's a man who practices what he preaches, proved by his arrival in one of the day's star cars – a spotless 1992 928 S4.

It was great to catch up with many *Ultimate Porsche* feature car owners, including Graham Martin, one of the 928 Passion Group's leaders and the joint owner of the Guards Red 928 S featured on page 76 of this issue. We're already looking forward to 2019's session in Sarratt. See you there!



BRUCE RIX 928

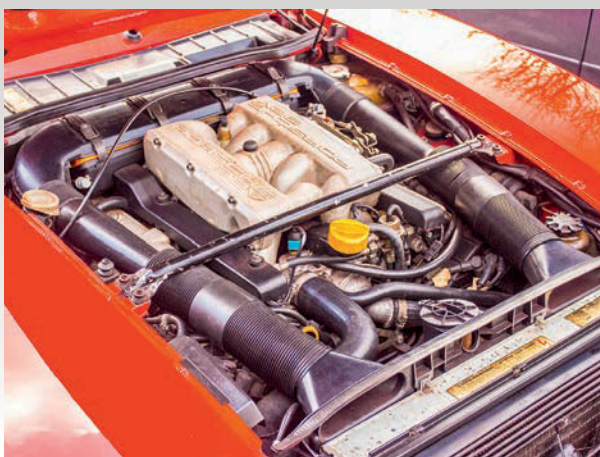
Winning a bottle of plonk for arriving at The Cock Inn in the day's most popular Porsche, Bruce was quick to tell us where the manufacturer of his pride and joy made a mistake. "To my mind, the notion the 928 would successfully replace the 911 in dealer showrooms seems absurd," he cries. "The 928 is a lazy grand tourer. By definition, it appeals to a completely different demographic to a rear-engine, air-cooled sports car!" He's happy to admit Porsche pulled a corker out of the bag when it came to the design of its first V8-powered production model. "What a car! So reliable! I've owned my 928 for fifteen years and it hasn't ever missed a beat. I make sure it gets used regularly, and I've even used it to participate in the London to Brighton run. It's a car that's happy to slope along comfortably at high speed, and one I love driving," he grins.

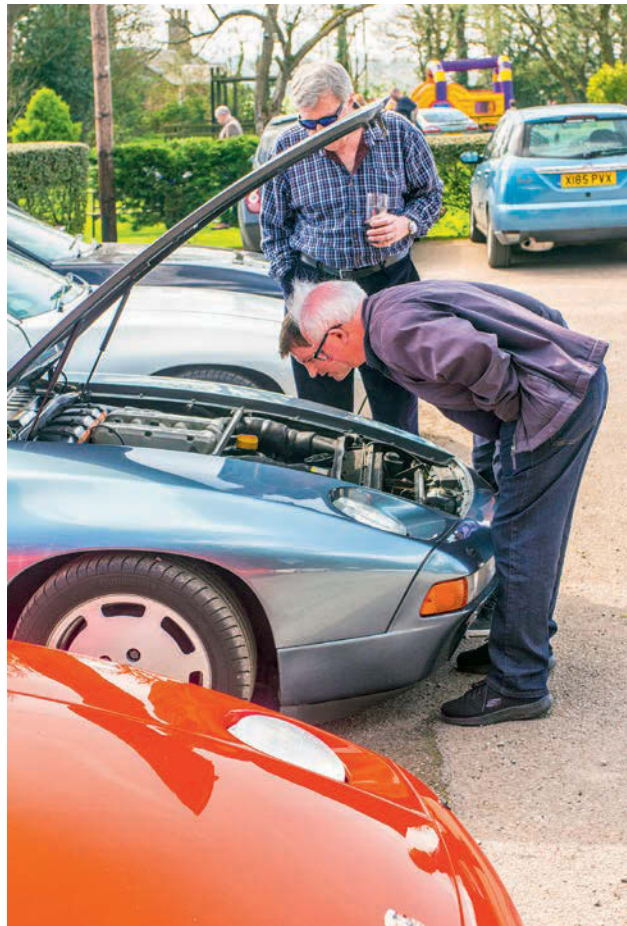




FRED TOWNSEND 928 S4

He might have owned his 928 for only six months, but this classic car nut from Bishop's Stortford tells us he's already fallen in love with what is the latest addition to an enviable fleet. "I own two Daimler Darts and an Aston Martin DB7, but there's just something about this car I was unable to resist when the previous owner advertised it for sale," he smiles. The Guards Red S4 wasn't without its problems. "The side skirts weren't fastened into place properly and the front wheel bearings were shot, but that didn't stop me from taking the plunge!" This isn't Fred's first Porsche; prior to acquiring his 928, he owned a 993 and a 996, but after half a year spent enjoying a sample of what the transaxle family of cars has to offer, he has no intention of parting with his vivacious V8.





ROBIN WALKER 356 C

Porsche-obsessed husband and wife, Jo and Robin Walker, bought their 1964 356 C in 1995 for the princely sum of five grand. They've covered high mileage in the car since that time, using it for numerous European road trips. "We're looking forward to taking it to Porsche Club GB's forthcoming 356 International event at Hedingham Castle, Porsche's seventieth birthday celebrations in Stuttgart and the Dutch Porsche Club's Porsche Parade at the beginning of June," smirks Robin. "We love the car, although we're spoiled for choice when it comes to classic Porsches," he beams. He's referring to the fact that the Walkers also own a 911S and a 924. Not a bad sight to wake up to each morning, eh?!



RESTORATION

Design EUROPE



**QUALITY PORSCHE
AUTOMOBILE PANELS**

www.restoration-design.eu

Restoration Design Europe A. Plesmanlaan 22 Kolham 9615 TH The Netherlands
Tel: 0031 (0)50-5490085 | Fax: 0031 (0)50-5490087 | Mob: 0031 (0)6-53945104
Email: info@rescue-911.nl

BRAND NEW TO 2018

TRAX

DONINGTON

SUNDAY
1ST JULY 2018
DONINGTON PARK

UNBEATABLE WEEKEND
SAVINGS

ADVANCE DAY TICKET £20*
INC SHOW T-SHIRT & SOUVENIR MAGAZINE!

ADVANCE WEEKEND TICKET £36*
INC SHOW T-SHIRTS, SOUVENIR MAGAZINES
& JAPFEST ENTRY!



VISIT **TRAXSHOWS.CO.UK**



Book online at www.traxshows.co.uk. Advanced tickets £20 with t-shirt & souvenir magazine. Weekend ticket including 2 show t-shirts, 2 souvenir magazines & Japfest entry £36. Additional £14 for camping. £2 booking fee applies. Tickets on the gate £22. FREE entry for TWO children aged 14 & under when accompanied by a paying adult, any additional children will be charged at £5 each. Warning motorsport can be dangerous. All attractions are subject to change. Ticket offer expires Monday 4th June. Advanced ticket booking closes midnight Friday 29th June (Japfest) and Saturday 30th June (TRAX)

Torque Specialist

Mark Goody

Despite Porsche Centre Hatfield's status as a Porsche Classic Partner, its 914 restoration project attracts many of the the same concerns you might have when working on a Stuttgart-crested classic at home...

I've worked at various car dealerships over the course of the past fourteen years. During that time, I've been fortunate enough to serve alongside a high number of passionate petrolheads. At Porsche Centre Hatfield, however, I'm in the company of an entire workforce made up of guys and girls completely in love with cars!

The positive experience my technicians had restoring a Crystal Green 928 S2 in partnership with automotive bodywork specialist, M&A Coachworks, not to mention the 928 race car my staff and I temporarily took care of when it was campaigned in last year's HSCC '70s Roadsports Championship by Le Mans winner, Richard Attwood, encouraged me to consider the purchase of a classic Porsche which could be treated as an in-house project demonstrating the comprehensive restoration and maintenance services Porsche Centre Hatfield offers its customers as one of only four Porsche Classic Partners in the UK. Consequently, I bought a 914 in need of a serious amount of TLC!

While I recognise the advantage we have in being able to use our dealership workshop, the same key considerations exist with our project as you'd be aware of restoring a classic Porsche at home. For example, time is one of the major limiting factors in making decent progress with the build; a day job may force you into only being able to grab a few hours here and there during evenings and weekends, and the same applies to my guys. Granted, the project gives them the opportunity to get stuck into a project that showcases their skills, but we've got a business to run, meaning the work they put into resurrecting the 914 is voluntary and must be undertaken outside of working hours.

Cost is also a concern. I have to justify every pound invested in the project. Besides, it's important for us to highlight our ability to restore a classic Porsche on a tight budget. After all, it's rare to find a customer with a bottomless pool of cash, so to spend way more than the car is worth would be an unfair way to represent what we can offer clients who want to stick to



spending a sensible number of pennies. On top of all this, we have to find new parts for what is a rare car this side of the Atlantic!

Each year, Porsche Cars GB invites Official Porsche Centres across the UK to take part in a restoration competition outside of what each Centre might be working on locally. 2018's challenge has seen us put our 914 restoration on hold while we prepare a 986 for racing as part of celebrations to mark the Boxster's twentieth birthday. We'll be judged on various elements of the restoration, including mechanical, body and paint preparation. The latter is of particular importance, with points awarded by the public for the best livery.

I'm delighted to reveal my guys will be fielding a Boxster finished in classic Martini racing graphics. I can't wait to see the car strut its stuff on a packed grid of eye-catching 986s when each Centre's finished build races in various rounds of the Porsche Club Championship across the summer. And then we'll get back to working on our 914!



Above Not so mellow yellow!

www.porschehatfield.co.uk
Twitter: @markgoody911



It's important for us to highlight our ability to restore a classic Porsche on a tight budget



HEAVY DUTY / COMMERCIAL SHELVING AT UNBEATABLE PRICES

- ✓ **1.5mm Powder Coated Steel**
for superior anti-corrosion
- ✓ **15mm Chipboard Shelves**
fantastic for heavy items
- ✓ **3 Support Beams per Shelf**
for ultimate support
- ✓ **Easy to Assemble**
no screws or bolts needed
- ✓ **Shelves Adjustable Every 40mm**
giving complete flexibility of use

From
£99.99
+VAT
& DELIVERY

**400
KG**
PER SHELF



1800H x 1800W x 600D

FANTASTIC GARAGE STORAGE & WORKBENCH KITS



**400
KG**
PER SHELF

MR008

Only
£66.66
+VAT
& DELIVERY



**400
KG**
PER SHELF

MRWB001MB2

Half Price
£79.99
+VAT
& DELIVERY

(That's 2 for the price of 1!!!)

COMMERCIAL SHELVING SPECS:

High Visibility Orange or Blue Beams Depending on Range Selected
Extremely High Weight Capacity per Shelf
Boltless Construction for Quick and Easy Construction
High Grade Chipboard / MDF Shelves
Steel Construction for Maximum Strength
Powder Coated for Durability
All Products Guaranteed for 5 Years

WORKBENCH KIT SPECS:

2x 900 High x 1200 Wide x 600 Deep Extra Heavy Duty Workbenches
Adjustable Shelf Height Every 35mm
Boltless Construction for Quick and Easy Construction
15mm Chipboard Shelves
Steel Construction for Maximum Strength
Powder Coated for Durability
All Products Guaranteed for 5 Years



Fast Next Working Day Delivery as Standard

Visit www.rackingsolutions.co.uk for more great deals



Ant Shaw

Keep your eyes peeled and you'll find that buried away in the seemingly endless stream of junk posted on social media lies the occasional post which might lead you on an exciting Porsche-themed adventure...

Social media is a funny thing. One minute you're scrolling through pointless selfies and cat memes, the next you spot something of real interest, such as a photo of a recently restored 944. Posted by Retro Restorer boss and transaxle champion, Nash Hunter (*retrorestorer.co.uk*), the image which caught my attention got me thinking about buying an example of the '80s automotive icon to call my own.

I split my time between the US and the UK. I'd already been thinking about buying a fun four-wheeler to drive while I'm visiting my base in Chicago, although I'll admit to being tempted by the idea of a 911 after selling my Carrera 3.2 in 2015. A quick search through online classifieds proved that even the roughest of air-cooled cars is now prohibitively expensive. Referring back to Nash's post, I decided to start the search for a 944.

The massive scale of North America means that it's highly unlikely you'll find your dream drive within a fifty-mile radius of where you're searching, a fact confirmed by cars I was interested in until I discovered they were more than a thousand miles away! Talking of which, don't be fooled into thinking all cars from the sunny states are minters. Many classic Porsches succumb to heat damage in the form of faded paint, dry rubber components and cracked interior trim caused by prolonged exposure to exceedingly warm weather.

The 944 I've ended up with was inhabiting Cape Girardeau in Missouri, which is more than six hours drive away from Chicago. The location meant my Teledial-riding black beauty hadn't been subjected to searing heat, snow or local roads littered by salt spreaders. I agreed to a purchase price of \$5,500 subject to inspection, and the very next day found myself on a United Airlines flight heading towards my new ride.

On first sight, the car was an absolute gem. It started with a first turn of the key. No smoke, no worrying noises and only 110k miles covered. Of course, it's unusual to find a thirty-year-old



Porsche without niggles, but washer jets not working, a broken heater switch and warped front discs were my car's only complaints. Despite these faults, there was no getting away from the fact I was looking at a transaxle which ran like a dream and had interior in the same excellent condition as its paintwork. Cheeky haggling ensued, resulting in a final purchase price of just \$3,750 plus state tax. What a bargain! All I had left to worry about was the lengthy 400-mile drive home...

A mix of fear and excitement characterised the journey, with my ears listening closely for any unusual rattles, bangs or other noises indicating mechanical failure was lurking further down the road. It soon became clear I was worrying about nothing, a realisation which enabled me to relax and reflect on an adventure inspired by social media and fuelled by a passion for Porsche.

Above Ant's 944 was an absolute bargain, and a purchase that came about after he spotted a picture of a restored example on Facebook



Don't be fooled into thinking all cars from the sunny states are minters



MAKE YOUR CAR THE STAR

THE

PETER JAMES



INSURANCE

BROMLEY PAGEANT OF MOTORING

SUNDAY 17TH JUNE, NORMAN PARK, KENT

GET TOGETHER WITH YOUR FELLOW CLUB MEMBERS
OR JOIN LIKE-MINDED ENTHUSIASTS IN ONE
OF OUR EXPANDED DISPLAY AREAS.



CLUB AND
DISPLAY AREAS
.....
**NOW OPEN
FOR BOOKING**

VISIT WWW.BROMLEYPAGEANT.CO.UK



Book online at www.bromleypageant.co.uk £2.00* booking fee applies to all tickets. Tickets on the gate £19. Advance Entry Ticket £13.00*. Club Entry Ticket £7.00* when booked in advance. All attractions subject to change. Warning: motorsport can be dangerous. Advance bookings close midnight Saturday 16th June. Venue: Norman Park, Hayes Ln, Bromley BR2 9EF

Torque Driver



Charli Tameris

Many recognise the 944 as being a race car detuned for the road, but how many of you have stopped to think about how capable the bulletproof transaxle would be if used as a tool for rallying?

The 944 is known to be an excellent race car, not least of all thanks to high profile competitions such as the 944 Turbo Cup, a popular single-model race series starring mildly modified examples of the turbocharged transaxle following its release into the wild during the mid-1980s. Few, however, have thought about how good the 944 might be as a rally car. Well, dear reader, allow me to enlighten you.

I've been rallying a 944 for the past six years. The car is built like a tank, as evidenced by the fact that it continues to operate without fault, even after being wrapped around a tree. I've punished my trusty transaxle on no fewer than twenty-one different stages across the USA, and in all those years, I've only had to deal with one blown engine and a one failed transmission. Bearing in mind the worn 2.5-litre powerplant had covered 189k miles prior to me punishing it off-road, that's not bad going.

In truth, the troubled inline-four proved just how resilient Porsche engineering is to abuse; on more than one occasion, coolant leaks caused overheating. Halfway along a particularly long rally stage, I had to stop the car, duck out and fill the radiator with what I could salvage from the nearest water supply. I remember a muddy creek coming to my rescue. A few miles down the road, I stopped and filled the car with pondwater. It kept going. This car rarely complains!

To ensure it covers gravel at a rapid pace, I've modified the rear shock mounts to accept Fox dampers with ten-inches of travel. I've also added a 30mm torsion bar and fitted Subaru Outback front dampers, which are more or less a direct fit to a 944, save for some fettling to the top mounts. Obviously, rally cars require safety equipment, but the transaxle I bought already had a roll cage installed. I'm talking low cost rally action in a hugely competitive Porsche.

I grew up in Pennsylvania, home of the Susquehanna Trail Performance Rally (STPR), an event which takes place just a few miles from my front door. This year marks the forty-



first STPR. It's the oldest and fastest rally in North America, and attracts big-name drivers, including Ken Block and David Higgins. They arrive with their gazillion-dollar cars, trucks full of support gear and an army of technicians. It's easy to see why the young me thought I'd have to be rich in order to participate. I was wrong. I've currently got eleven 944s in various states of repair, each car ready to be turned into a rally weapon. One of them cost me just \$500. That's a fully functioning, road-legal 944 ready for a life on gravel. It cost less than a tired Ford Focus!

A friend of mine recently started rallying in a three-litre S2. We believe we're the only two 944 rally drivers in the USA. We'd like to increase the number with a view to running a single-model series, very much like the format of the 944 Turbo Cup. Interested? I'd love to hear from you. Get in touch through my Facebook page:

facebook.com/Twisted-Nutz-Racing



Above Rally photographer, Matt Stryker, captured the moment Charli engaged the Flux Capacitor on his 944



I've currently got eleven 944s in various states of repair, each car ready to be turned into a rally weapon





WWW.PRS356.CO.UK

PARTS · RESTORATION · SERVICE

CARS FOR SALE BY PR SERVICES



1956 356A T1 Coupe

Genuine Right-Hand Drive
UK delivered car. Silver
with black interior.

£115,000 ONO



1964 356 SC Coupe

Genuine Right-Hand Drive
UK delivered car. Signal
red with black interior.

£115,000 ONO



1958 356A T2 Coupe

Genuine Right-Hand Drive
South African delivered
car. Silver with red interior.

£135,000 ONO



1965 911

LHD, built September 65.
Matching numbers, UK
registered. Rebuilt engine
and gearbox. Ready to use.

£115,000 ONO



1957 A Cabriolet LHD

Aqua Marine Blue with
red interior. Full bare metal
restoration.

£145,000 ONO



1962 T6 Super90 Coupe

Sonauto Paris supplied car.
Used as daily driver.

£75,000 ONO



CALL 0044 1277 630099

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

WE ARE PROUD TO HAVE THE LARGEST STOCK OF PORSCHE 356 PARTS IN THE UK!

PR SERVICES
MANUFACTURED
PARTS...





A taste that's easy to acquire.

Unlike some other fine things in life, such as oysters, impressionist art and opera, the taste for a Porsche 924 can be acquired virtually at first encounter.

Which is not to say that your fondness for this car will not grow stronger day by day as you discover its subtler points.

Its superb balance, for instance, which

gives handling and roadholding like no other front engine car.

Its luggage carrying capacity via a rear opening hatch like few other sports cars.

Its high degree of driver/passenger comfort even on the longest journeys.

Its lack of thirst, despite performance capabilities and the distance it travels between routine services (12,000 miles).

And its imperviousness to corrosion, assured by the Porsche 6-year Longlife guarantee.

But perhaps what makes this taste most easy to acquire is the price. From £8,200. Come soon to your nearest official Porsche Centre for your first taste of the 924.

Porsche Cars Great Britain Limited, Richfield Avenue, Reading, RG1 8PH. Tel: 0734 595411.

For Tourist, NATO, Diplomatic and Personal Export Enquiries. Tel: 01-568 1313. The present Porsche line-up includes the 924 Coupé and Lux Coupé - from £8,200; the 911SC and 911SC Sport Coupé and Targa - from £13,850; the Car of the Year 1978, the 928, at £19,500 and the Turbo at £25,000. Prices shown are correct at time of going to press and include car tax, VAT and seat belts. Delivery and number plates are extra. For further information and details of leasing facilities available contact your nearest official Porsche Centre.

South East: A.F.N. Ltd., Isleworth. Tel: 01-560 1011. A.F.N. Ltd., Guildford. Tel: 0483 38448. Charles Follett Ltd., Mayfair. Tel: 01-629 6266. Malaya Garage (Billingshurst) Ltd., Billingshurst. Tel: 040 381 3341. Maltin Car Concessionaires Ltd., Henley-on-Thames. Tel: 04912 4952. Motortune Ltd., Kensington. Tel: 01-581 1234. **South West:** Dick Lovett (Specialist Cars) Ltd., Wroughton. Tel: 0793 812387. **South:** Heddell and Deeks (Motors) Ltd., Bournemouth. Tel: 0202 510252. **Midlands:** Swinford Motors (Continental) Ltd., Stourbridge. Tel: 038 482 3047. Roger Clark (Cars) Ltd., Narborough. Tel: 0533 848270. Gordon Lamb Ltd., Chesterfield. Tel: 0246 451611. **East Anglia and Essex:** Lancaster Garages (Colchester) Ltd., Colchester. Tel: 0206 48141.

North West: Ian Anthony Sales (Knutsford) Ltd., Tel: 0565 52737. **North East:** JCT 600 Ltd., Yeadon. Tel: 0532 502231. **North:** Parker and Parker Ltd., Kendal. Tel: 0539 24331. Gordon Ramsay Ltd., Newcastle upon Tyne. Tel: 0632 812829/814383. Gordon Ramsay Ltd., Bishop Auckland. Tel: 0388 5601. **Scotland:** Glen Henderson Motors Ltd., Ayr. Tel: 0292 81531. Glen Henderson Motors Ltd., Glasgow. Tel: 041-943 1155. Glen Henderson Motors Ltd., Edinburgh. Tel: 031-225 9266. **Northern Ireland:** Isaac Agnew Ltd. (Retail), Glengormley. Tel: 02313 7111. Isaac Agnew Ltd., Belfast. Tel: 0232 663231. **Channel Islands:** Jones Garage, St. Saviour, Jersey. Tel: 0534 26156.



“It was too flash for his conservative image as a serious businessman”

Pete Saysell's sharp snout for underappreciated Porsches has helped him to bag a trio of tip-top transaxles

WORDS Emma Woodcock PHOTOGRAPHY Andy Tipping





Porsche people

Each of us can bring to mind a Porsche badge bore who asks why anybody would want to drive a transaxle if a 911 was at their disposal. Fortunately, there's a growing army of owners turning snobbery on its head. Guys like Pete Saysell, a die-hard Porsche enthusiast who uses a 996 Carrera 4 drop-top as his winter hack in order to keep his much-loved transaxles from suffering salt-crusted commutes. "My 911 is little more than a daily driver. I figured I'd need a fourby for wintery conditions and remembered Porsche made a 996 with four-wheel drive transmission. That's really all there is to it!"

In contrast to how unfussed he is by modern 911s, Pete's passion for Porsche rears its head the moment we start talking about transaxles. He plays a key role in the promotion of the award-winning 924 Owners Club (924OC) through his appointment as the organisation's publications editor, a job that's seen club magazine, *Two Four*, remain under his control since 2010. "We serve 450 members spread across a large number of countries, including America, Australia, Singapore and various territories in Eastern Europe," he beams. He tries to get to as many UK-based club events as he can, and though he first joined 924OC in 2008 (the same year he bought his first 924), his love of the model stretches back far beyond a decade.



"My mum's boyfriend owned a 924 when I was in my early twenties," he remembers. "It was an early example finished in white. I loved being behind the wheel whenever I got the chance, feeling the smooth shifting of the car's automatic gearbox. That 924 massively influenced my taste in motors." As if to prove the point, eight years later, he bought a 924 of his own!

FLYING START

A burst of eBay bidding boldness saw the move from Porsche lover to Porsche owner. Bought for a "cheeky" £800, the 924 Turbo he was lucky enough to secure following a stint of furious mouse clicking was presented in Inari Silver and Onyx Green. After the shock of securing the winning bid died down, an excited Pete set off to Bristol to collect his new toy. Fully operational, the car made its way oop North to the IT project manager's home later that day.

After an initial period of fast-road fun and the type of in-depth examination only possible when living with a car, he quickly came to the realisation that his nippy 924 had suffered

This page 996 Carrera 4 rag-top is fun in the sun, despite being bought by Pete to take care of winter driving duties while his transaxle trio is tucked up in the dry

Facing page Twin-tone 924 Turbo is a modern classic which acted as Pete's daily for more than eight years



THE CAR'S ENGINE DECIDED TO GET IN ON THE ACTION

a substandard respray. "Paint was lifting everywhere. I don't think the correct preparation had taken place prior to the application of colour. The sprayer certainly didn't take time to remove window seal rubbers before getting busy. Remarkably, it was an expensive job carried out by an official Porsche centre. I still have the receipt!" he gasps. The car's interior was also in less than ideal cosmetic condition, but there were far bigger problems to worry about.

Two weeks after landing at its new home, the car's engine decided to get in on the action, destroying its head gasket to such an extent that some of its fragments melted into the cylinder bores. Pete took on the task of repairing the poorly powerplant himself, replacing everything down to the bearings. In the years since, he's commissioned a full bodywork respray, swapped knackered seats for comfortable 944 S2 parts and rebuilt his turbocharged transaxle's gearbox.

"Finding transmission components was the biggest challenge," he says. "I had to source dogteeth and synchros from America. Frustratingly, I discovered the gear linkage



DRIVER

Q&A



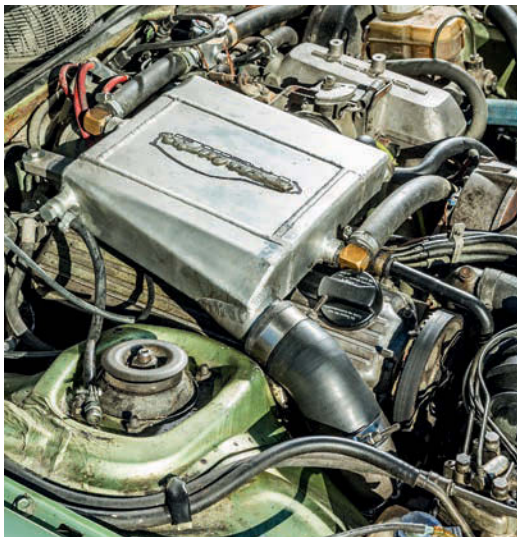
PETE SAYSELL

Occupation
IT project manager

First Porsche
My 924 Turbo

Favourite Porsche
Probably a 959

If you could keep only one
My 924 Turbo!



» to be a part no longer serviced by Porsche, a realisation that forced me to make my own out of rose-joints and imagination. Later, I discovered the 928 linkage is exactly the same as the that found on the 924! On the plus side, making my own parts reinforced the claim from many 924 owners I'd spoken to who told me the model is easy to work on, even for someone not completely familiar with a set of spanners."

TAKE CARE

A year after unfortunate engine failure, the twin-tone Turbo hit the asphalt and performed as its master's daily between 2009 and 2017. A heater issue ended its impressive streak as a workhorse, a fix Pete aims to carry out in the not too distant future. "Ignore anybody who tells you a 924 is unreliable. Change the oil regularly, maintain the car to a good standard and see it cause you little in the way of headaches," he stresses. "If considering the purchase of a Turbo, rest assured it's a quick, practical sports car, even by today's standards. Ten years after buying mine, I still use it for road trips all over the UK. It rarely puts a foot wrong!"

His other 924 maintains a less strenuous exercise regime, racking up most of its mileage when travelling in and out of shows. When the car arrives for its star turn as a popular exhibit on 924OC stands, it's almost always a major



THE RARE PORSCHE SAW YEARS OF USE

attraction at whichever event it's attending; wearing Martini stripes, white enamelled alloys and a harlequin interior, this nimble 924 is one of few surviving right-hand drive World Championship Editions. Proving how good the car is, when technicians at Porsche Centre Silverstone were fixing up their own example in 2016, they used Pete's unrestored car to check the accuracy of their work.

Produced in 1977 to celebrate Porsche's fourth World Sportscar Championship title, each of the 3,000 World Championship Edition 924s built were finished in white and featured the previously mentioned striking interior, comprising a leather steering wheel, a unique plaque, bright red carpets, Martini-themed headrests and scarlet seat inserts.



This page Pete's 924 Turbo has been treated to an engine rebuild and a full respray

Facing page Martini-inspired World Championship Edition 924 is one of the best-looking limited-run transaxles



Pete's car was sold new to a company director in the West Midlands, but it didn't stay with its original owner for long. "He considered it to be too flash for his conservative image as a serious businessman," explains the 924's unapologetic present-day pilot. "His seventeen-year-old son, however, was a budding racing driver, who happily hammered the car around circuits all over the UK and mainland Europe." The rare Porsche saw years of use as track toy, a history hinted at by its 1985 Le Mans bumper sticker, but all things must pass, and the time-served transaxle was retired from spirited driving not long after Pete bought his Turbo.

DOUBLE WHAMMY

In 2013, a 924OC member found and purchased the white wonder. A year later, Pete registered his interest in buying the car. He did the same in 2015, at which point the owner relented, but only on the condition that Pete bought his black 924 too. "I ended up paying eleven grand for a pair of 924s! They were both in excellent condition, although much to my regret, my wife told me to sell one of the duo. Apparently, I own too many cars!" Don't feel too sorry for him; despite his other half's concerns, the hole in his garage didn't stay empty for long. Early in 2016, he started the search for a third Porsche to join his permanent collection. Much to the surprise of his pals, he wasn't looking for a 924...

Continuing his passion for the underappreciated, he was on the lookout for a tidy example of a 914, the Volkswagen-Porsche joint creation that preceded the 924. He soon found a two-litre variant of the mid-engined roadster for sale at Knaresborough-based specialist Porsche sales centre, Gmund Cars, but when he went to view the Targa-topped fun machine, his roving eye caught sight of another Porsche icon for sale at the same price point. How could our man resist the lure of a 928?!

The answer is simple: he couldn't and he didn't. We can see why. The V8-powered rocket he bought is a beautiful 928 S in Guards Red, complete with a tartan interior and extended leather. "Save for a small stone chip on the bonnet, the car is in mint condition,"



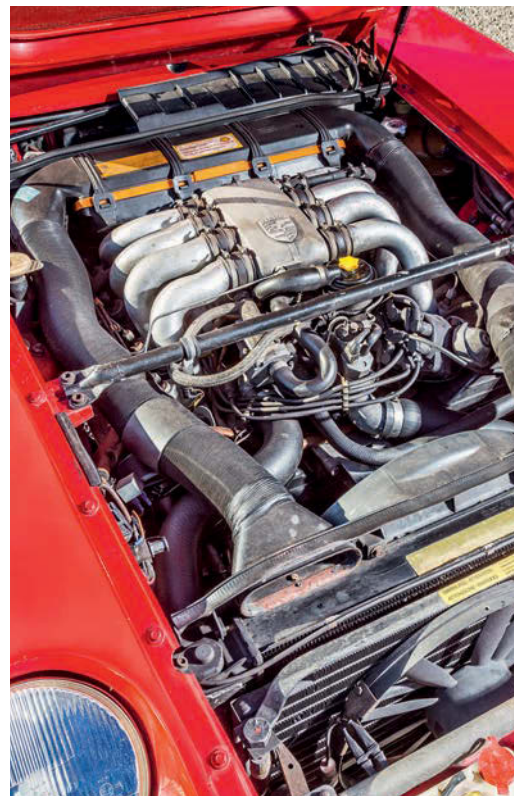


Porsche people



Left Gorgeous tartan interior is mega-comfortable and looks fantastic inside Pete's 928 S

Right Lazy V8 effortlessly puts the power down, shifting the car, its occupants and their luggage from place to place with the minimum of fuss



» absolutely perfect," beams a proud Pete. "The paint is original and the interior is exactly as it would have been fresh off the assembly line. Better still, there's not a shred of plastic apparent. The cabin is a mix of cloth and leather, all perfectly preserved!"

Delivered new to the then-director of Porsche's main sales centre in Scotland, the 4.7-litre transaxle had covered just 79k miles by time Pete climbed into its driver's seat. As an added vote of confidence in the '80-plater, Gmund Cars founder, Andrew Mearns, kept the

Below Corvette influence is clear to see in the design of Porsche's sensational GT



red land shark as his personal Porsche during the preceding months.

ALL TRADES

As soon as its keys were in his pocket, Pete pressed the grand tourer into use. "I drove it straight to the Le Mans Classic!" he smiles. "Despite covering no more than six hundred miles in the previous three years, the car didn't put a foot wrong!" In recent times, the front-engined marvel has been used for everything from motorway commuting to long distance driving in the direction of classic car events, including the Silverstone Classic. "Like the 924, the 928 is a Porsche which can be used regularly. It's super-practical. It's also the only one of my cars my kids will be seen in!"

As we part company, Pete neatly sums up his love of Porsche products. "I'm not a fan of cars that get bought and locked away. Porsches are designed to be used, and few usable modern classics offer as much bang for your buck as a model from the manufacturer's transaxle line," he says. "Besides, how will the younger generation fall in love with the 924 if they never see one on the road? To my mind, denying these cars action is like being a collector of wine. Why look at it when you can drink it?!" He's got a point. Bottoms up, everyone!





Dedicated to all models of the Porsche 924
Vibrant forum, full technical support, club magazine,
e newsletter, buying guides and packed events calendar.
All transaxles welcome - Join Now !

Come and visit us on Stand 3-535 Hall 3a
Practical Classics - Classic Car and Restoration Show
23 - 25 March, NEC, Birmingham B401NT

GT PORSCHE

SAVE 67%

SUBSCRIBE TODAY

3 ISSUES FOR JUST £5*

Save 67%** on the shop price **Free delivery** direct to your door **Never** miss an issue



3 EASY WAYS TO ORDER

1 ONLINE
shop.kelsey.co.uk/gtp345

2 POST
Fill in the form and send to: GT PORSCHE magazine
Subscriptions, FREEPOST RTKZ-HYRL-CCZX, Kelsey
Publishing Ltd., Cudham Tithe Barn, Berry's Hill,
Cudham, Kent, TN16 3AG

3 CALL OUR SUBSCRIPTION TEAM
01959 543 747 & quote offer code GTP345
Hotline open: Mon - Fri 8am - 6pm.

*PLEASE NOTE: 3 issues for £5 offer is a Direct Debit, UK subscription offer only. You can cancel at any time in writing in the first three months and £5 will be your only commitment. If you do NOT cancel in that time, a regular payment will continue at £25.95 still saving 20%, taken via direct debit from your bank every 6 months. **67% discount calculated on your first 3 issues.

SUBSCRIPTION OFFER

SUBSCRIPTION OFFER

GT PORSCHE

SUBSCRIPTION OFFER

SUBSCRIPTION OFFER

YOUR DETAILS

Mrs/Ms/Miss/Mr Forename
Surname
Address
.....
Postcode
Daytime phone Mobile
Email

DELIVERY DETAILS (if different from above)

Mrs/Ms/Miss/Mr Forename
Surname
Address
.....
Postcode
Daytime phone Mobile

☒ **YES!** Please send me the next 3 issues of GT PORSCHE magazine for just £5.

After 3 issues I understand that my subscription will continue at the low rate of just £25.95 every 6 months, saving 20% on the shop price – unless I write to tell you otherwise.

Instructions to your Bank or Building Society to pay by



Name of Bank

Address

Postcode

Account name

Sort code Account number

.....

Signature Date

Originator's Id number

8 3 7 3 8 3 Direct Debits from the account detailed in this instruction subject to the safeguards assured by the Direct Debit guarantee. I understand that this instruction may remain with Kelsey Media Ltd. and, if so, details will be passed electronically to my Bank or Building Society.

PLEASE SEND COMPLETED FORM TO:

FREEPOST RTKZ-HYRL-CCZX, GT PORSCHE magazine
subscription, Kelsey Publishing Ltd., Cudham Tithe Barn,
Berry's Hill, Cudham, Kent, TN16 3AG

GTP345

We may wish to contact you regarding our special offers that we believe would be of relevance to you. Please tick the boxes that you would be happy to receive these communications via ☐ Email ☐ Post ☐ Phone ☐ Text Message.
We will not pass your details onto third party companies.

Offer available to new subscribers only and closes on the 31 December 2018. Here at Kelsey Publishing we take your privacy seriously and will only use your personal information to administer your account and to provide the products and services you have requested from us. We will only contact you about our special offers via the preferences you have indicated above and you can update these at any time by emailing us at subs@kelsey.co.uk or by calling us on 01959 543 747.

- 
1. BELLOF/WATSON
 2. ICKX/MASS
 3. SCHUPPAN/STUCK
 4. PESCAROLO/JOHANSSON
 5. THACKWELL/WINKELHOCK
 6. NAGASAKA/SUZUKI
 7. ELGH/SEKIYA
 8. SHIMEGI/IIDA
 9. PALMER/LAMMERS
 10. KENDALL/COOK

ROTHMANS PORSCHE 956
ROTHMANS PORSCHE 956
TRUST PORSCHE 956
NEW MAN PORSCHE 956
KREMER PORSCHE 956
LOTEC BMW M1C
TOMS TOYOTA 84C
TAKU MAZDA 83C
CANON PORSCHE 956
LOLA T600 CHEVROLET

BILSTEIN · BOSCH · DUNLOP · KKK · SCHMITTHELM · SHELL · SPEEDLINE

1000 KM FUJI '84 PORSCHE

Dr. Ing. h. c. F. Porsche AG Stuttgart-Zuffenhausen · Printed in Germany · 10/84 · Entwurf: Gruppe C, Conception und Graphik Design GmbH · Foto: Upletz

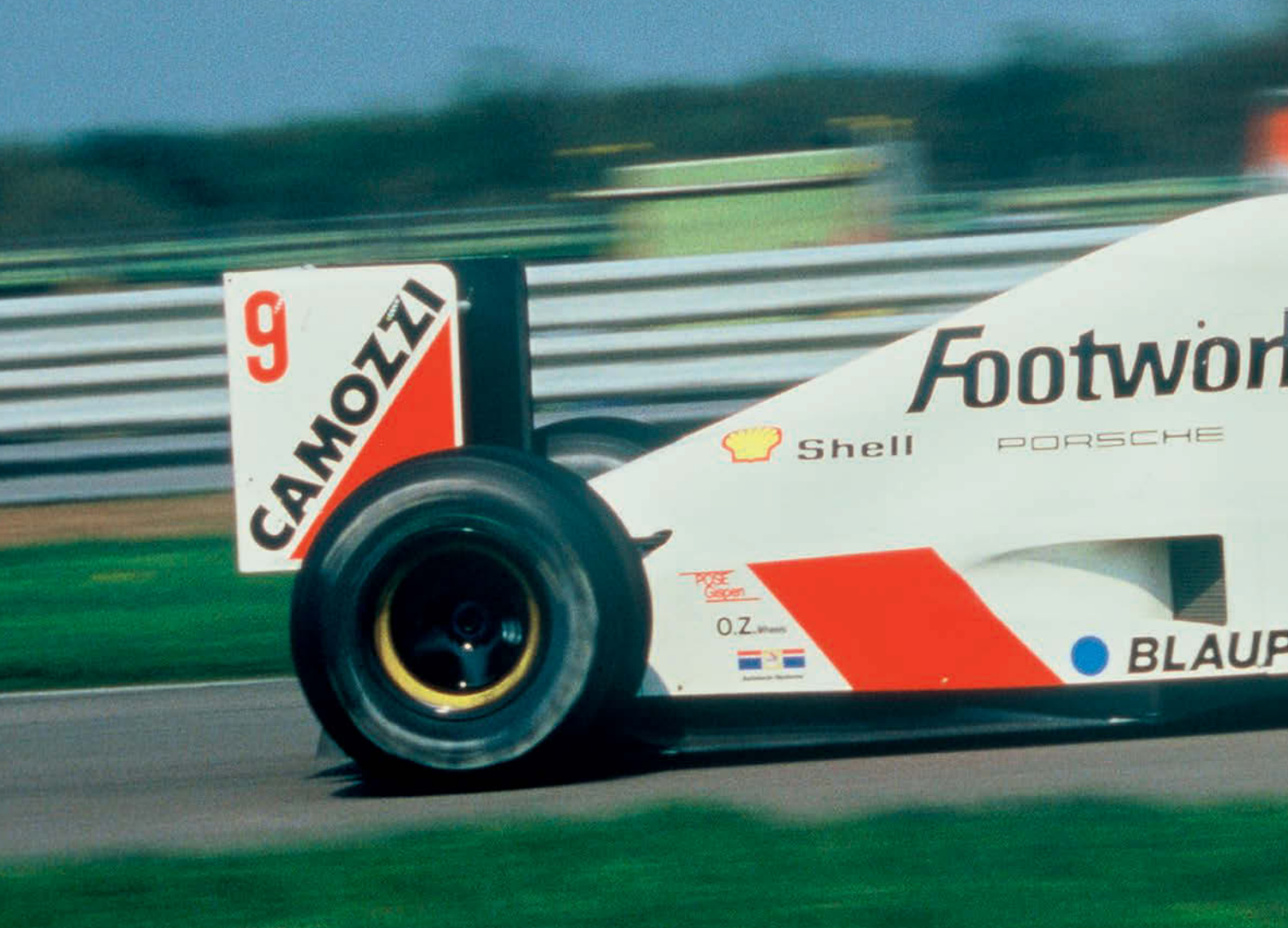
FROM THE
VAULTS

1921 1922 1923 1924

FORMULA WON

Porsche is recognised for amazing success in sports car and endurance racing, but the manufacturer's achievements in F1 shouldn't be overlooked

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



24 1925 1926 1927 1928 1929 1930 1931

1932

Motorsport has underpinned the Porsche philosophy since the manufacturer's inception. Indeed, the speed freaks in Stuttgart have turned wheels in anger – and emerged victorious – in fields as contrasting as rallying and endurance racing, but as the Tesla-chasing Mission E road car project begins to gain traction, and at a time when car makers in general are looking to dominate a new world of battery-powered automotive propulsion,

the guys and girls in Weissach are gearing up to take full advantage of the Formula E series as a development platform for new automotive technology standards.

The 919 Hybrid prototype racer set the scene, bagging three successive outright wins at Le Mans before Porsche announced its shock retirement from racing at Sarthe in favour of investing its resources in a factory Formula E campaign for 2019 and beyond. 919 pilot and *Ultimate Porsche* guest columnist, Neel Jani, has already made the switch to the



FROM THE
VAULTS

1923 192



FERDINAND PORSCHE DESIGNED THE AWESOME V12 AND V16 SILVER ARROWS FOR AUTO UNION

» series, while his fellow works driver (and 2017 Le Mans champion), Brendon Hartley, has hopped into the realm of Formula One by signing for Scuderia Toro Rosso, a move that brings to mind an era of dominance for Porsche in the same competition.

STATE OF THE UNION

The story starts in the 1930s. Company founder, Ferdinand Porsche, designed the awesome V12 and V16 *Silver Arrows* for Auto Union (the immediate predecessor of Audi), machines which proved inspirational when it came to Porsche's first foray into motorsport during the early 1950s. Racking up an impressive number of victories in endurance racing competitions around the world, the 356's class win at Le Mans in 1951 was the unexpected springboard for bigger and better things to come.

The mid-engined 550 Spyder of 1953 was Porsche's first bespoke racing machine, and the spaceframe 550A brought the company its

first overall victory when it participated in the Targa Florio in 1956. The 718 (or 'RSK') which followed was even more successful, leading to its transformation into a dedicated F2 flier in 1958. Converted to central-seat spec, this *monoposto* was followed by the open-wheeled 718/2, and although the 1959 Monaco Grand Prix marked the car's debut with an unfortunate crash, Porsche celebrated success later in the season with victories at Reims and AVUS.

The company's F2 campaign in 1960 delivered even more silverware thanks to the efforts of star drivers, Graham Hill, Sterling Moss and Jo Bonnier, netting Porsche first, second and third place at Aintree. Later, the Stuttgart crew won top honours in Germany before taking the constructor's championship alongside Cooper. Buoyed by these achievements, Porsche set its sights on F1.

Following an identical tack to F2, regulations concerning 1961's F1 1.5-litre engines encouraged Porsche to field three single-seaters.

Opening spread The Porsche-powered Footworks Arrows in action at the 1991 American Grand Prix in Phoenix, Arizona

Above The 718/2 being readied for action with Dutch driver, Carel Godin de Beaufort, behind the wheel at the Nurburgring in July 1962

Top right Joakim Bonnier gives the 718/2 some welly in 1961

Right 718 at Castle Solitude with 356 parked in background

Far right In 1962, Dan Gurney and the 804 achieved Porsche's only F1 win as a constructor in the series

1924 1925 1926 1927 1928 1929 1930 1931

1932



Bonnier, Dan Gurney and Hans Hermann were asked to take care of driving duties. Moderate success followed, with Gurney's hard-earned trio of second place finishes securing him fourth place in the drivers' championship.

Wins weren't going to come easy; a revised 718 proved to be the most unsuccessful works car in Porsche's history! Producing 187bhp, the Fuhrmann 547/3-engined 787 notched-up a string of dismal performances and was simply too slow to complete in F1! This was a surprise considering the 787 proved itself capable to roll with the punches in F2, where it was triumphantly driven by Gurney – and the brilliantly-named Wolfgang Alexander Albert Eduard Maximilian Reichsgraf Berghe von Trips – to ensure Porsche finished the season with the *Coupe des Constructeurs*.

Embarrassingly, the 787 entered into F1 was disqualified from its home Grand Prix, a disaster that led many to question Porsche's future in

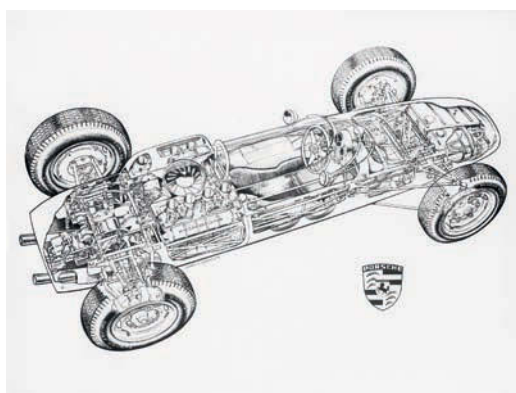
the series. Such concerns were quickly forgotten about when the manufacturer returned in 1962 with a new, more focused racing machine...

REINVENTING THE STEEL

The 804 was an eight-cylinder track attacker carefully developed for competition life. It was also the first Porsche to be propelled by a racing engine (the air-cooled Type 753) designed by factory engineering legend, Hans Mezger. Unfortunately, the car was significantly outperformed by the likes of Lotus. The British firm was experimenting with fuel injection and lightweight alloy wheels, while Porsche was fielding a car with carburetors and heavy steel rims contributing to a significant amount of unsprung weight.

The 1962 Dutch Grand Prix marked the 804's initiation, with Bonnier's car crossing the line in seventh place. Gurney's car suffered gear linkage failure, forcing him to retire. Recognising



FROM THE
VAULTS

» a need to develop the car in order to make it more competitive, Porsche reluctantly fielded Gurney as a single entry into the Monaco Grand Prix. He qualified in a strong position, but was forced to retire after being shunted from behind on the first bend. Thankfully, a different type of corner was about to be turned!

Chassis reinforcement and suspension upgrades were addressed in time for the French Grand Prix at Rouen. Gurney qualified well, going on to pass the chequered flag in first place. This achievement remains Porsche's only F1 win as a constructor.

The 804 remained competitive for the rest of 1962 (Gurney's win was promptly followed by a one-two finish in a non-championship event at Castle Solitude in Porsche's home country!), but factory bean counters questioned the modest results achieved by the team versus the huge cost of developing its cars. Consequently, despite a quartet of 804s being built – one currently on display at Donington Circuit's permanent Grand Prix Collection exhibition, while the last of the four now resides in the belly of the Porsche

Museum – our favourite marque reluctantly withdrew from F1.

Hold on, though! Yes, Porsche's best overall result in the series is recorded as a third place finish in the 1961 constructors' championship, but the firm's F1 ship hadn't yet sailed...

TAG TEAM

The accelerated pace of developing turbocharging technology in the late 1960s and early 1970s saw Porsche boost (literally!) its status as a world leader in the production of sports cars, with 1975's 930 (the factory designation for the classic 911 Turbo) laying foundations for Porsche's forced induction fortunes. In F1, Renault's RS01 'teapot' introduced snail-shaped bhp boosters to the party in 1977, a move that resulted in all competing works teams campaigning turbocharged cars by 1985. The success enjoyed by turbocharged F1 weapons encouraged McLaren boss, Ron Dennis, to convince French-Saudi entrepreneur and head of the Techniques d'Avant Garde (TAG) holding company, Mansour

Great king rat

Niki Lauda drove in Formula Vee (look it up) before winning his first F1 title in 1975 as a Ferrari works driver. He was on course for a rare consecutive second championship when he suffered a horrific accident at the Nurburgring in August 1976. The incident was documented in the film, *Rush*. Lauda withdrew from F1 in 1979, but returned to the sport in 1982 as a works driver for McLaren, clinching his third world title in 1984 while piloting a Porsche-powered MP4/2. Lauda scored his last F1 win in 1985. Today, he acts as non-executive chairman of the Mercedes F1 team.

1924 1925 1926 1927 1928 1929 1930 1931

1932

Porsche's Classic Flat-Engined Configuration Was Junked Due To Being Too Wide



Akram Ojeh, to invest a million Deutschmarks into the development of the Woking-based team's next generation of competition engines. Thanks to its dominance of endurance racing with turbocharged sports cars following departure from F1 as a constructor, Porsche was chosen as McLaren's technical partner.

The resulting TAG Turbo Engines TTE-P01 unit (also known as Type 2623) wore Porsche and TAG names, and was first revealed at the 1983 Geneva Motor Show. This astonishing, force-fed, 1.5-litre powerhouse of performance (read about Porsche's other achievements with turbocharging technology by ordering a copy of our May issue at bit.ly/seriouscharge) was the brainchild of the aforementioned factory engineer, Mezger. Amazingly, before the final carbon-tubbed chassis designed by McLaren supremo, John Barnard, was ready to roll, early versions of the engine were tested in a roadgoing 930. Crikey!

Porsche's classic flat-engined configuration was junked due to it being too wide, leading the way for an 80° twin-turbocharged V6

making use of an aluminium cylinder head and a matching block filled with titanium connecting rods, which ensured low weight and significantly improved fuel economy. With huge power of up to 1,000bhp called upon during qualifying, Porsche was well aware of the perils of high-profile mechanical failure, leading factory bosses to downplay their involvement in the project. The big successes that followed, however, led them to rethink their position – a change of heart saw the *Made by Porsche* identifier clear to see on all subsequent Type 2623s!

BATTLE STUDIES

Advanced technical wizardry included electronic engine management and exhaust valve seat cooling. The brilliant F1 motor debuted in the McLaren MP4/1E at the Dutch Grand Prix in the summer of 1983, driven by racing hero, Niki Lauda. It was the following year, however, that saw the start of the Porsche engine's dominance in the sport. Alain Prost became Lauda's teammate, with the diminutive Frenchman giving the MP4/2 a winning debut at the

Top left The 787 monoposto in action in 1961

Left Hans Hermann campaigning the 787

Above and far left Porsche's 1962 Formula One machine, the short-lived 804





» Brazilian Grand Prix. In the face of stiff 'in-house' competition, Lauda upped the ante, eventually nailing the drivers' championship by just half a point! The constructors' title was more clear cut, with McLaren accruing 143.5 points, more than double the haul achieved by second-place Ferrari.

Prost's debut drivers' championship gong landed with McLaren in 1985, a feat part-achieved by a glorious eight consecutive wins from the Porsche-powered MP4/2B. New turbochargers were introduced midway through the season, while the continued use of the TAG-Porsche engine alongside revised aero helped McLaren's Marlboro-liveried cars to generate more downforce, which allowed for easier driver control. Subsequently, Prost lifted his second drivers' trophy in 1986, but by the time 1987 came around, the game was up; they may have enjoyed three years of unrivalled success at the very top level of motorsport, but McLaren, Porsche and TAG's efforts failed to win drivers' or constructors' titles as the development programmes of rival teams caught up. It was clear to see the MP4/3 was being outgunned, and Porsche's attempt to extract more punch from the small-capacity V6 resulted in increased weight and reliability issues that previously

seemed incomprehensible. McLaren and Porsche soon parted ways, with Honda entering as the British team's engine supplier for 1988.

Porsche returned to F1 in 1991 with the Mezger-designed 3.5-litre Type 3512 engine commissioned by the Footworks Arrows team. Regrettable weight, reliability and power issues – evoking memories of the F1-spec 787 – meant the V12's performance on the international stage was less than Porsche's finest hour. A 3.5-litre V10 was secretly developed in response to the 3512's poor competitive qualities, but reputational damage was already done. At least Porsche was able to make good use of the lesser-cylindrical lump by increasing its displacement to 5.7-litres and chucking it into the guts of the Carrera GT supercar, not to mention the engine's role in the stillborn LMP2000 prototype!

FOR THE RECORD

Despite a lack of fourth consecutive title for McLaren in 1987, Porsche's dominance as an F1 engine supplier shouldn't be underestimated. The statistics speak for themselves. For example, Porsche engines enjoyed an amazing twenty-five Grand Prix victories from 1984 through to the close of the 1987 season. Then there's the trio of drivers' championship titles in 1984, 1985 and 1986. Two constructors' titles were achieved during the same period. Admittedly, it wasn't Porsche's name plastered down the side of the McLarens that competed, but considering the impact of the TAG-branded engines pushing each car to victory, perhaps it should have been?!

A proposed return to twin-turbocharged V6 engines looks likely for F1 in 2021, with rumoured possible partnerships between Porsche and any one of a number of title-contending teams providing cause for celebration. Whatever happens, it's safe to say F1 trophies are very much at home in Zuffenhausen. Bring 'em on!

A step ahead

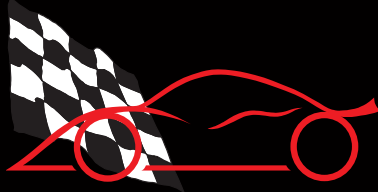
Ex-karting king, Alain Prost, began his racing career in Formula Renault before progressing to to Formula Three. He made his F1 debut in 1980 as a driver for McLaren. After a switch to Renault in 1981, the Frenchman returned to McLaren for the 1984 season alongside Niki Lauda (see separate boxout). In 1985, Prost became the world's first French F1 champion. He would go on to take the title in 1986, 1989 and 1993, sparring with teammate, Ayrton Senna, for much of the 1980s. Prost formed the e.dams Formula E team in 2014, taking the series' inaugural title long before Porsche decided it was time to get in on the act!



Above Arrows in America

Left TAG-Porsche engineering in action with Keke Rosberg taking on Monaco in 1987





Northampton Motorsport

From Classic to Modern, from Road to Track, Northampton Motorsport can offer a full range of services for your car.



The team at Northampton Motorsport is dedicated to providing the highest standards of workmanship and care. We aim to provide a one stop shop for our customers, ensure reliability and performance and let them concentrate on enjoying their cars.

Our Superflow AD30 2 wheel drive chassis dyno has a 1200 bhp and 225 mph capacity but this doesn't mean we just focus on power figures, driveability and smooth delivery are just as important to us.

We have the latest Hunter HD alignment system that lets us optimise your suspension to help you extract the maximum performance available.

As well as being fully conversant with modern electronic engine management we know all about carburettors too, our wide range of carburettor and ignition system spares along with our specialist Carburettor restoration services mean that we can keep your classic air cooled purring sweetly as well.

So whether it's a routine service or a major overhaul why not give us a call and get Northampton Motorsport on your team.



Build and Preparation



Engine Build



Rolling Road



Wheel Alignment



Performance Upgrades



Carburettor Restoration



Motorsport Electronics



Northampton Motorsport
Unit 52, Rothersthorpe Crescent
Northampton, NN4 8JD
sales@northamptonmotorsport.com
T: 01604 766 624
F: 01604 701 126
www.northamptonmotorsport.com



Builds

NEW METAL

The *Ultimate Porsche* 944 Turbo restoration reaches a significant milestone as the car's bad bodywork is given the chop

WORDS AND PHOTOGRAPHY **Dan Furr**

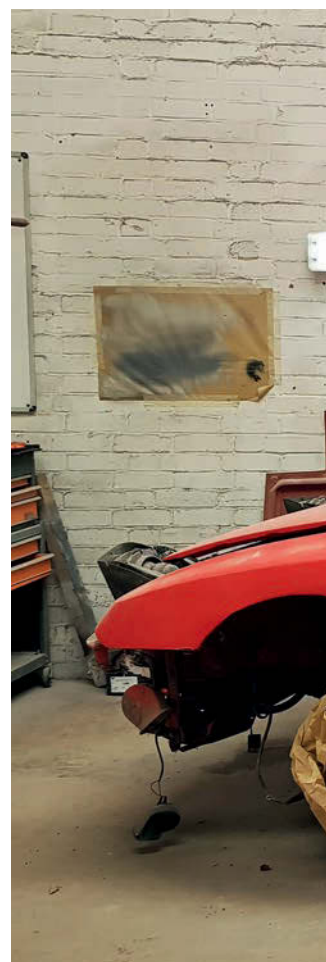
It's been a busy month in the Retro Restorer workshop. Company boss, Nash Hunter, and his band of merry men (and his long-suffering wife, Louise!) have been working on the restoration and maintenance of a wide variety of transaxles, from a 928 to a gorgeous Speed Yellow 968 Club Sport. At the heart of the Banbury-based business, however, lies its team's passion for the 944, which is why Retro Restorer was the first port of call when it came to bringing my tired Guards Red Turbo back to life.

Regular readers will recall the horrifying photographs published in the April edition of *Ultimate Porsche* (order a copy of the mag at bit.ly/greatpretender) showing rotten inner sills, outer sills, wing bottoms and rear quarter lower sections. Distressed doors, suspension mounts and jacking points also gave cause for

complaint, but I'm delighted to report that in the time which has passed since those images were published, the bad metal has been replaced by good, with high quality steel used throughout.

Nash had reason to believe the top corner of the offside rear panel had taken a knock at some point in its life. Further investigation revealed a huge amount of filler disguising a significant dent! In what seems to be something of a theme developing, this 'fix' had allowed more rust to set in, meaning the damaged metal needed to be cut out and replaced with yet more thick-grade steel.

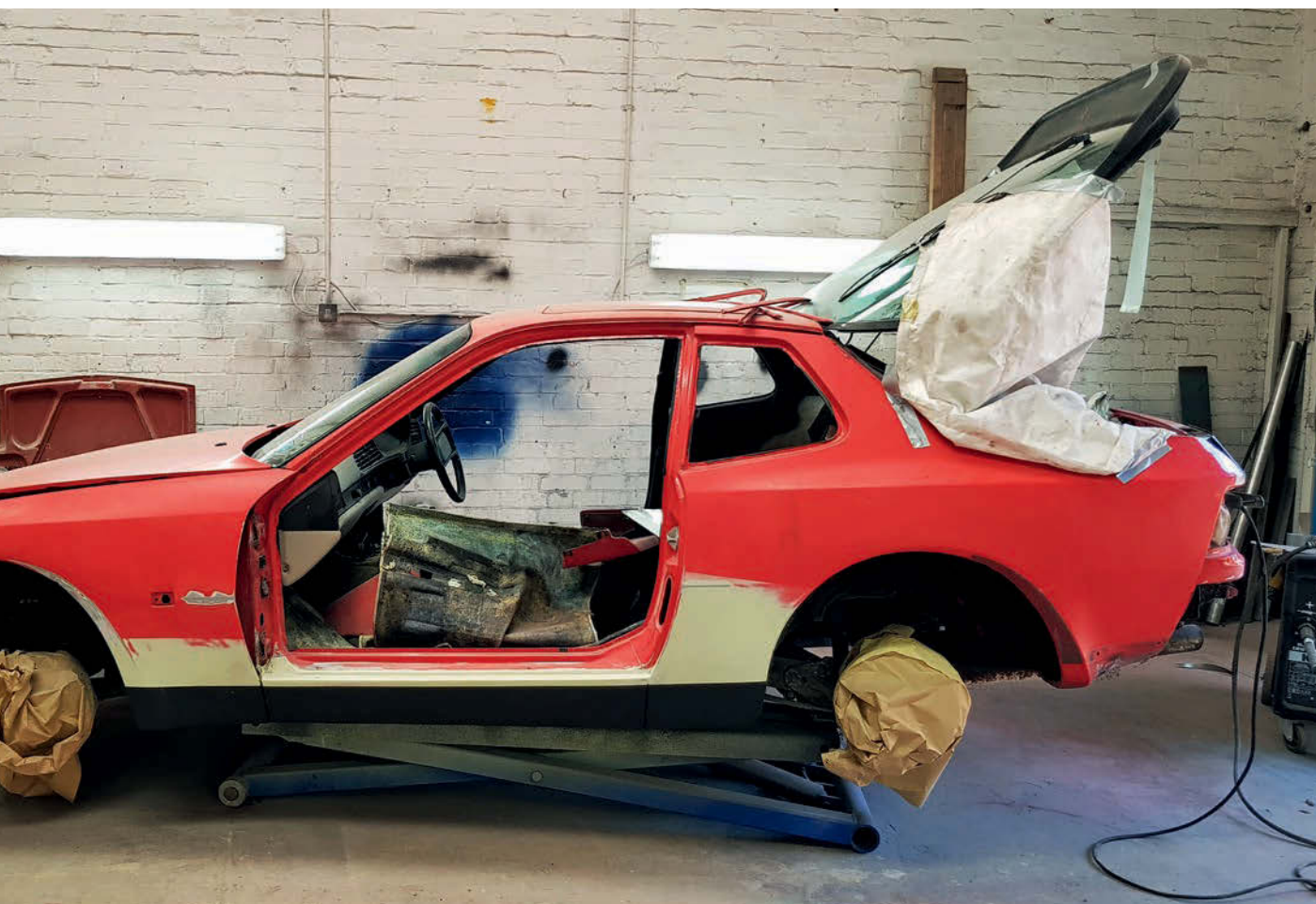
"Working on this car is a bit like being involved in an archaeological dig. You have to work through the top layers of what you've been presented with in order to see what secrets are hidden within!" laughed Nash when I asked him how he'd describe the project. One thing's for sure – his desire to dig deep into a 944 before



Above New inner and outer sills join fresh wing bottoms and lower rear quarters

Left Thick filler hiding a dent encouraged rust to have a bash at the rear panel

Right 944 badge panel is a known moisture trap



carrying out super-thorough remedial work has become Retro Restorer's calling card.

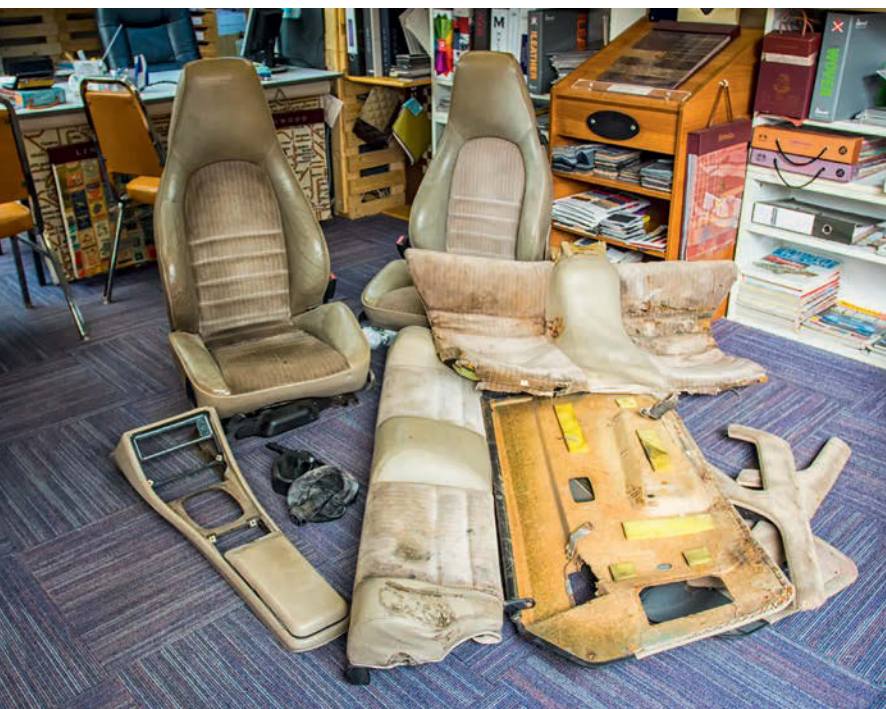
Another area that didn't escape the attention of Nash's eagle eye is the underside of the car's front badge panel. It's a known problem area for 944s, where the leading edge attracts rust due to water and dirt getting trapped between the panel and front bumper. Out came various grinders to smooth and remove nasty orange stuff. Workshop dog, Morris, kept an eye on the proceedings, which will be followed by a media blast, etch primer, regular primer, guide coat, paint and lacquer at the same time as identical treatment for other removable exterior panels when the car is ready to be rolled into Retro Restorer's generously-sized in-house spray booth.

In order to properly evaluate the overall condition of the shell – and to ensure Nash and his team could work on problem areas without interference – the car's seats joined other interior furniture in being ceremoniously removed. The effects of water ingress made the job less than straightforward, with seat runners stuck fast. Needless to say, they'll need to be replaced before each 'Tombstone' is reinstated.





Builds



» By then, of course, the factory seats will look quite different...

Last month, I outlined plans to work with automotive upholstery specialist, Awesome, in the design and subsequent creation of a fully re-trimmed interior based on the worn, torn and soon-to-be-reborn seats I inherited with my Turbo. Door cards, centre console, carpeted trim, gaiters, the rear bench and its accompanying upright left Retro Restorer in the back of my workhorse, which was pointing towards Awesome's Cambridgeshire headquarters. My 944's dashboard and glovebox will also be heading to St Ives in the not too distant future.

Awesome brothers, Glenn and Greg Ward, supplied me with a trio of leather samples featuring test stitching following our kick-off meeting a few weeks ago. I'm not going to say too much about our plans at this stage, suffice

to say I'm incredibly excited about the future for what was almost certainly going to be a 944 Turbo heading to the great scrapyard in the sky if the car hadn't come into my possession when it did. Its transformation from zero to hero should be nothing short of staggering when finished. Watch this space! Better still, subscribe to *Ultimate Porsche* and never miss an update: bit.ly/subscribeup



THANKS

Retro Restorer

01295 477108

www.retrorestorer.co.uk

Instagram: [retro_restorer](https://www.instagram.com/retro_restorer)

Awesome

01480 461195

www.awesome.eu.com

Instagram: [awesomeautotrim](https://www.instagram.com/awesomeautotrim)



Above The car's original half-leathers will be used for the retrim

Left Don't tell anyone, but Morris is the backbone of the entire operation

Right Leather and stitching samples tease at what's to come for the revitalised Turbo

EVERY PART FOR every PORSCHE

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

Visit our Online Catalogue at
www.design911.com

E-mail us on
sales@design911.com

DESIGN 911

Centre for Porsche

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



WAYS TO BUY



IN PERSON



PHONE



MOBILE
SHOP



WWW



E-MAIL

5% OFF

use online code
ULTIMATEP9
at checkout

DESIGN911

CLASSIC CAR CENTRE

Telephone:
+44 (0) 20 8500 8811



Porsche 911SC 1983 Cabrio
3.0L, Manual Gearbox, LHD, Grand
Prix White with Black interior.



Porsche 993 Carrera 2S 3.6L
1997 Coupe, Tiptronic, LHD, Silver
with Black leather interior.



Porsche 993 Carrera 4 1998
Cabrio, 6-speed Manual Gearbox,
LHD, Black interior.



Porsche 911T 1972 Coupe 2.4L
Manual Gearbox, LHD, Slate Grey
with Red leather interior.



Porsche 911 Carrera 3.2L 1985
Manual Gearbox, LHD, Iris Blau
Metallic with Black interior.

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

Facing page Clear-minded and uncompromising, Nakai has created one of the Porsche world's most polarising forces with his RAUH-Welt Begriff outfit



A few years ago, photos taken in Japan of a matte black Nissan S15 with a wide body kit and equally wide wheels generated a huge amount of interest online. It was one of those cars everybody agreed looked tough, even if it wasn't to their taste in automotive styling. A short while later, pictures of an equally intimidating classic 911 began to pop up on forums and Facebook groups. The Porsche wore a sun strip matching the Nissan's window decoration. It read *RAUH-Welt*, which some recognised as the loose German translation for *Rough World*.

"You should have said you wanted to come to the Porsche place. I'd have known where

you were referring to!" laughs the taxi driver at the point we pull up outside the RAUH-Welt workshop in the Japanese prefecture of Chiba, a short drive outside Tokyo. There's no signage to suggest the corrugated panels we're staring at hide one of the world's most famous car styling workshops, although a tall stack of worn race rubber and various Porsche spares lying on the ground outside hint at what might lie behind the unassuming walls we're about to approach. A knock on the door is met with a lack of response, but a sneak peek through frosted glass reveals the unmistakable silhouette of a 911. We're definitely in the right place, but where's the guy we've come to see?

HIDE AND SEEK

Ultimate Porsche photographer, Andy Tipping, pulls out his mobile and dials the number we're led to believe reaches Akira Nakai, the man behind the RAUH-Welt enterprise. We can hear the workshop phone going nuts, but there's no suggestion of movement inside. Andy ends the call and we try to determine our next course of action. Then, unexpectedly, his phone starts ringing. It's Nakai. "Don't worry, I'm here. Give me a minute!" Abruptly, he hangs up.

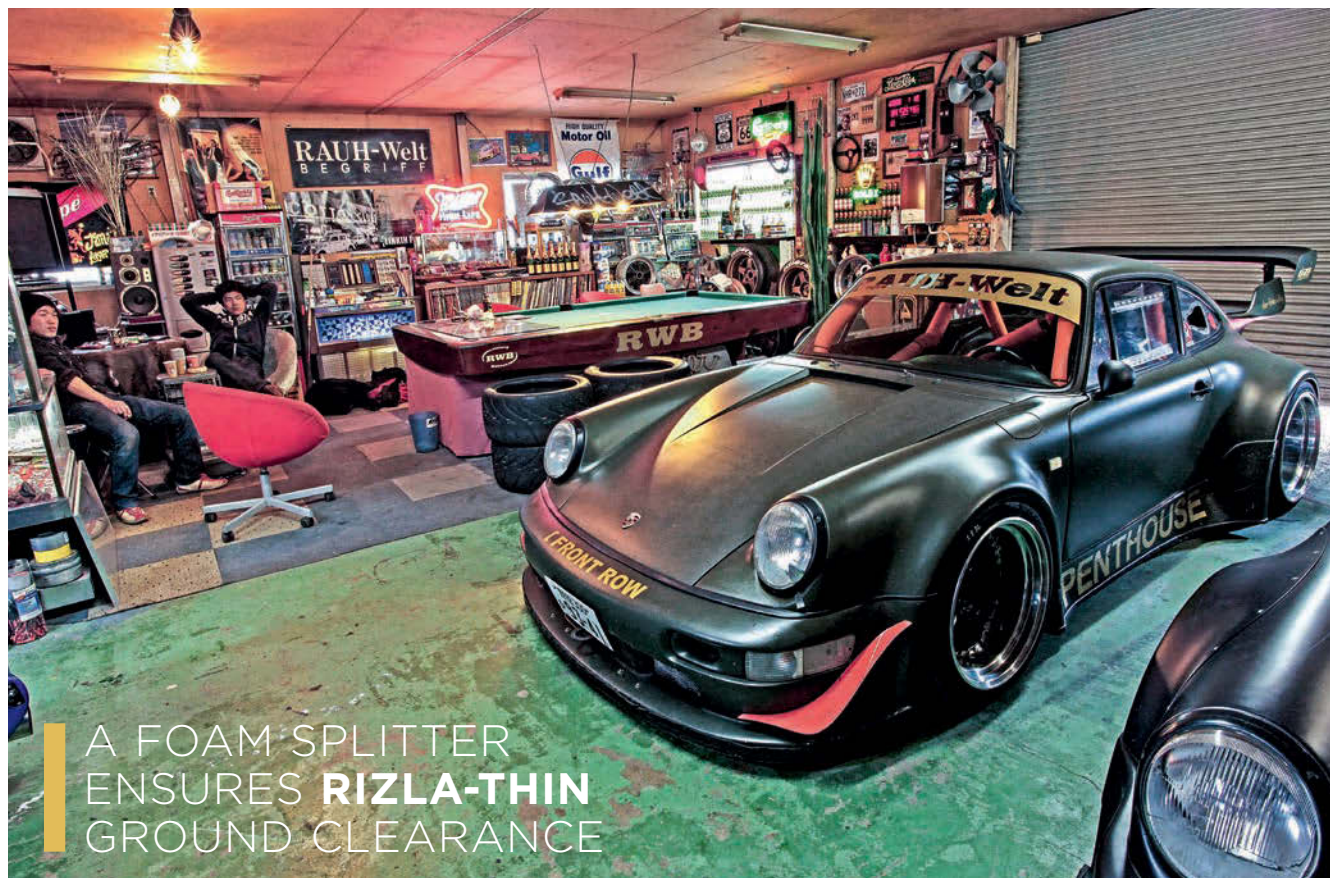
The roller door on the front of Nakai's unit creaks open to reveal the low and grimy rear end of a modified 911 painted a custom shade of flat olive. Porsche posters and used racing livery decorates every interior wall, but where you might expect to find a hydraulic press, a tyre changer and tool cabinets resides a pool table, old fruit machines, a pile of slicks and a display cabinet containing cigarette packets from around the world. There's a jukebox too, plus a massive collection of lighters (ordered in groups of colour), a window recess filled with empty bottles of beer and shelves rammed full of Porsche-themed magazines. A cherry-coloured Chesterfield sits next to a refrigerator filled with bottles of champagne, while speakers in every corner pump out lounge music. ➤➤

MASTER OF MADNESS

Following the appearance of an RWB-kitted 993 on the cover of our March issue, we went to meet the man famous for creating one of the Porsche tuning scene's biggest brands

WORDS Robert Smith PHOTOGRAPHY Andy Tipping





A FOAM SPLITTER ENSURES RIZLA-THIN GROUND CLEARANCE

» Save for the brake fluid and bottles of oil dotted about the place, this is quite unlike any independent Porsche specialist's workshop we've had the pleasure of visiting!

The green machine is parked next to the internet-famous black 911 which acted as the catalyst for our visit to the Land of the Rising Sun. The car's super-low front end features a bespoke meshed bumper with a foam splitter ensuring Rizla-thin ground clearance. Nakai's custom wide wheel arches accommodate SSR Professor SP-1 wheels with just the right amount of camber to ensure there's minimal distance

Above The performance and styling of Nakai's own 911s formed the basis of what he offers owners of air-cooled classics all over the world

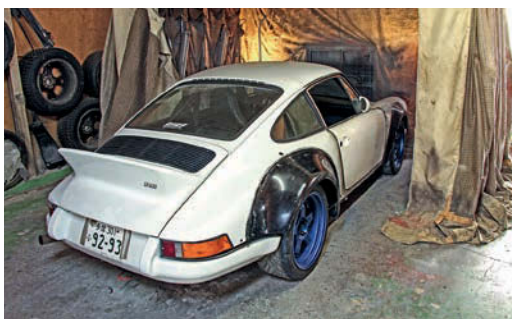
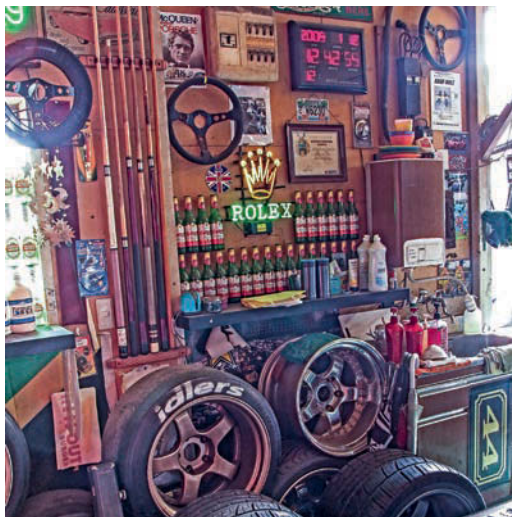
between tyre and arch lip. "Contrary to popular belief, my cars aren't purely exercises in raical styling," he remarks. "The black 911 can lap Tsukuba Circuit in less than a minute," he tells us, highlighting the benefits of an increased contact patch for wide, sticky rubber.

MIX AND MATCH

At the back of the air-cooled classic, the RAUH-Welt Begriff (RWB) logo has been laser cut into the engine lid, promoting increased cooling of the 3.8-litre flat-six, which is topped with filter-free PMO carburettors. The powerplant was built by Promodet, an independent Porsche centre the other side of Tokyo specialising in the assembly of 911s for racing. "I've owned the car for close to twenty years," explains the man whose undivided attention we've finally managed to attract. "I've always loved modifying, but that's not to say I immediately set about creating a lairy body kit for my 911. Like most who enjoy tuning their rides, I've enjoyed many years of playing with my car, trying different wheels and different engine configurations." He's also experimented with different finishes. "I used to work as a bodywork technician at a Porsche dealership in Hachioji. Each and every day, I'd take 911s apart and put them back together again, a process which enabled me to get to know old Porsches inside out in every sense!" he laughs.

RAUH-Welt can trace its origins to a Japanese drift team Nakai was involved with





preference in power, handling and cosmetic appearance. These cars are there for enjoyment, and the nature of Porsche's design means the 911 is a perfect platform for personalisation. The world would be a very boring place if we all drove the same car."

NEAR AND FAR

Andy recalls seeing the black 911 at the 2009 Tokyo Auto Salon before RAUH-Welt became a global phenomenon, a shift that's resulted in Nakai-sanctioned RWB outposts being established worldwide. We ask if the show acted as the springboard for RAUH-Welt's success. Nakai replies in the affirmative. Andy registers his amusement at the fact the car was filthy when he saw it at the event all those years ago. "It was!" chuckles Nakai, in between gasps for breath as he sucks on the millionth Marlboro he's toked on since we arrived at his workshop. "I was invited by *G-Works* magazine to display the car alongside a selection of tuned Japanese motors. Owners of the other cars arrived early and spent hours cleaning and polishing. In contrast, I rocked up shortly before the show started, plonked my car on the

Left The workshop is full of customer cars in various states of build, all unmistakably RWB

Below Nakai's 3.8-litre 911 laps the famous Tsukuba Circuit in less than sixty seconds



at the turn of the century. Punishing Toyota AE86s around the revered Tsukuba mountain roads, the crew became famous across the globe, leading to professional racing contracts for many of the drivers. Shunning high-speed track action as a job, Nakai followed his dream of opening a business focused on the customisation of old Porsches, although he's kept a hand in the race scene by competing in events held by Idlers, a massive Japanese car club that holds sprint events for Porsche, Mini, BMW and Toyota owners throughout each year.

"I love racing at Idlers events," he admits. "Nobody competing takes themselves too seriously. All too often, people forget that track days and motor racing are supposed to be fun. Similarly, I get frustrated by Porsche purists who frown at the suggestion there's nothing wrong with tweaking a classic 911 to suit its owner's



NAKAI'S DISTINCTIVE STYLE HAS GAINED AN ARMY OF FANS AROUND THE WORLD

» *G-Works* stand and left it there. To be honest, detailing strikes me as a waste of time. No matter what car you own, it's only going to get dirty again next time you hit the road!"

He hints at being just as dismissive when it comes to Porsches built after the air-cooled era. "As a businessman, I'm interested in newer 911s for commercial reasons. After all, many of my customers own water-cooled variants of the model and want to spend big money. I'd be a fool to turn them away, but from a personal point of view, I've yet to drive a Porsche that beats the feel of a classic 911. Old-school, air-cooled cars really do offer the ultimate driving experience if you want to feel like you're a part of the Porsche you're piloting. It's just a shame they're so damn expensive to buy these days!" he roars.

Nakai's distinctive style has gained an army of fans around the world, leading to a ridiculously high number of commissions. He

visits each of his customers personally, no matter where they may be based. "It's a good way of finding out what makes a client tick," he reasons.

INDIVIDUAL PURSUIT

"Most RWB owners aren't interested in off-the-shelf styling, which is why I visit them in person, discuss ideas, check out their cars and work out a plan of action that'll result in a Porsche tailored to them as an individual. It's a very rewarding process, and it enables the customer to get far more involved in the project than they would if clicking an order button on a website. Besides, not everybody has the means to ship their car to my workshop in Japan. In most instances, it's far easier for me to secure temporary workshop space close to where the commissioning Porsche owner lives."

The downside to Nakai investing so much of himself in each project is the long wait you'll need to endure if you're planning to solicit his services. The good news is that the aforementioned RWB outposts – including offices and workshops established on the east and west coasts of America – have massively streamlined project management, making now a good time to take advantage of what this master of madness has to offer.

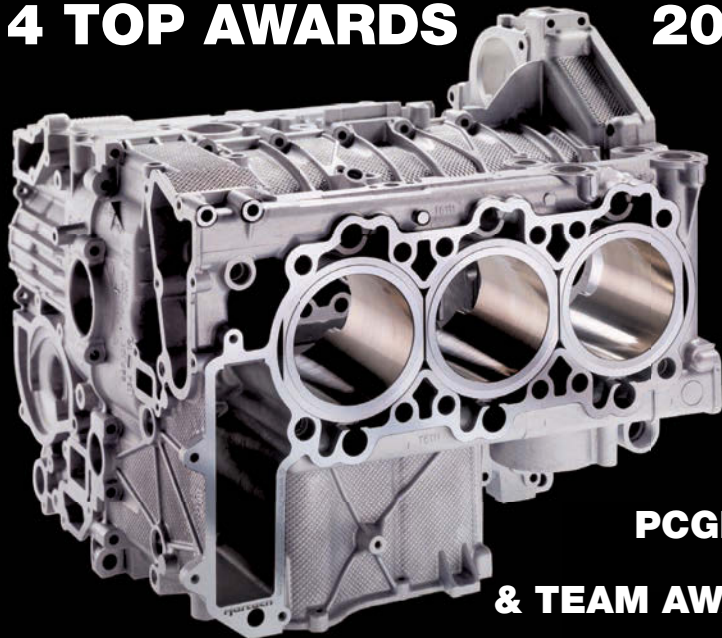
His vision of the perfect Porsche might not be to everyone's taste, but there's no denying the impact his time spent drifting on the Japanese sports car scene has had on the world of modified 911s. Nakai-san, we salute you!



Above Unassuming workshop is RWB's global headquarters

Left Nakai has no shortage of customer cars lined up ready and waiting for their transformation into seriously wide fast-road warriors

HARTECH RACE ENGINES WIN 4 TOP AWARDS 2017



01204 302809

auto@hartech.org

www.hartech.org

PCGB C1 & C2 CHAMPIONSHIPS

& TEAM AWARD & BRSCC CA BOXSTER

CHAMPIONSHIP WITH 32 WINS, 12 PODIUMS & 100% RELIABILITY



Sales: 01653 697722
Servicing: 01653 696181
www.specialistcarsltd.co.uk

 <p>Porsche 911 Supersport • Very Rare - 1 of 75 RHD • Iris Blue Metallic • Low Mileage Call us on 01653 697722 £POA</p>	 <p>Porsche 964 C4 Targa • In Stock Now • Tahoe Blue • Immaculate Condition Call us on 01653 697722 £52,995</p>	 <p>Porsche 930 Turbo G50 • In Stock Now • G50 5 Speed Gearbox • Very Low Mileage Call us on 01653 697722 £POA</p>
 <p>Porsche 911 2.7 RS RHD • Lightweight • Very Famous Car • Incredible History Call us on 01653 697722 £POA</p>	 <p>Porsche 911E 2.0 RHD • In Stock Now • Right Hand Drive • Tangerine Call us on 01653 697722 £149,995</p>	 <p>Porsche 997 Turbo • Tiptronic • Midnight Blue • Low Mileage Call us on 01653 697722 £62,995</p>
 <p>Porsche 993 Cabriolet • In Stock Now • Arctic Silver • Low Mileage Call us on 01653 697722 £54,995</p>	 <p>Porsche 918 Spyder • In Stock Now • Weissach Package • Basalt Black Call us on 01653 697722 £POA</p>	 <p>Porsche 993 C2S • In Stock Now • Guards Red • Very Low Mileage Call us on 01653 697722 £POA</p>
 <p>Porsche 993 Turbo • In Stock Now • Polar Silver • Very Low Mileage Call us on 01653 697722 £POA</p>	 <p>Porsche 930 Turbo • In Stock Now • Guards Red • Very Special Car Call us on 01653 697722 £89,995</p>	 <p>Porsche 993 C2S Tiptronic • Turbo S Aerokit • Blue Turquoise • Very Low Mileage Call us on 01653 697722 £POA</p>
 <p>Porsche 964 Turbo • Total Concours Car • GP White • Full Nut & Bolt Restoration Call us on 01653 697722 £199,995</p>	 <p>Porsche 928 GTS • In Stock Now • Amazon Green • Tiptronic Call us on 01653 697722 £64,995</p>	 <p>Porsche 911 2.7S • In Stock Now • Summer Yellow • Very Low Mileage Call us on 01653 697722 £59,995</p>

WWW.SPECIALISTCARSLTD.CO.UK



Handy hints and top tips to help prepare you and your Porsche for a fun day at the track...

Get involved

A couple of issues back, we took a look at what you can do to best prepare your classic Porsche for the stresses and strains of circuit life. We covered the maintenance and condition of engine apparatus, cooling systems, transmission, brakes, exhaust, suspension, exterior upgrades, wheels, performance rubber and safety equipment. Armed with this important information, you'll undoubtedly be better served when it comes to ensuring

your car is ready for action, but what about making sure you're prepared for what lies ahead as a driver? Are you aware of what happens at a track day, and do you know what you should be taking with you in order to enjoy uninterrupted fun on four wheels?

This overview of what a day at the track is likely to entail is aimed at those of you who are new to the exciting world of driving on the hallowed ground of a race circuit. Some better-known and centrally-located venues get busy, especially at weekends. In other words, what you hope will be a carefree day

of pushing your Porsche to its limit might actually be a confusing few hours jostling with more experienced drivers keen to move you out of the way.

There's really no need for your day to end in disappointment – all track users should be able to share the asphalt happily regardless of how much experience they have of attending track days. Have a butcher's at the following hints and tips outlining where to go, what to take with you, what to expect upon arrival and what each of the flags likely to be waved during a track session are instructing you to do.



The last thing you want is to be told you can't take part in the day's activities because you haven't got the right equipment

BEFORE YOU GO

The key to enjoying a fun-filled day at a track is forward planning. Book an event properly suited to you and your Porsche, ensure the car is in good working order (read our handy guide to preparing your classic for track work by ordering a copy of the April edition of *Ultimate Porsche* at bit.ly/greatpretender) and take everything you'll need for the day ahead. Remember to carry your driving license.

For obvious safety reasons, you'll need to ensure your arms and legs are covered when out on track, so don't think it's a good idea to turn up in a t-shirt

and shorts simply because the sun has come out to play.

The last thing you want is to arrive trackside only to be told that you can't take part in the day's activities because you haven't got the required equipment. Obviously, you're going to need a crash helmet. Some circuits have a stock that you can take advantage of for a small fee, but if you're planning to attend track days on a regular basis, then it makes more sense to invest in your own safety gear. Prices for helmets start at around the £100 mark, but this isn't an area where you should be skimping on cost.

Inviting a couple of mates who don't mind getting their hands dirty may prove to be beneficial



BOOKING

There are many companies who host track day events at some of the UK's most popular racing circuits, but it's worth bearing in mind that some of the summer shows, including Trax Donington and Trax Silverstone (traxshows.co.uk), allow you to enjoy multiple short track sessions at their host venue. Additionally, owners' clubs host regular track days and evenings on some of the world's most famous circuits. Check with your local rep to find out what's happening in your neck of the woods. Just remember to take whatever required passes or paperwork will be asked of you on the day.

Readers in North America will be interested to know that the Porsche Experience Centre in Atlanta features a 2.6-kilometre driver development circuit with facilities including six driving

modules which can be completed under the supervision of professional instructors. These tutorials include the mastering of handling, vehicle dynamics and off-roading. Additionally, there's a low friction circuit boasting the only kick plate in the USA. This information is worth keeping in mind if you're interested in honing your skills in a bid to maximise the enjoyment you get from your Porsche during an open track day.

Those who want to participate in sprint events should head to their nearest drag strip. Santa Pod Raceway in Bedfordshire is Europe's first permanent drag racing venue for quarter-mile racing. The venue opened in 1966 and hosts the first and last round of the FIA and FIM/UEM Drag Racing Championship, along with rounds of the British National

Drag Racing Championship. Santa Pod is also the venue which holds the current world drag racing record, which was set by Sammy Miller in his rocket-propelled funny car in 1984. He managed a quarter-mile time of 3.58secs at 386.26mph. It's safe to assume you're not going to match that time in a stock-spec 914 (please prove us wrong!), but the point we're trying to make is that you're well-served for straight-line fun at the strip if that's your bag.

Those of you feeling more adventurous might want to ship their cars to Bahrain International Circuit, where what is considered to be the world's finest drag strip lies at the heart of the venue's Grand Prix circuit, both of which are available for you to use during the Middle East's racing off-season. Oooof!



NOVICE DAYS

The thought of turning up to your first-ever track day and being out on a circuit with seasoned asphalt attackers can be daunting, which is why many organisers offer novice-only track days. These events are designed to allow the inexperienced an opportunity to 'learn the ropes' without the pressure of being surrounded by drivers with more advanced track skills. Ordinarily, these 'starter' events include the use of helpful aids, including brake boards, turn-in markers, apex cones and an offer of driver coaching. If you've never attended a track before, signing up for a novice-only day makes a lot of sense.

PREPARATION IS EVERYTHING

You'll have paid good money to get out on track, so don't cut your time short by rocking up in an ill-prepared car. Give your classic Porsche a thorough spanner check before you set off to your chosen racing circuit. Refer to the previously referenced article in our April issue for a comprehensive look of what you should be considering before hitting the track.

Fill up on good octane fuel before you head off. You may wish to take a couple of jerry cans full of extra petrol with you. If you forget, then don't worry. Most tracks have on-site fuel filling stations, although they're known for their sky high pump prices.

Make sure you take a handy toolkit. Not only will a decent set of spanners enable you to pick up where you left off after an early retirement, but it will also give you the ability to drive home following any unfortunate breakdown! Consider the value in packing a socket set, screwdrivers, cable ties, a tyre inflator and pressure gauge, a trolley jack, gaffer tape and a fire extinguisher.

Inviting a couple of mates who don't mind getting their hands dirty may also prove to be beneficial. After all, there's every chance that something on your car will wear out or break.

Carry a selection of spares with you. We understand that you and your chums aren't a World Rally Championship support crew (you won't necessarily be looking to swap an engine or gearbox in the pits!), but basic spares such as brake pads, brake fluid, drop links, oil, fuses, electrical wire, spark plugs, hoses and a variety of nuts, bolts, washers and jubilee clips are good parts to carry. Plus, if you're driving your car to and from the track, don't forget to make sure that it's wearing road legal tyres.

Talking of which, it's vital you make sure the tyres on your car are in excellent condition. That means equal tread in each corner! There's no need to spend a fortune. Nankang offers a range of road-legal track tyres designed to give you maximum grip and optimised stability in all weather

and driving conditions. From the firm's market-leading NS-2R (a fast-road/ track tyre used as a control part in the Compact Cup and MaX5 Championship) through to its latest offering, the podium-scoring AR-1 (a 90% track tyre, and the control part of choice for the M3 Cup, 330 Challenge and Classic VW Cup), Nankang has a good range of track-oriented, street-legal black circles available for you to choose from in massive selection of sizes at low cost.

For cars which might only occasionally get used on track (perhaps when daily driving duties aren't being carried out), Nankang's AS-2+ fast-road tyre is just the ticket. Offering confidence on all surfaces no matter the weather, the product is available in sizes ranging from sixteen to twenty-two inches. Visit Nankang's UK website (nankangtyre.co.uk) for further information, and follow the company on social media (search for *nankangtyreuk* on the Facebook, Instagram and Twitter) platforms.



NS-2R

Available in sizes ranging from 13-20in

AR-1

Available in sizes ranging from 13-20in

AS-2+

Available in sizes ranging from 16-22in



WHEN YOU GET THERE

No matter how confident you're feeling, you can't simply roll up and hit the track without a driver briefing, so make sure you arrive early and pay special attention when circuit officials are explaining how the day will work. These guys aren't trying to spoil your fun - they want you to enjoy your day as much and as safely as possible. Listen to what they have to say. You will be provided with track layout information detailing when and where you can overtake, an explanation regarding the unique characteristics of the circuit you're attending, plus crucial safety information. Crucially, this will include the location of first aid equipment. You'll also be told about the meaning of the various flags that might be waved at you throughout the day.



If your car exceeds the allowed volume, you'll be shown a black flag and will have to rectify the problem before being allowed back out

NOISE TESTING

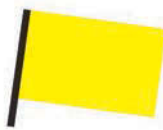
You may be declared ready for action after a driver briefing, but there's every chance that your car won't be. Track days don't require a full scrutineering session like a race meeting – primarily because there are no rules when it comes to building a car for an open track session – however, your Porsche will have to comply with the venue's noise limit. That is, of course, unless you're attending a special 'loud day'. Ordinarily, permitted volume will depend on the track in question, but it usually ranges between 98dB and 105dB. If in doubt, check before you set off.

Some tracks feature a drive-by noise test that measures the noise coming from your car when it's at full chat. If you exceed the allowed volume, you'll be shown a black flag and will have to rectify the problem before being allowed back out. Consider yourself warned!



FLAGS

What each flag means will be covered during your driver briefing, but it's worth swatting up so that you'll know what marshals are trying to say when they start waving their coloured cloth in your direction!



YELLOW

The flag you're most likely to see. It means that an incident has occurred ahead. Slow down, don't overtake and keep your eyes open for debris, broken cars or loose mud on the track.



RED

Game over! A red flag indicates that the session has been cancelled. Keep your speed to a bare minimum and make your way back to the pits (or as directed by the circuit's marshals).



BLUE

Check your mirrors. A waved blue flag indicates there's a much faster car behind you. You're required to let it pass. Do not ignore this flag.



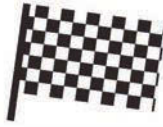
YELLOW AND RED

The presence of oil or fluid on the circuit. Slow down unless you want your Porsche to become best friends with a crash barrier.



BLACK

You've been misbehaving! If you see a black flag, then you've probably been driving like an idiot. Consequently, your session is over. If you're sure you've been sensible behind the wheel, then there must be something seriously wrong with your car. Either way, you must return to the pits immediately.



CHEQUERED FLAG

Session over. Make your way back to the pits. Use your drive back to base as an opportunity to let your car cool down. Slow speed is your friend.

ON TRACK

You've been given permission to head out, you're finally strapped in, and you're ready to engage in your first track session. Exciting times, but what now?!

ETIQUETTE

Everybody at a racing circuit has the same idea as you: they want to drive fast, overtake everything in sight and avoid crashing! It's up to participants to obey the rules laid out during the driver briefing, but don't assume that everybody in the room was listening. Track days can attract imbeciles who think they're the next Schumacher despite the fact that they have no track day experience and are in cars ill-equipped to cope with what's being asked of them. All it takes for an accident to occur is for these oafs to overtake on the wrong side, or to do so at a stretch of track where passing isn't allowed. Make sure you're not one of these guys, don't drive beyond your capabilities and don't let the red mist take hold. And remember, most circuits operate an 'overtake on the left' policy, so be prepared to flick on your indicator and let faster cars pass by without complaint.



STAY COOL

Your car may be pushed to its limit at a track day, encouraging its working components and fluids to get hot. Take it easy on the 'out' lap (to get engine and tyres up to temperature), and perform an easy-paced 'cool down' lap before heading back to the pits. Firing up your Porsche's heater can help to dissipate excess heat. Only switch its engine off if you're satisfied that sufficient cooling has been achieved.

ONE LAST LAP

If you find yourself saying "one last lap", then it's time to pull into the pits and call it a day. It's commonly accepted that this is when you're most likely to do some damage; the temptation to have one last fling around a circuit could result in a trip to the kitty litter... or worse! If your car is one piece, and you if you feel that you've had a great time as you draw near to the end of your track day, then our advice is that you do your best to keep things that way.





Don't think the AA is going to believe you drove all the way to a race track and suddenly broke down in the venue's car park

PEACE OF MIND

No matter how careful or competent you are behind the wheel, you're at the mercy of whoever else is out on track. With this in mind, we'd recommend you do what you can to ensure you have adequate insurance cover for circuit-based activities. Various specialist insurers offer track day cover, from those who will recognise your Porsche as being a road car that experiences occasional circuit use, to those who cover full-blown motorsport machines. We'd also recommend you have comprehensive breakdown assistance. Regarding this last point, don't think the AA is going to believe you drove all the way to a race track and suddenly broke down in the venue's car park. Make sure you're covered before you leave home.



Contact

Nankang Tyre UK nankangtyre.co.uk **Trax Shows** traxshows.co.uk **Santa Pod Raceway** santapodraceway.co.uk
Javelin Trackdays javelintrackdays.co.uk **Motorsport Vision Trackdays** msvtrackdays.com **Track Days UK** trackdays.co.uk

smart drivers have
been fitting Nankang
since 1959



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

Nankang
Est. 1959
tyres

www.nankangtyre.co.uk



Nankang Tyre UK



@NankangTyreUK

VBOX VIDEO



VBOX VIDEO HD2 captures stunning video in full 1080p HD with real-time graphical overlay.

Supplied in a rugged, water resistant case, with two cameras, internal GPS logger, backup battery supply, up to 30s video pre-buffer and real-time graphical overlay, **VBOX VIDEO HD2** represents the ultimate in tough, reliable motorsport video loggers.

VBOX VIDEO HD2 comes with **CIRCUIT TOOLS**, an intuitive analysis software package designed to help drivers improve their track performance and accelerate the learning process, ultimately leading to better lap times.

- Synchronised video and data
- Dual camera 1080p
- Heart rate monitor
- Class leading driver training software (Windows, macOS & iOS versions)
- Configurable pre-record buffer
- Camera preview over WiFi
- CAN interface
- CAN signal database



Professional racing drivers share their experience on advanced circuit driving techniques in our **FREE** eBook: www.vboxmotorsport.co.uk/ebook

www.vboxmotorsport.co.uk

Horst Marchart

A time-served Porsche engineer who ensured the survival of his employer by changing its course forever

WORDS Eros Gosub PHOTOGRAPHY Various

At various points in its seventy-year journey, Porsche has flirted with financial collapse. Determined to defend its independence, the company's chief executives have continually been called upon to change the firm's direction through the introduction of new models and technology. Some of these changes have proved to be a runaway success, others have fallen at the first hurdle.

The transaxle family of cars provided a much-needed shot in the arm for Porsche at a time when the 911 was considered by many to be too old to offer anything appetising when compared to the more modern output of rival manufacturers. Of all transaxle models, the 944 was by far and away Porsche's biggest hit, going on to become the most successful product in the company's history prior to the front-engined, water-cooled car's fall in popularity as the 1990s drew near. Then, once again, Porsche found itself back at square one.

North America has always been Porsche's



He was promoted to technical director in 1991 and took responsibility for the engineering of the 993

biggest export market. The importance of this massive part of the business can't be understated, which is why a nosediving dollar and the end of the line for the 944 meant disaster for Porsche at the start of the new decade. The 968 was introduced to as an exercise in modernising the company's portfolio, but few people saw the car

as anything other than a re-skinned 944, despite claims from chief designer, Harm Lagaay, that his latest work shared only twenty percent of its components with the outgoing transaxle. Even so, announcing this after letting slip the new car would be labelled as the 944 S3 at the start of its development had little impact on the public's perception of what Porsche was offering.

Clutching at straws, the company invested massive amounts of cash in the Type 989 project. Essentially a four-door version of the 928, it was intended to compete with saloons being marketed by BMW and Mercedes. Sales of the 928, however, bombed before the 989 could see the light of day, encouraging

cancellation of the project. More money lost, no secure future in sight.

Enter Horst Marchart. A senior Porsche engineer of thirty years, his role gave him great insight into where opportunities to fill the company's coffers might lie. He was promoted to technical director in 1991, and immediately took responsibility for the engineering of the 993, but it's Porsche's transition to water-cooled cars that he'll be remembered for.

Marchart initiated the development of the Boxster, ensuring the model used

fifty-percent of the parts used in his other major project, the 996. Doing so massively reduced build costs. He also oversaw the development of the Cayenne SUV. All three of these new vehicles took their design cues from the abandoned 989, and all three were a massive sales success.

After a decade of innovation, Marchart retired in 2001, but not before ensuring the Carrera GT supercar concept was turned into a production reality. In a typically muted tone, chairman of the board, Helmut Sihler, described Marchart's impact at Porsche as "a stroke of luck!" Few know his name, but many owe the saviour of our favourite marque a huge debt of gratitude.



MOVING STORY

As teenagers, Graham Martin and Jay Winter fell in love with the 928. Today, the lifelong friends own this immaculate 38k-miler, a transaxle with an interesting tale to tell.

WORDS AND PHOTOGRAPHY **Davy Lewis**



Back in the mid-1980s, my uncle worked for Roger Clark Cars in Leicestershire. His visits were always highly anticipated, primarily because in addition to telling me stories told to him by his employer (one of rallying's greats), he'd arrive armed with Porsche brochures. To a car-obsessed ten-year-old, this was heaven.

I spent many hours drooling over the photos in each publication, taking great pride in memorising the vital statistics of the Porsches featured within. Like most of my classmates, I was a big fan of the 911, but there was another model that stole my heart the moment I saw it: the 928.

The car's sleek lines, futuristic rear end and that distinctive nose – complete with its cool pop-up headlights – made the 928 stand out against everything else I'd seen on the road. I can only imagine how mind-blowing it must have been to lay eyes on the front-engined, water-cooled V8 when it was unveiled at the Frankfurt Motor Show back in 1977!

I still love the 928 to this day, so you can imagine how excited I was to spend time with the immaculate Stuttgart-crested belter owned by lifelong friends, Graham Martin and Jay Winter. They've owned a string of Porsches between them, but a pristine, Guards Red 928 was the car the pair of petrolheads hankered after for many years.

If you're wondering why this particular land shark looks familiar, then let me to jog your memory. Graham and Jay's joy toy appeared in our launch issue (download a copy at bit.ly/40years928pm) as part of a group of 928s we pulled together for the magazine's cover story celebrating four decades of the grand touring transaxle. In fact, it was largely due to the emails and messages we received from readers asking for more information about the '82-plater that we decided to dedicate a more pages to the car, a decision which led me to visit the Porsche-sharing pals with my camera.

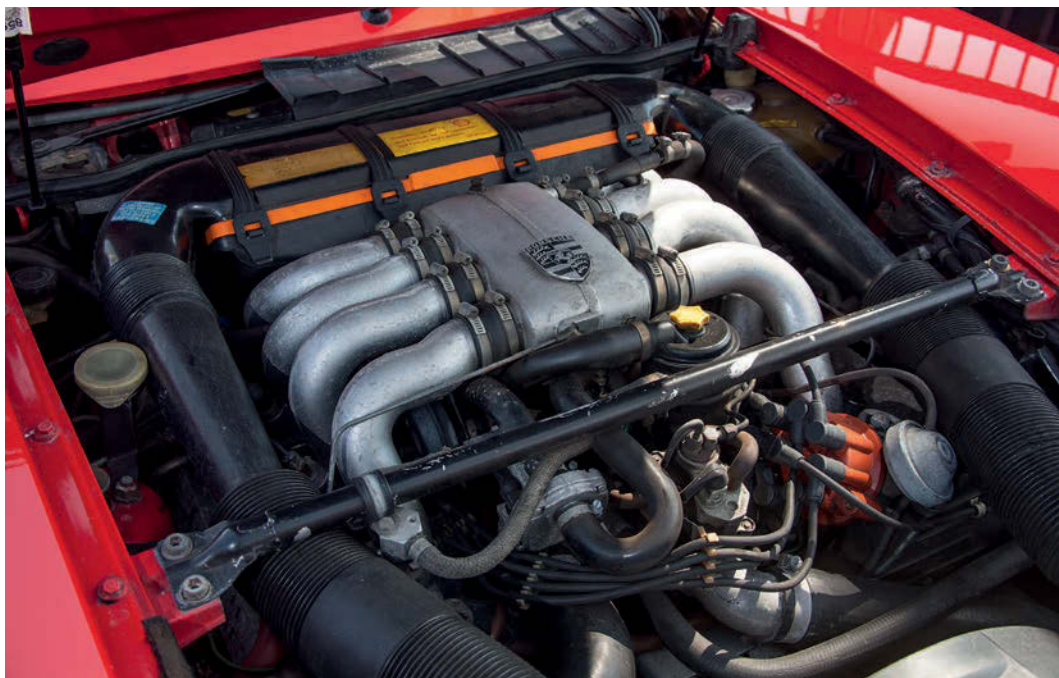


» Graham, founder of the 928 Passion Group (bit.ly/928passion), takes up the story. “Jay and I have always been big fans of early 928s. More specifically, we like 928s manufactured from the model’s launch until the introduction of the S4 in 1987. I remember being eighteen years old when a wealthy friend of ours showed us his new Guards Red 928 S. We were blown away. It was as though we’d been presented with a fantasy vehicle lifted out of a Gerry Anderson television show! The pair of us immediately fell in love with the Porsche we were standing in front of, affection encouraged by the car’s smooth styling, its Fisher-Price-esque dash switches and the roar of its 4.7-litre V8 engine.”

CHILD’S PLAY

Bitten by the bug, Graham and Jay would favour Porsches over other cars from that point onwards, with Graham eventually laying his hands on a 928 S of his own. “I ran it as a daily driver!” he smiles. “The car covered a lot of miles, but as my kids’ legs grew, it had to go. It’s easy to forget that despite its length, the 928 is a two-plus-two, not a full four-seater.”

As you can probably guess, letting go of his dream car was a less than enjoyable experience, but with businesses to run and families to keep happy, less exotic machinery remained on his and Jay’s driveways until the time came to join forces and rekindle their love of Porsche’s only coupe powered by a front-mounted V8. “We found ourselves talking about the possibility of buying an early 928. Consequently, fifteen different cars were considered, all of them with problems not revealed in sales spiel. We were beginning to lose faith when we stumbled upon the Guards Red 928 S we’re in possession of today, a car which appeared before us at an owners club meet,” says the Enfield-dweller.



Above and left In almost four decades, this Guards Red modern classic has covered just 37k miles, limited distance that explains the excellent unrestored condition of paintwork, cabin furniture and mechanical equipment



XLW 617X wasn't being offered for sale, but model fanatic and The Independent Porsche Enthusiasts Club (TIPEC) promoter, Vince Dallimore (the proud pilot of the S4 featured on the cover of our launch issue), made the car's custodian aware of the dynamic duo's desire to step in as new owners. Six months later, they were invited to take the object of their desire for a lengthy test drive.

"This was no straightforward inspection," Graham recalls. "The guy grilled us for over an hour about our passion for Porsche in order to ensure we weren't shifty car dealers or hot rod merchants!" Satisfied he was dealing with genuine 928 enthusiasts who would cherish the super-low mileage, three-owner car they'd come to see, the would-be interrogator gave them the green light to run away with its keys.

MAKE A SPLASH

37k miles. That's what the odometer reads. Not bad for a car closing in on its fortieth birthday! The pretty Porsche was originally supplied to Noel Fischer, then chairman of MFI. He kept the fast four-wheeler after his retirement from

the furniture retailing giant, ensuring his pride and joy was fastidiously maintained while it was under his rule. Speaking with Fischer's widow following her husband's death, Graham was amazed to discover the car was the unlikely subject of a bizarre case of mistaken identity in the eyes of the Flying Squad after a near-identical 928 had been used as a getaway car for armed robbers at the very same marina the Fischers kept their motorboat!

Mrs Fischer remembers a loud commotion outside the family home. Peeking out from behind her curtains, she saw squad cars arrive at speed, spraying driveway gravel in all directions as they came to an abrupt halt at her front door. Anxious police officers demanded to know where the MFI man was. As it happened, he was away working in London. Nevertheless, he sped home as soon as he heard what was occurring back at the ranch. "He had to explain where he'd been during the time of the robbery!" gasps Graham. "Fortunately, plod accepted what he'd told them. To be frank, it seems unlikely the boss of the UK's largest supplier of kitchen and bedroom furniture would be waving guns in ➤

DRIVER

Q&A



GRAHAM MARTIN

Occupation
Director of a recruitment company

First Porsche
928 S2

Favourite Porsche
This one!

Best thing about your 928 S
The build quality

Worst thing about your 928 S
Having to sell it

JAY WINTER

Occupation
Photo retoucher

First Porsche
A light blue 944

Favourite Porsche
911 GT3 RS

Best thing about your 928 S
It looks like nothing else on the road

Worst thing about your 928 S
I hated the aftermarket head unit we inherited with the car!

Mixed fortunes

Seven years after the 928 was discontinued, Porsche achieved renewed success with a front-engined V8 production model when it launched the Cayenne SUV. Much like the 928, the Cayenne entered the market to decidedly mixed reaction, but where the 928 failed to be accepted by a large number of 911 fans, the Cayenne's status as a standout performer in a completely different sector has seen its popularity grow to such an extent that along with the Boxster, the model is credited with saving Porsche from the brink of bankruptcy. Ironically, that was exactly the job Porsche hoped the 928 would achieve against dwindling 911 sales forty years ago!



STABILITY ENCOURAGED BY THE MODEL'S REVOLUTIONARY 'WEISSACH' REAR AXLE

» people's faces before robbing their effects and using his own highly distinctive car as a means of escape!"

Scenarios like this aren't presented as being quite so unlikely on the big screen; in Hollywood, 928s are often driven by naughty people. Think Al Pacino in *Scarface* and the young Tom Cruise 'driving it like he stole it' in *Risky Business*. Fortunately, Graham and Jay's car has been treated with respect by each of its owners, including them.

The timing belt and water pump were replaced by Ensign Motors, Jay's family's garage in Manea, Cambridgeshire. He sourced an original Blaupunkt radio/cassette head unit to replace the aftermarket compact disc player that'd been fitted, although he won't be drawn on what tapes he listens to! What he is happy to confirm is his and Graham's desire to leave the car in a standard state of tune, especially when it features so many desirable factory extras, including rare Porsche script body graphics and a lack of sunroof.

The delightfully analogue interior boasts cream hide, which makes a refreshing change to black. The light leather affords the cabin an airy feel and still smells fresh thanks to the low mileage, which equates to limited seat time.

Mechanically, everything is in excellent condition. "There are no noises, no rattles," confirms Graham. "Gear changes are super-smooth, and two seconds after the starter whirs, the 4.7-litre V8 kicks into life with a steady growl from the stock, twin-exit exhaust."

As contemporary road testers noted upon the 928's launch, it's a well-balanced and supremely composed car, stability encouraged by the model's revolutionary 'Weissach' rear axle, developed to eliminate lift-off oversteer. "There's no ABS, no traction control. The steering is surprisingly meaty, but not too heavy," continues Graham, citing the 928 as a far more enjoyable ride than a similarly-aged 911. "The car was displayed inside Porsche Centre Hatfield as the

dealership's 'Classic of the Month' a short while ago," he says, proud that the car him and Jay love to dote on has been recognised as something special by technicians who have worked on some of the best 928s out there (read all about the V8s we're referring to by ordering a copy of our September issue at bit.ly/americanoutlaws-up).

EYES ON THE PRIZE

The vast majority of 928s were sold with automatic gearboxes. Graham and Jay's car is one of the many, making it every inch the burly grand tourer, a Porsche totally at home on long journeys where it can eat through distance. The delivery of power is effortless and makes for a rapid-yet-refined cruiser. Sure, later transaxles have more power and extra toys, but there's something about a 928 S that's just so... right.

It's heartening to know there's an army of enthusiasts doing what they can to keep surviving examples of Porsche's first proper mile muncher in fine fettle. "Sadly, we need to sell the car," cries Graham. "I've got another 928 in need of attention, and Jay's bought a 996 Turbo. We're loathed to part with a Porsche that's been such a pleasure to own, but needs must," he concedes. Yep, you could be the next owner of this ace land shark. Head over to the928.com and register your interest in writing a fresh chapter in this terrific transaxle's story. Well, what are you waiting for?!



Above and left Many years after it was first introduced to the world, the 928 still cuts a striking figure, and looks unlike any other car designed before or since the V8 transaxle's release into the wild



Porsche 928 S Coupé £52,000

This is a stunning example of a 1986 928 S Coupé in Crystal Green Metallic with 65,879 miles. Fully restored as part of the Porsche Classic Restoration Competition 2016, it features an automatic gearbox, an electric sunroof and a Porsche Classic Radio Navigation System. Please call 01707 277 911 for more information.

Porsche Classic Partner Hatfield
1 Hatfield Avenue
Hatfield Business Park
Hatfield
Hertfordshire AL10 9UA
info@porschehatfield.co.uk
www.porschehatfield.co.uk



PORSCHE

pktmags.com/ultporsche

SUBSCRIBE TODAY

ON THESE SPECIAL OFFERS

OFFER 2. UK PRINT EDITION

12 ISSUES FOR THE PRICE OF 10*

UP
TO
**SAVE
16%**

→ NEVER MISS AN ISSUE → FREE DELIVERY DIRECT TO YOUR DOOR



*UK Direct Debit print offer only. Pay just £49.50 (saving 16%) for 13

3
EASY
WAYS
TO ORDER

1 ONLINE
shop.kelsey.co.uk/ult

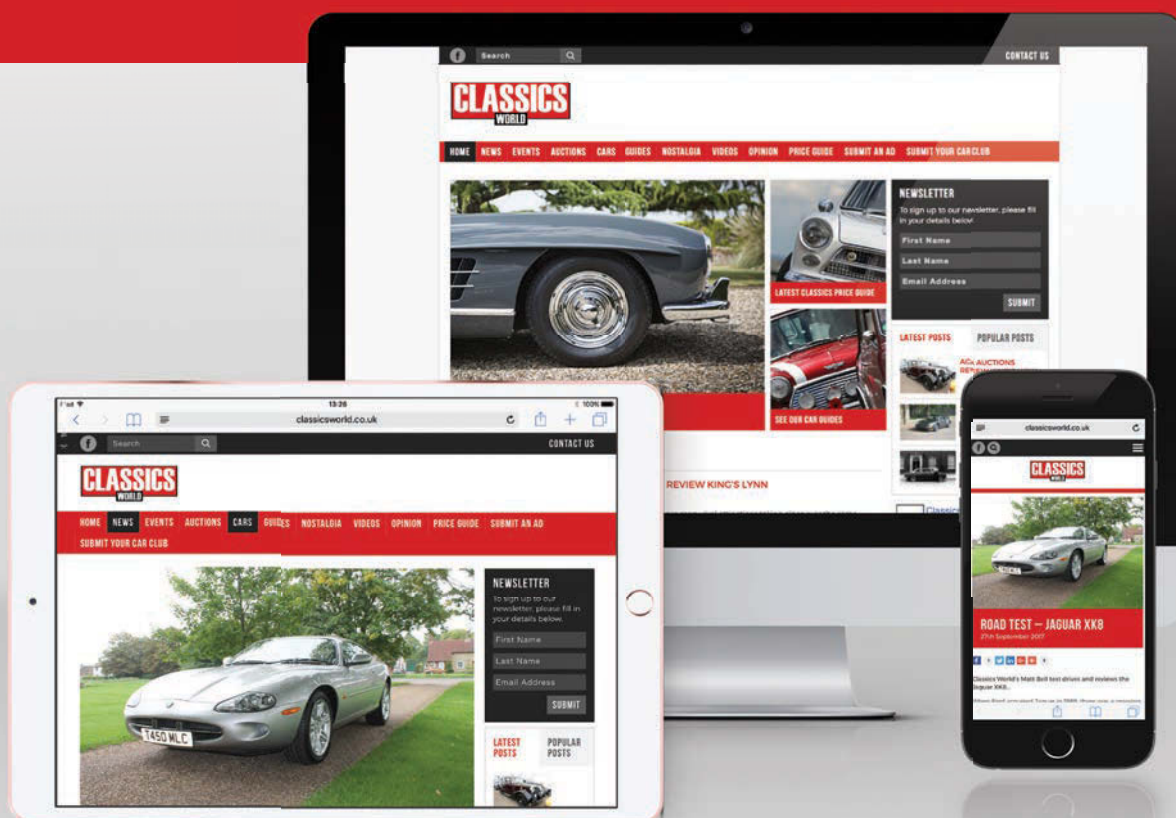
2 POST
Fill in the form and send to: **FREEPOST RTKZ-HYRL-CCZX**,
Ultimate Porsche Magazine Subscriptions, Kelsey Publishing Ltd.,
Cudham Tithe Barn, Berry's Hill, Cudham, Kent, TN16 3AG

3 CALL OUR SUBSCRIPTION TEAM
01959 543 747 & quote offer code ULTP0618
Hotline open: Mon - Fri 8am - 6pm.

CLASSICS WORLD

THE **NEW** HOME of classic cars!

Classics World is our brand new website where you'll find the latest classic car news, guides, reviews, drives, events and everything you need to know about maintaining, driving and enjoying your classic car.



Visit **classicsworld.co.uk**
and start exploring!



GET FEATURED!



**WANT TO SEE YOUR CLASSIC
PORSCHE IN PRINT?
SEND US THE DETAILS!**

Email a description and no more than
five photos of your pride and joy to
dan.furr@kelseymedia.co.uk

Twitter @ThePorscheMag **Facebook** facebook.com/UltimatePorsche **Instagram** theporschemag



Under the hammer

Hammer time!

Last month's Classic Car & Restoration Show featured an exciting sale held by Classic Car Auctions. Unsurprisingly, there were plenty of Porsches up for grabs...

WORDS **Dan Furr** PHOTOGRAPHY **F. Bentos (Mrs)**

**SOLD FOR
£18,150**



1979 928

Representing German V8s at the event, this 4.5-litre right-hand drive 928 benefits from a recent glass-out respray, a nearside door mirror and excellent trim in original black leather with Pascha cloth. A full mechanical recommission (including timing belt and water pump renewal) was carried out at the end of last year, ensuring the unstressed 4.5-litre eight-cylinder engine is in excellent

health. An extensive history file reveals less than 98k miles since the car's manufacture in 1979, when it rolled off the production line with an automatic transmission. Described by Classic Car Auctions as "one of the nicest 928s we've seen," the silver, Teledial-shod GT attracted a lot of interest before the hammer dropped. We're not entirely convinced by those registration plates, though!



1994 968 CABRIOLET

Completely refreshed by the vendor, this good-looking drop-top was offered with a huge file of photographs detailing its entire history. Originally sold in America, the left-hand drive transaxle has covered just 62k miles and benefits from a recent engine overhaul. Black rims, a smoothed front end, Cabriolet script graphics and tan leather make this nifty 968 the perfect Porsche for the coming summer months (at least we hope they're on their way!), a view shared by the lucky winning bidder, who managed to bag this veritable chunk of rag-top glory for less than fifteen grand. Nice.



**SOLD FOR
£14,850**

**SOLD FOR
£33,000**



1976 911S 2.7 SPORTOMATIC

Showing little more than 18k miles, this left-hand drive 911S Sportomatic was dry stored in Japan for more than two decades, treatment that goes some way towards explaining the excellent, unrestored condition of the car. For the past twelve months, it has been living in the UK. After its arrival in Blighty, the car was fully recommissioned (work including servicing, new fuel lines and new brakes) and

afforded an official Porsche Certificate of Authenticity outlining original specification and build numbers. Classic 911s loaded with Sportomatic are becoming highly prized among collectors following a resurgence of interest in the novel transmission, which was often replaced by a standard manual gearbox in period. Perhaps this explains why the 2.7-litre white wonder offered at the NEC fetched a pretty penny?

**SOLD FOR
£20,350**



1962 356 B

With this year being the 356's seventieth birthday, it comes as little surprise to see examples of Porsche's first production car at auction. Besides, nothing improves values quite like renewed interest as a consequence of a major anniversary, so when better to offload a tired example of a 356 B coupe than 2018?! This Ivory White, left-hand drive restoration-in-waiting was originally being sold to a buyer in Switzerland. Recently imported to the UK from Japan (yes, another one!), the car retains its original electric sunroof and wing mirror. It was also presented at auction in its factory paint, allowing interested parties the opportunity to see just how far down the road of repair the car has travelled.





Under the hammer

SOLD FOR
£31,350



1965 912

As sale prices for classic 911s shoot forever upwards, demand for good 912s in standard specification has also reached new heights in recent years. This gorgeous example was built in 1965 and is powered by an early 90bhp 1.6-litre lump, albeit not one original to the car. Similarly, there have been changes to its interior (a roll cage, sports seats and safety harnesses), although the standard three-gauge dash remains. A USDM four-shooter imported in 2015, this 'baby 911' has been treated to a superb restoration and was offered with a photo album packed full of pictures of project progress.

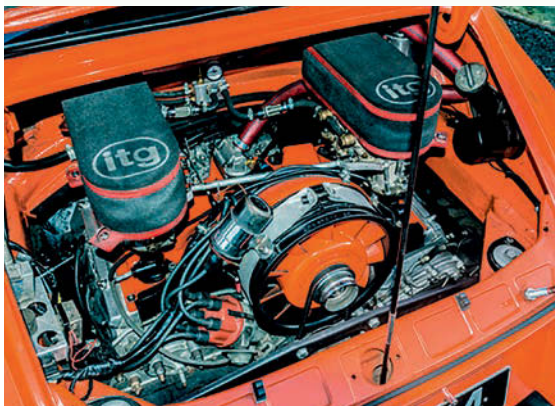
SOLD FOR
£36,850



**BIG
SPENDER**

1981 911 SC

Regular readers will recall last issue's Porsche People feature, where we showcased the strong presence of Stuttgart-crested four-wheelers at the NEC Classic Car & Restoration Show. Among the highlights, we presented this 911 SC, a car *Ultimate Porsche* reader, Chris Cranston, was interested in buying. Beautifully presented, the heavily modified, wide-arched track attacker is equipped with RSR-spec headers, twin 40s, GRP body panels, three-piece Dage staggered rims and was subject to a ground-up rebuild in 2014. Polybushed, weighing just 1050kg and ready to race, the three-litre lout fetched far less than we predicted.



1982 924

Few transaxles deliver the same sense of fun as a Pascha-trimmed Guards Red 924, let alone one decorated with gold rims! Fully resprayed two years ago, this two-litre treat was offered with new shock absorbers, new braking equipment, a Weber carburettor conversion and the assurance of a recent service, all factors that support the seller's claim the car has been cherished during the ten



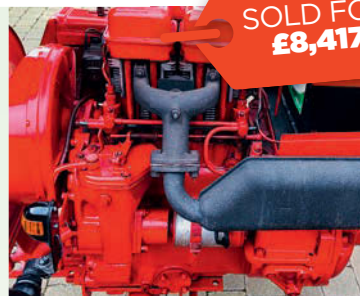
SOLD FOR
£6,050

years he's owned it. With just 46k miles from new, we were surprised to see a low final sale price a shade over £6k. Even so, that's significantly higher than the sum most 924s were fetching a few years ago! Perhaps it's time to treat yourself to an example of Porsche's front-engined, water-cooled sensation before purchase prices creep any higher?



1961 217F STANDARD T

We love a good ol' Porsche tractor (three cheers for an air-cooled creation from Stuttgart we can afford!), which is why we were so excited to see a restored 1961 Standard up for grabs when bidding got underway in Brum. Regardless of its absent history file, this terrific agricultural machine was restored to show standard by its previous owner. Benefitting from all new components, including a triple-bearing crankshaft, oil bath air filter and a radial cooling fan, this twin-cylinder, 20bhp diesel runs like a dream and was offered with a new NOVA certificate after all UK import taxes were paid prior to the NEC show.

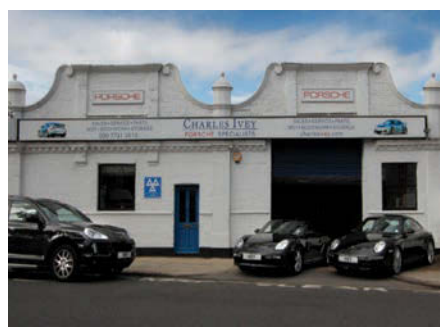


SOLD FOR
£8,417

CHARLES IVEY

SPECIALIST CARS LTD

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



160 Hurlingham Road
Fulham, London SW6 3NG



Ivey House, Hollyfield Road
Surbiton, Surrey KT5 9AL

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



MOBILE WELDING SERVICES

Classic & Sports Car Welding Specialists

RESTORING CLASSIC CARS NATIONWIDE - SINCE 2005



Mobile: **07740 582 910**

Workshop: **01299 266 572**

www.mobileweldingservices.org



enquiries@mobileweldingservices.org



GREEN WIDE MONSTER

This brightly coloured race car's road-based future is being powered by a fully-built 3.6-litre flat-six.

WORDS Dan Furr PHOTOGRAPHY Andy Tipping





Classic American hot rods. Vintage British two-seaters. Modern Italian supercars. Mark Cilani has had them all, so why keep returning to air-cooled Porsches? “I love the sense of camaraderie you experience when you get together with owners of classic 911s,” he says. “It’s difficult to explain, but it’s the reason I fell in love with the brand after buying a 1979 930 many years ago.” His fondness for old-school Porsches is clear to see when we ask him to name his favourite model. “It’d have to be the 917 or 935 race cars,” he smiles. “I adore classic Porsche motorsport machines. They’re just so exciting, so visceral.”

On first impression, his current ride resembles what you might expect the result of his fondness for 911 Turbo street cars and love of Le Mans track attackers to be if the two collided head-on; it may have started life as a modest 911 SC, but the hulk-like wide-body we’ve come to see looks as though component parts from its

owner’s favourite road and race Porsches have been thrown high in the air before landing on top of one another, forming the 3.6-litre, BBS-rolling beast. Given how aggressive it looks, it’s unsurprising to hear the car has a racing history.

“I don’t yet know the full extent of my 911’s track-based activities,” sighs Mark. “I can confirm it competed in various competitions in the hands of a privateer based in the Midwestern United States back in the 1980s, but I’ve yet to dig into the detail.” What he can tell us is the car’s specification in the here and now.

SWAP SHOP

The original engine is long gone, replaced by a fully-built 3.6-litre unit donated by a wrecked 993. Filled with Mahle pistons, Carillo connecting rods, an RS camshaft set and making use of twin-plug ignition, the fiery flat-six screams through a switchable custom twin-exit exhaust comprising bespoke headers and a Boxster S Sport muffler. A high-flow fuel pump sends a plentiful supply of happy juice to

Lasting legacy

This year marks the 911 SC’s fortieth birthday, adding to what is already a huge twelve months of celebration for Porsche. Understandably, it’s the 356’s seventieth anniversary that’s grabbing headlines, but the 911 SC’s importance to the survival of the manufacturer shouldn’t be ignored. Often dismissed in favour of the later Carrera 3.2, the three-litre SC was Porsche’s answer to declining 911 sales. Today, the SC represents one of the cheapest ways to get a foot on the tricky ladder of air-cooled Porsche ownership.



THIS SUBLIME 911 SC CAN'T BE MISSED

the engine from an ATL fuel cell, while a neat Patrick Motorsports transmission conversion kit allows for the use of a recently rebuilt and strengthened 915 gearbox.

The staggered split rims you're looking at are genuine BBS, measuring fifteen inches in diameter with a whopping eleven inches of width at the rear. As for the tyres, despite looking like they've just been manufactured, they display a date stamp indicating they were made in 1989! "I'm a big fan of old Yokohama race rubber. The age of the tyres fitted to my car means they're incredibly hard and super-slippery. Driving on them is a lot of fun!" grins Mark.

His SC's other chassis equipment is just as race focused; Von Shocks coilovers join 935-esque tubular lower arms and spring plates, while 944 Turbo brakes clamp tight onto drilled discs. They do a great job of slowing the car from high speed, which it manages to achieve with ease thanks to big bhp pushing an overall weight tipping the scales at a shade over 950kg. "Back when the car raced in the 1980s, it was fitted

with a fibreglass ducktail and a roof skin made from the same composite material," continues Mark. "Deleting the factory sunroof got rid of a lot of unneeded bulk. The same result was achieved when Lexan polycarbonate windows were installed," he adds, before surprising us by revealing the wide arch bodywork is all steel. "Even the custom-fabricated hood is made of metal!" he smiles, pointing out the panel's huge inverted scoop, a feature designed to promote increased airflow through his car's front-mounted oil cooler.

MINT CONDITION

Originally white, this sublime SC can't be missed thanks to an extraordinary paint job in a custom shade of green. Race-inspired stripes add to a purposeful look further enhanced by the presence of a cabin populated by a full roll cage, Corbeau and MOMO buckets, a lightweight carbon-wrapped dashboard, an EZ Wiring relay box and harness, a Sparco three-spoke steering wheel and not much else.

Facing page 3.6-litre 993 lump is fed fuel pumped into an ATL race cell

Above No creature comforts here, thanuverymuch!



THERE'LL BE FASCINATING FUN FACTS REVEALED WHEN HE DELVES INTO HIS BREATHTAKINGLY QUICK 911'S PAST



DRIVER Q&A



MARK CILANI
First Porsche
1979 930

Best thing about your 911 SC
The absence of driver aids make for a totally immersive driving experience

Worst thing about your 911 SC
Probably the lack of air-conditioning and soundproofing

Most expensive modification
The engine build, although the lively camshaft set and gobs of horsepower make the cost totally worthwhile

» “Despite its obvious track-friendly equipment, I don’t intend to race the car,” says Mark. It gets plenty of use on the road, though. Proving the point, he drove his green machine to the fifth Luftgekühlt event, which took place in Torrance, California, last month. Organised by Le Mans winner, Patrick Long, the hugely popular Porsche-themed festival brings together owners and enthusiasts from all over North America, with works drivers and the cars that made them famous proving to be a massive draw.

Among the scores of brightly coloured road and race cars presented at Luftgekühlt this year, a silver single-seater sitting on old-school, open-centre, five-bolt rims would have been easy to miss, had it not been for the fact the Porsche in question was signposted as 804-03, the Formula One Grand Prix winner raced to victory by Dan Gurney at Castle Solitude in Germany on July 15th 1962. As you can see, Luftgekühlt is no ordinary classic car meet! We’ll bring you our show report in next month’s issue of *Ultimate Porsche*.

BIG HITTER

Even in company as illustrious as the 804 which secured Porsche’s only F1 win as a constructor (read all about the manufacturer’s history in the sport by flicking to page 48), not to mention the appearance of many other race cars with strong competition pedigree, Mark’s outrageous SC

attracted a lot of attention at the event, with plenty of punters keen to know more about the green wide monster’s own racing provenance. It’s a story yet to tell, but while we have no doubt there’ll be fascinating fun facts revealed to Mark when he decides to delve into his breathtakingly quick 911’s past, we can be sure his enduring love of classic Porsches means the car has a future that promises to be just as bright as its awe-inspiring paintwork.

Above and below Race car heritage is clear to see from every angle





www.gazshocks.com

TÜV and ISO9000 Certification

Here's one we built earlier...
...can we build a set for you?



GAZ NEW for Porsche

GAZ Gold
Coilovers for
Boxster 986
and
Boxster S



GAZ GT Shock Absorbers

A very extensive range of telescopic dampers for both modern and classic car applications.

- These units can be built in various open and closed lengths.
- Bump and rebound is adjustable by means of a single control knob.

All units in all our ranges can be purchased individually or repaired, by return, in the event of an accident. Leda rebuild service also available.

A full range of springs are stocked at the factory for road and motorsport use.

GAZ GHA kits

Gaz GHA height adjustable kits are primarily made for the modified road car market.

FEATURES:-

- On car damping adjustment
- Shortened body and stroke lengths to allow a -25 to -65mm ride height adjustment
- Coarse acme form thread for ease of adjustment
- Zinc plated to minimise corrosion
- Includes high quality coil springs in various rates and diameters.
- Spring rates can be altered on request.
- When a coilover is unable to be installed a separate damper and rear coil spring with a variable spring platform is used so the kit retains full height adjustment all round.

GAZ Gold Coilover Kits

Premium height adjustable kits for tarmac motorsport and the serious track day enthusiast.

FEATURES:-

- On car damping adjustment
- 62mm bodies for increased oil capacity.
- Induction hardened piston rods
- Multi lip sealing.
- Gas cell in the outer reservoir to prevent cavitation and reduce fade in motor racing conditions.
- Lightweight billet alloy bases, end fittings, seats, lockrings, rod guides and gland nuts.
- Black Zinc coated steel outer tube to provide the best anti corrosive finish possible.
- Anodised outer alloy components



GAZ Gold RACE
Coilovers for 944
Turbo / 968

GAZ Gold
Coilovers for
Classic 911
Series E models
from 1971 -
1974 including
the 911S,
911T and
Carrera RS.



www.gazshocks.com
enquiries@gazshocks.com

Gaz Shocks Ltd
Rayridge House, Swinborne Road
Burnt Mills Industrial Estate
Basildon, Essex, SS13 1EH

Telephone:

01268 724585

Ultimate Porsche BACK ISSUES

WE HAVE AN EXTENSIVE
CATALOGUE OF ULTIMATE
PORSCHE MAGAZINE
BACK ISSUES.
GO ONLINE TO VIEW ALL
EDITIONS THAT ARE AVAILABLE
TO BUY FOR DELIVERY
AROUND THE WORLD.



ORDER NOW WHILE STOCKS LAST!
shop.kelsey.co.uk/upback
01959 543 747

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

*Price includes postage and packaging to all UK addresses. Go online or call for overseas prices.

ONLY
£4.95*
PER ISSUE
INCLUDING
P&P!

WHY NOT TRY THESE OTHER GREAT TITLES
3 ISSUES FOR JUST £5*



ON TAKING UP THIS SPECIAL SUBSCRIPTION OFFER YOU WILL RECEIVE
THE NEXT THREE ISSUES TO BE PUBLISHED OF YOUR CHOSEN
MAGAZINE, DELIVERED DIRECT TO YOUR DOOR!

QUOTE OFFER
CODE:UPR3

GO ONLINE OR CALL NOW
shop.kelsey.co.uk/upr3
01959 543 747

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

*UK Direct Debit offer only.

SUBSCRIBE TODAY

3 ISSUES
FOR JUST £5*

• Save 62%** on the shop price • Free delivery direct to your door • Never miss an issue



3 EASY WAYS TO ORDER

1 ONLINE
shop.kelsey.co.uk/vww3452 POST
Fill in the form and send to: FREEPOST RTKZ HYRL CCZX,
VolksWorld Subscriptions, Kelsey Publishing Ltd.,
Cudham Tithe Barn, Berry's Hill, Cudham, Kent, TN16 3AG3 CALL OUR SUBSCRIPTION TEAM
01959 543 747 & quote offer code VWW345

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

*PLEASE NOTE: 3 issues for £5 offer is a Direct Debit, UK subscription offer only. You can cancel at any time in writing in the first three months and £5 will be your only commitment. If you do NOT cancel in that time, a regular payment will continue at £22.88 (still saving 20%), taken via direct debit from your bank every 6 months. **62% discount calculated on your first 3 issues.

SUBSCRIPTION OFFER SUBSCRIPTION OFFER

VOLKS
WORLD

SUBSCRIPTION OFFER SUBSCRIPTION OFFER

YOUR DETAILS

Mrs/Ms/Miss/Mr Forename

Surname

Address

.....

..... Postcode

Daytime phone Mobile

. Email

DELIVERY DETAILS (if different from above)

Mrs/Ms/Miss/Mr Forename

Surname

Address

.....

..... Postcode

Daytime phone Mobile

Email

☒ **YES! Please send me the next 3 issues of VolksWorld for just £5.**

After 3 issues I understand that my subscription will continue at the low rate of just £22.88 every 6 months, saving *20% on the shop price – unless I write to tell you otherwise.

Instructions to your Bank or Building Society to pay by

Name of Bank

Address

.....

..... Postcode

Account name

Sort code Account number

--	--	--	--	--	--	--	--	--	--

Signature Date

Originator's Id number

8	3	7	3	8	3
---	---	---	---	---	---

Direct Debits from the account detailed in this instruction subject to the safeguards assured by the Direct Debit guarantee. I understand that this instruction may remain with Kelsey Publishing Ltd. and, if so, details will be passed electronically to my Bank or Building Society.

PLEASE SEND COMPLETED FORM TO:
FREEPOST RTKZ HYRL CCZX,
 VolksWorld Subscriptions,
 Kelsey Publishing Ltd., Cudham Tithe Barn,
 Berry's Hill, Cudham,
 Kent, TN16 3AG

We may wish to contact you regarding our special offers that we believe would be of relevance to you. Please tick the boxes that you would be happy to receive these communications via ☐ Email ☐ Post ☐ Phone ☐ Text Message.
We will not pass your details onto third party companies.

Offer available to new subscribers only and closes on the 31 December 2018. Here at Kelsey Publishing we take your privacy seriously and will only use your personal information to administer your account and to provide the products and services you have requested from us. We will only contact you about our special offers via the preferences you have indicated above and you can update these at any time by emailing us at subs@kelsey.co.uk or by calling us on 01959 543 747.

NEXT MONTH

On sale Friday 15th June

**SUBSCRIBE TO
ULTIMATE
PORSCHE**

SEE PAGE 82
FOR DETAILS



Double Quick

STEAMPUNK 356 AND 912 SEMA STARS



Plus

DUBUNIT 993

CARBON-CLAD STEALTH MACHINE

PHOTOGRAPHY GUIDE

**EXPERT TIPS TO HELP CAPTURE YOUR
CLASSIC PORSCHE IN ITS BEST LIGHT**

FIND YOUR LOCAL STOCKIST www.bit.ly/storeup

**Specialist vehicle
insurance from
people who share
your passion.**



rhspecialistinsurance.co.uk

0333 043 3911



From iconic models to future classics –
we've been providing specialist vehicle
insurance for over 40 years.



EXPERT ADVICE • FAST GLOBAL DELIVERY • FREE UK SHIPPING OVER £35



BRAKING



BODY PARTS



ELECTRICAL



EXHAUSTS



SERVICE PARTS



SUSPENSION