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**SEE PAGE 84
FOR DETAILS**



HAPPY RETURNS

YOU LOVE 928s, we love 928s, which is why we try to include tasty examples of Porsche's first V8-powered production car in every edition of *Ultimate Porsche*. This issue is no exception to the rule, and we've got an absolute belter for you in the form of Dan Curwin's 1984 928 S2, a pristine example kitted-out with manual transmission and a wealth of other enviable factory options.

We've also taken the opportunity to look back at the history of the model many affectionately refer to as 'land shark', from its inception as a proposed replacement for the ailing 911 through to the grand tourer's discontinuation in 1995. Sleek, stylish and supremely powerful for its day, the car remains popular with Porsche enthusiasts and is recognised across the globe for its other-worldly appearance and ability to effortlessly cover ground at speed.

Talking of creating an impact, this issue's cover star is a recently restored 1975 911S afforded a new lease of life by the guys at independent Porsche specialist, Canford Classics. Notwithstanding the fact it's the first 'impact bumper' 911 company boss, Alan Drayson, and his team of talented technicians have restored, the car's significance is its status as the inspiration for the launch of clothing brand, Motoratus. You'll see what I'm referring to when you turn to page eight and spot the car's owner, Tom Davies, dressed exactly like the interior of his Targa-topped classic!

Ultimate Porsche wouldn't be *Ultimate Porsche* without a healthy dose of modified motors, and those of you looking for your

monthly fix of altered Stuttgart speed machines need only to turn to page 24 to see the amazing 356 and 912 restomods which set t'internet ablaze after their unveiling at the fiftieth SEMA Show a few months back. Dressed in identical paint jobs, powered by 180bhp engines and filled with lashings of quilted leather, the punchy pair of Porsches are the work of a man who previously gained attention for assembling a SEMA-starring Beck-bodied 356 Speedster evocation.

Sitting at the opposite end of the air-cooled timeline to the 356 is the circuit-ready 993 Carrera 2 owned by Dubunit's Matt Roberts. Encouraged to buy the car after he was unexpectedly invited to race the RWB *Natty Dread Jr* longtail 964 at the 2015 Idlers 12 Hour Enduro, he's become addicted to Porsche life, and looks set to build upon the firm foundations laid by his car's previous owner, Production Touring Car Championship winner, Gary Duckman.

My own Porsche project continues apace, with the final pieces of the car's corrective metalwork recently being carried out at 944 specialist, Retro Restorer. Read my latest progress report on page 56. I can't wait to finally be able to take to the road in the turbocharged transaxle. Watch this space!

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MADE TO MEASURE

Lovingly restored by Canford Classics, this gorgeous, Targa-topped 911S inspired the launch of a clothing brand

WORDS AND PHOTOGRAPHY **Davy Lewis**





Attention to detail. It's what separates the good from the truly excellent, yet whether it's an exquisitely prepared meal, a beautifully cut suit or a superbly engineered watch, achieving such high standards isn't easy. Not should it be! After all, where's the sense of achievement in creating something anybody is capable of knocking out with the minimum of effort?!

As an ex-military man, Tom Davies knows a thing or two about being punctilious. Indeed, one doesn't spend a successful career as an officer at the top of his game without showing extreme care for the minutest of details. Now enjoying his retirement, Tom has continued to exercise precision through his care of a very special classic Porsche.

The car in question is a spectacular 911S. Powered by a 2.7-litre flat-six and riding on its original 'cookie cutter' rims, the Targa-topped stunner is immaculate and boasts a rare Red

Madras interior. Of course, a finish as good as this doesn't happen by accident...

Regular readers will know of independent Porsche restoration specialist, Canford Classics (canfordclassics.co.uk), through the various Stuttgart-crested restorations we've featured shortly after they've rolled out of the firm's workshop in Dorset. Led by company boss, Alan Drayson, the team responsible for breathing new life into some of the finest European sports cars ever built always exceeds its clients' expectations, as was the case with Tom and his Targa. Few restorations, however, inspire the launch of a clothing brand!

"I bought the car close to three years ago after spotting it at Revival Cars, a specialist dealer in Hounslow," he recalls. "I'd bought a 996 as a retirement gift to myself, but in truth, I'd always wanted an air-cooled 911. I can trace my love of the model back to 1968, when a friend let me rag his 911S up and down a runway at the Royal Air Force base we were stationed at in Germany," he smiles.

Above Beautiful Red Madras retrim was carried out in-house at Canford Classics after Tom found a UK supplier for the material used

Facing page Motoratus jacket is inspired by the 911's radiant tartan upholstery



Built in November 1974 and registered in January 1975, the car he would go on to buy close to fifty years after first getting behind the wheel of a 911S was being offered with a black leatherette interior where its original tartan-esque cloth once lived. The silver stunner remained in this cosmetic state for a year after Tom's name appeared on its logbook. During this time, he refused various offers from interested parties keen to relieve him of his pride and joy, enquiries that led him to speak to Porsche Club Great Britain with a view to finding out just how desirable the car might be.

"I was told there was only a handful of 1975 model year 911Ss on the club's register!" he gasps. "It was at that point I really began to appreciate just how special the classic Porsche I'm in possession of is, which is why I decided to commission Canford Classics to restore the car back to its original state."

BELT AND BRACES

Alan's team stripped the car to a bare shell in order to ascertain its structural integrity. "It wasn't too bad," recalls Tom. "It was clear that repairs had been carried out over the years, fixes highlighted by less than desirable welding. Alan reasoned it made sense to replace the affected panels, which is exactly what he did." The engine and gearbox were moved into the company's mechanical repair room for a full strip and rebuild. "No corners were cut in an effort to ensure the car looks and performs exactly as it did when it rolled off the production line. The only snag we came across was sourcing Red Madras cloth," sighs Tom.

Reaching out to Porsche yielded disappointment ("even the manufacturer has lost the design template for this particular trim!"). Yet more heartache followed; a Porsche enthusiast in the USA claimed to have



Revised ride

The 1974 model year saw major changes introduced for the 911 line-up. Firstly, engine displacement was increased to 2687cc. There was also the use of Bosch K-Jetronic fuel injection. The most obvious change, however, came in the form of new 'impact bumpers', designed in response to American road safety legislation. Featured on all 911s up until the arrival of the 964 many years later, the 'accordioned' body parts were also fitted to the reintroduced 912 following the demise of the 914. Interestingly, Tom's Targa is the first 'impact bumper' 911 restored by the Canford Classics team!





» a stockpile of the distinctively-styled material, an admission which encouraged Tom to fork out a hefty sum in the hope of finally being able to secure the upholstery he'd been looking for. Unfortunately, the seller proved to be of questionable character, and it soon became clear he wasn't able to satisfy Tom's request. In fact, it took threats of an intervention by the Federal Trade Commission to ensure a refund! A painful experience, and one that led our man all the way back to square one.

STITCHED UP

"It was a difficult eighteen months," he admits. "Thankfully, I discovered an automotive fabric supplier in the UK who had just provided tartan cloth for the retrim of a vintage Lotus. The material was close to what I was after, leading me to place a request for replica Red Madras. I

set about sending it to Canford Classics, where my car's interior was fully retrimmed in-house, a job which included the creation of carpets tailored to original factory specification. My dream was finally becoming a reality!"

Tom wasn't the only one to get excited about the recommissioning of '70s cloth. The Motoratus clothing brand (point your peepers at motoratus.com) is the culmination of a partnership between two Porsche enthusiasts and Canford Classics. Featuring an awesome range of apparel (including t-shirts, jackets, sweaters, polos and driving gloves), the Motoratus line emphasises effortless style and functionality – the characteristics of a classic Porsche. As you can see in the photos printed on the pages before you, the Motoratus T-75R reversible driving jacket (see separate boxout) was inspired by the Red Madras »

Cut the cloth

The UK-made T-75R reversible jacket is designed short for functional use. It's an ideal driving jacket, and one which retains casual elegance away from the wheel. Stylish and classically cut, the T-75R lends itself to swinging arm movements, such as those you pull during hard cornering. Easy-access pockets, tapered sleeves, waist side adjusters and a snug stand collar feature, as does the same 100% Red Madras wool fabric found in Tom's Targa.



Above Flat-six was stripped and rebuilt while the car's bodywork took shape

Left The brushed 911 Targa bar is a design classic, and an iconic piece of Porsche history



THE SELLER PROVED TO BE OF
QUESTIONABLE CHARACTER AND
COULDN'T SATISFY TOM'S REQUEST

THE RECOMMISSIONED RED MADRAS IS PROUDLY DISPLAYED IN FULL VIEW THROUGH THE TARGA TOP



DRIVER

Q&A

**TOM DAVIES**

First Porsche
Second-gen 996 with Triptronic transmission

Best thing about Porsche ownership
Air-cooled cars need to be controlled, demanding a fun, unrivalled, integrated driving experience

Best thing about your 1975 911S Targa
The interior, but it's a fantastic machine in every respect



» interior of Tom's 911S. "By the time I managed to pin down a supplier for the replica Red Madras, my car had been with Canford Classics for close to twelve months," he tells us. "The tartan was the final piece of the puzzle." Fast-forward to April of this year, and the restoration was complete. Needless to say, we couldn't wait to whizz down to Dorset in order to join Tom at the point he collected his restored air-cooled classic.

POWER DRESSING

The silver paintwork shimmers in sunlight, accentuating the flowing lines of the 911's body, but it's the extraordinary interior that steals the show. The recommissioned Red Madras is nothing short of awe-inspiring, and is proudly displayed in full view through the Targa top.

The exhaust burbles into life with the firing-up of the 2.7. The unmistakable sound of the flat-six rings out, impressing Tom, a man who promptly notes how the easy his car's clutch depresses, and how smooth shifting has become.

"In my opinion, the 2.7 is a vastly underrated engine," he argues. "It's very torquey. People forget it was the base powerplant used in the development of the RS and RSR. It isn't one that should be overlooked."

"I can't praise the guys at Canford Classics enough!" he beams. "They've done a brilliant job. The professionalism and passion exhibited by each of the company's employees is second to none." What's next, then? "My car will be used as a promotional tool to help spread the word about Motoratus, and I'm looking forward to getting plenty of seat time when I venture out to car shows and charity events during the summer," he confirms. "My biggest challenge will be fighting my octane-obsessed daughter for the car's keys. She's already told me she's claiming it for herself when I pop my clogs!" he roars. Cleary, an appreciation for exhaustive attention to detail runs in the family!



Above Alan putting the recently restored classic Porsche through its paces at Canford Classics HQ



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Ulster welcomes Porsche driving heroes for new rally tour

Walter Röhrl and the Boyd brothers set for high-octane off-road action

Ireland's legendary rallying brothers, Derek and Adrian Boyd, will be back on familiar special stages when they drive the Titanic Déjà Vu Ulster route on the 1st September. Derek won the Ulster International Rally in 1977 with Rodney Cole, piloting a privately operated 911 Carrera RS. The County Antrim pair triumphed against stern opposition from the works entries of Russell Brookes (Escort RS1800) and Pentti Arikkala (Vauxhall Chevette HS).

In 1978, Derek led the pack at Ulster all over again, this time driving a works Triumph TRV8 until the car's engine blew up in dramatic fashion just three stages from home! His Ulster reputation was further enhanced when he finished second with Cole in 1980.

Adrian, a twice Circuit of Ireland Rally victor, was a winner over the County Antrim stages of the 1972 Texaco Rally, the forerunner to the Ulster International. For the 2018 event, Derek will once again be driving a 911, while Adrian will campaign his fully restored 1971 Renault Alpine A110 alongside a valuable cavalcade of cars that will



undertake the 140-mile trek through the Glens of Antrim and along the Causeway Coastal Route.

As if that wasn't exciting enough, two-time World Rally Championship winner, Walter Röhrl, will also be competing. The Porsche brand ambassador famously won the Ulster

International Rally in 1984 from behind the wheel of a Group B Audi Quattro S4. Those who witnessed the performance remember it as one of the greatest drives in Irish rallying history.

"I'll never forget codriving with Walter in my classic 911 on the 1994 RAC Britannia Rally. I'm delighted he's





accepted my invitation to headline the Titanic Déjà Vu," remarked Dr Beatty Crawford, joint organiser of the highly anticipated historic rally tour.

Event registration, an itinerary and links to accommodation can be found at the RPM Motorsport website. Visit rpm-motorsport.com today.



365-day returns at Heritage Parts Centre

Ever keen to improve the experience of their customers, the guys and girls at Heritage Parts Centre have unveiled a new returns policy aimed at those working on extensive restorations and long-term projects. The Sussex-based Volkswagen and Porsche parts supplier is now giving you an entire year to return unused purchases! The company is also doing away with its re-stocking fees,

providing the returned parts are in 'as new' condition, were not specially bought in or have not been manufactured only for your project. Shop with confidence, safe in the knowledge that if you change your mind – or if your classic Porsche build takes a new direction – you have 365 days to send the parts back. For full details, view the Heritage Parts Centre returns policy at returns.heritagepartscentre.com



356 "number one" to tour the globe

As part of Porsche's seventieth birthday celebrations, the Porsche Museum in Stuttgart is sending a recently assembled replica of the first-ever Porsche sports car around the world so that fans of the manufacturer can see 356 "number one" in the metal. The UK leg of the car's epic tour sees it land at Goodwood Festival of Speed (July 12th-15th), while our American readers can get close to the great pretender between 27th and 30th September at Laguna Seca's Rennsport Reunion bash. Completed using 3D scanning technology and traditional coachwork techniques, even the car's mats are knitted to the same specification as the original 356!

See you there...

FLYWHEEL FESTIVAL

The Classic & Sports Car Show in association with Flywheel takes place on 23-24th June 2018 at Bicester Heritage in sunny Oxfordshire. The festival combines world-class classic competition and road cars, a dazzling array of vintage aircraft, an impressive collection of military machines and incredible live demonstrations both on the ground and in the air. There's also a 'vintage village' featuring period fairground rides, live music performances, shopping and food stalls. Visit Bicester Heritage online at bicesterheritage.co.uk

WEYMOUTH PROM

Weymouth Porsche on the Prom returns for a second year, hosted by Porsche Club Great Britain's Dorset region. The evening starts at 6pm and closes at 10pm. There's no need to pre-book for this event, but organisers ask that you arrive early in order to reduce congestion. Marshals will be on hand to direct you to your parking place. Local press is confirmed to attend. Maybe you and your Porsche will become famous?!

GOODWOOD FOS

Porsche will be the honoured marque at this year's Festival of Speed. Many of the manufacturer's most famous cars will adorn the world-renowned Central Feature for a record breaking third time. Porsche is the first marque to take this honour, and does so in celebration of the 70th anniversary of the 356. This year's FOS will showcase a wide range of our favourite car maker's achievements, presented in a dedicated session on Goodwood's famous hill climb. Many more iconic Porsches will be on static display. Tickets can be bought online at goodwood.com



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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.

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GEAR REGISTERING ON OUR RADAR

Smuggler's box



AEROFLOW SURGE TANK KIT AND PERFORMANCE FUEL Pumps

Fuel supply specialist, AeroFlow, has launched a range of externally mounted electric fuel pumps designed for use on carburettor-equipped engines. Each fuel pump can be specified with a choice of three different pressure and flow rates to suit most applications.

AeroFlow's 'red' fuel pump has a maximum delivery pressure of 7psi and a maximum flow rate of 97 gallons per hour. Suited to mildly modified engines, the pump is compatible with petrol only, meaning it isn't suitable for use with methanol or alcohol-blended fuels.

The company's 'blue' fuel pump has a maximum delivery pressure of 14psi and a maximum flow rate of 110 gallons per hour. Like the 'red' pump, it's only compatible with petrol, but is a good choice for those who drive heavily modified, carb-equipped Porsche road or race cars.

Finally, AeroFlow's 'black' fuel pump has the same maximum delivery pressure as the firm's 'blue' pump, but features an increased maximum flow rate, amounting to 140 gallons per hour. As you might have already guessed, this flagship product

in the range is suitable for use with methanol and alcohol-blended fuels in addition to petrol. Ideal for Porsches producing big bhp.

As an option for motorsport use, AeroFlow's recently launched surge tank kit comes complete with twin fuel pumps and is capable of handling surge-free fuel for high performance engines, including those with power rated at over 1000bhp!

The tank itself is a 2.5-litre unit with an anodised black finish resistant to corrosive fuels (ethanol E85 and methanol) and comes complete with all the necessary adaptors to connect the twin Bosch 044 fuel pumps to the dual outlets on the tank. Both pumps are held in a dual EFI aluminium fuel pump bracket with rubber clamp surrounds ensuring vibrations are significantly dampened. Two CNC-machined EFI fuel pump check valves are supplied with Bona-N and EPR O-rings to hold line pressure and prevent backflow, which is known to damage fuel pumps and significantly reduce their operational lifespan. Reassuringly, the O-rings are suitable for use with nitro-blended fuels, and the two check valves are linked to a billet Y-block to provide a single -10 ORB female outlet.

All products are available for immediate despatch from AeroFlow's official distributor, Brown & Geeson.

Price: Pumps £119.99, surge tank kit £549.99
b-gdirect.com or call 01268 764411

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FUEL KIT



ELECTRIC 356

It's not exactly the realisation of Porsche's Mission E concept, but built following the design of the 356, this electric car from the manufacturer's official Driver's Selection features a digital gearshift (with forward and reverse functionality) and special rubber tyres for a quiet ride, even when travelling at the lofty top speed of 2.5mph. Suitable for kids between three and five years of age, this open-topped, TUV-approved toy includes battery and charger.

PRICE: £400 shop2.porsche.com/uk



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PIONEER AVH-Z5100DAB MULTIMEDIA PLAYER

Long regarded as one of the most rounded entertainment and navigation suites on the market, the revised AVH lineup from car audio specialist, Pioneer, is being led by the AVH-Z5100DAB. Boasting a seven-inch touchscreen delivering stunning picture quality, the double-DIN unit's connectivity to a range of external devices and modern software technologies is its calling card. For example, the likes of Apple CarPlay and Android Auto form part of the package, but so too does the increasingly popular Waze navigation app. Spotify and user song libraries can be accessed directly via the head unit, although CD, DVD and USB compatibility underscores the AVH-Z5100DAB's suitability for those who wish to make continued use of old-school media (Pioneer draws the line at cassettes!). DAB/DAB+ radio and Bluetooth also feature, as does a thirteen-band graphic equaliser, MOSFET 50Wx4 power output and auto time alignment (the latter when paired with an optional microphone).

Price: £499.99
pioneer-car.eu

PROTEX LEATHER CARE KIT

Kent-based car care specialist, Protex World, has launched a leather maintenance kit designed to clean and re-colour your car's tired hide. Featuring 500ml of deep cleaner and 250ml of colour restorer (available to order in variants to suit black, dark blue, dark green, red, burgundy, tan, ivory cream and dark brown leather), this twin-bottle offering will mask scuffs, scratches and small cracks whilst conditioning the treated upholstery. Helpfully, to ensure you get the best out of each product, the guys at Protex have added step by step video guides to the company's website.

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Diecast Legends is offering Spark's sublime resin model of the 1990 928 GT at a knockdown price for a limited time. Presented atop a detachable plinth, this brilliant blue 1:43 scale model is available for same day despatch and comes complete with a branded Spark presentation box. The perfect tiny transaxle for the discerning 928 fans among you!

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chipex.co.uk or call 01295 258308



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This retro-styled logbook is designed to be used as a means of record keeping when it comes to the service and maintenance of your classic Porsche. Split into numerous sections (general information, identification, characteristics, history, owners and miscellaneous data), this handmade paperback will ensure your note taking is restricted to an easy to identify format, providing an instantly accessible record of your Stuttgart-crested classic's life.

Price: £34.25 motormemo.com

STEVE MCQUEEN POLO

"Action for your lifestyle" is how Porsche describes this 100% cotton light grey pique polo shirt from its official store. After trying it on, we found ourselves racing at Le Mans, making a movie about our experiences, zig-zagging our way around San Francisco from behind the wheel of a Mustang, falling in love with Ali MacGraw and escaping from a POW camp by motorcycle. True story.

PRICE: £60 shop2.porsche.com/uk

RECOMMENDED READ

PORSCHE: 70 YEARS

There's something for every Porsche fan in Randy Leffingwell's 256-page hardback, *Porsche: 70 Years*. Whether you're a rear-engine loyalist or a follower of transaxles, this interesting look at the history of Porsche from the birth of the 356 through to the technical *tour de force* that is the 918 offers insight and analysis of the manufacturer's key milestones and models. Richly illustrated, the book has been produced with Porsche's cooperation, bringing the engineering and design stories behind Stuttgart's most famous cars to print with rare historical images and interviews with factory technicians and racing drivers. One for your coffee table!

Price: £45

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BLAZE CUT FIRE EXTINGUISHERS

After spending your hard-earned dosh restoring or modifying a classic Porsche, the last thing you want is to see your four-wheeled friend go up in flames due to an electrical fault or fuel problem. Automated fire safety equipment is nothing new, but what sets Blaze's offering apart from the rest is its lack of extinguisher bottle. Clever, eh?! The system's pressurised tube is thicker than some trace systems, but is much easier to attach to an engine lid or bonnet due to the lack of canister. Installation takes just a matter of minutes, and the flame-quelling kit can be left in place for ten years. Maintenance free, the tube will discharge a clean extinguishing agent should it melt, effectively putting out fire and saving your Porsche from a toasting. Choose from 2m or 3m lengths to suit your car's engine bay.

Price: £175 for 2m, £190 for 3m

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Apparently, summer is just around the corner. This is great news for Porsche owners looking forward to longer, warmer nights and fabulous, sunny road trips. It's not always great news for your car's air-conditioning, though. As you hope to keep cool by punching that snowflake button for the first time in months, you're often greeted by a most unpleasant smell. Yikes! You can blame it on the dog or the kids, but there's a very good chance the nasty niff is coming from a build up of bacteria on the system's filters and seals. Autoglym's Air Con Cleaner is a handy air-con 'atom bomb', eliminating bacteria and worrying whiffs, enabling you to stay cool in your fresh-smelling Porsche after each swift twenty-minute treatment.

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Get your little ones excited by motorsport with this high-end wooden racing kit from Porsche. Consisting of two 919-inspired cars (one black, one white), a start/finish marker, a pit lane, podium, a trophy and eight kerbs, the kit can be continually extended through the purchase of track expansion packs, which allow for additional kerbs, guardrails, arches, barrels and tyres. Watch your living room become a super circuit, and take great comfort in the fact you've kickstarted what might become your child's lifelong love of Porsche.

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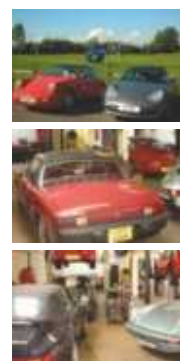


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DOUBLE VISION

These 180bhp showstopping restomods are the work of a man who wasn't content personalising a 356 Speedster replica

WORDS **Dan Furr** PHOTOGRAPHY **Andy Tipping**





DRIVER

Q&A

**JOHN SARKISYAN****First Porsche**

My 356 and 912 are my first genuine Porsches, although my brother and I built a 356 Speedster replica a couple of years ago

Best thing about your duo of restomods

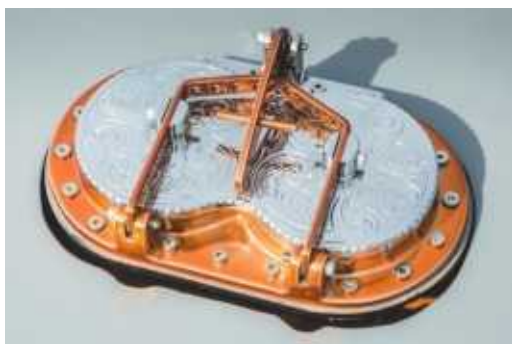
They're built to my unique specification

Least favourite thing about them

The limited time I had to complete both projects before SEMA

What's next?

I'm building a bolder restomod to unveil at 2018's SEMA Show!





There comes a time when the status of an older four-wheeler changes from ‘used car’ to ‘classic car’. Depending on the model, this can also mean a significant increase in expected purchase price. While a rise in value is undoubtedly welcome reward for those who have held on to their cherished chariots through the good times and bad (hello to all you 964 owners out there!), a car’s increased desirability means there are many owners who may be thwarted from the idea of tweaking and tuning where once they felt free to modify. This is especially true when considering the relatively recent hike in the cost of obtaining an air-cooled Porsche. Put simply, few buyers are prepared to shell out a king’s ransom for a car they plan to pull apart and put back together in a custom configuration. After all, nobody likes to lose money!

Fortunately, there are brave souls prepared to bite the bullet in the interests of creating a highly personal Porsche. In the case of Orange

County resident, John Sarkisyan, he’s bought and customised two air-cooled classics! Even so, the maverick modifier proceeded with caution.

ALL SINGING

“My first dalliance with Stuttgart-crested cars came about when I worked on a 356 evocation,” he tells us. Inspired by the 964-based builds rolling out of Singer’s workshop, John and his brother, Edison, set about toying with the Beck Speedster body they’d managed to get hold of for a knockdown price. As players on California’s Volkswagen scene, they had no trouble sourcing a 1964 Beetle chassis before shortening and narrowing it to suit the 356-aping fibreglass body.

Bilstein shocks, a 1.9-litre powerplant, twin 48s, Fifteen52 rims, a custom leather retrim, a stack of McIntosh retro-look audio equipment and a lick of Audi Nardo Grey later, the 152bhp belter was unveiled at the 2015 Specialty Equipment Market Association (SEMA) Show in Las Vegas. “The build took a lot of

Above John’s 356 features reworked 914 seats and lashings of quilted leather

Facing page Vintage Speed handbrake assembly is nothing short of a work of art





» hard work over the course of six months, but the positive reaction the finished car received at the show made me wish we'd used a genuine 356 for the project," sighs John. Of course, it's easy to suggest playing with the real deal is a worthwhile exercise after you've tested the water to great effect! Nevertheless, ripping apart a desirable classic is a bold move whatever the value of the vehicle acting as a platform for the project. It stands to reason, therefore,

anybody taking on a brace of such builds is made of incredibly stern stuff.

Setting himself a target of the 2017 SEMA Show, John began to draw up a plan of action which outlined the assembly of two near-identical custom 356s based on Porsche production cars. After recognising similarities in the nuts and bolts hiding away in the guts of the 356 and its successor, the 912, however, he soon found himself entertained by the idea of variation on a theme. It was a change of direction which has resulted in the extraordinary pair of Porsches you see on the pages before you.

Above John's sublime 912 benefits from the same level of opulence as his identically-painted Nardo 356

Left Fuel tanks are hidden inside retrimmed suitcases sharing space with bottles of John's favourite cognac



NEW LIFE

Money doesn't grow on trees, meaning John spent time sourcing cars in need of full restoration. "They were cheap due to the sheer volume of work required to transform each car into a roadworthy state. The 356, for example, was rotten in just about every place that could be rotten! The 912 I bought was in better condition, but it's a 1968 car which a previous owner had attempted to update with 'impact bumper' era



parts. It was a weird mishmash of 911-esque exterior furniture, all of it boddged into place. On the plus side, the catalogue of complaints accompanying each car meant both were being offered at a price agreeable to my bank balance. I was happy to accept the required remedial work as a way of keeping costs low."

The cars were stripped bare before their bodies were media blasted and attached to automotive rotisseries. The 356 – a late 1963 example which had led a hard life – was reduced to just thirty percent of its original metal. "It was in a really bad way!" laughs John. Understandably, the rust-attacked chassis was repaired by a skilled metalworker before all new panels were bought for both Porsches.

"I had just seven months to complete the builds," continues John. "There were many long days where I worked through the night, with various suppliers being called upon to go the extra mile in order for the manufacture of parts and their subsequent delivery to be completed on time." Working on a duo of Porsches simultaneously might sound as though he

created a rod for his own back, but the matching mechanical specification of the air-cooled gems made life far easier than it would have been if he'd wanted the fruits of his labour to take the form of two completely different Porsches.

PRECIOUS METAL

Both cars are powered by modified flat-fours put together by John's local Porsche and Volkswagen engine specialist, Fat Performance. Equipped with twin IDF carburettors, each potent powerplant features super-shiny hardware, yet the 912's engine was subjected to extra bling. "Edison and I littered the Speedster replica's engine bay with real gold. I wanted to try something different with the 912, a train of thought which led me to plate almost every metal surface located beneath the car's rear lid in bright copper."

Intricately decorated with custom etching, the parts have been treated to an unusual three-stage process involving intense polishing, powdercoating in copper sealant and a subsequent covering of heat-resistant





for the 356) lining inner bodywork. It's a feature that extends to cabin space, although subtle differences in design can be detected here, not least of all when comparing each car's bum huggers. "The 912 seats are based on custom frames, whereas the 356's cockpit is populated by what were once standard 914 seats," explains John. He's gone to town with the sumptuous hide. It covers the door cards, Budnik four-spoke steering wheels and reconfigured dashboards. "I'm a big fan of vintage rally timing gear," he adds, "which is why I installed a sextet of Heuer stopwatches inside the 356. I didn't like the way they sat together in a cluster, though, a frustration that led me to reposition the car's factory clocks, allowing a trio of stopwatches to inhabit the left and right ends of the dash, with standard dials fixed in the middle. It's a symmetry of design much like you'd find inside a classic Mini."

Deep-pile carpet and chrome hardware is everywhere you look. A 917-inspired wooden gear knob handmade by famed craftsman, Dave Mason, can also be seen inside each car, as can a rear seating area occupied by what looks like a

» clearcoat, the latter ensuring the parts don't turn green like untreated copper exposed to the elements.

Carried over from the Speedster is John's favourite colour, Nardo Grey. He's returned to Fifteen52 for alloys, tucking a Magnus Walker signature series 'Outlaw' inside all eight wheel arches! Wrapped in Toyo Proxes R888R black circles, the staggered Fuchs-like five-spokes feature yellow Toyo text that's replicated in each Porsche's windscreen sun strip.

Look inside the engine bays and you'll find lashings of quilted leather (red for the 912, tan





stack of luxury leather-bound suitcases. “In each of my Porsches, I’ve installed a high-end audio system comprising twin subwoofers, speakers and an amplifier,” confirms John. “Like the kit I added to the Speedster replica, it’s all McIntosh gear, but for the 356 and 912, I’ve hidden it inside what looks like portable luggage. I’ve adopted the same approach for the fuel tanks, emphasising my love of Haute Couture. You’ll even find bottles of my favourite cognac strapped under each hood!”

GOOD GRACE

Clearly, John has spent much time concerning himself with detail; door straps, handbrake lever assemblies (made by Vintage Speed), fuel filler caps and registration plate carriers all feature devilishly complex decoration. Thankfully, this blatant display of ‘show’ hasn’t come at the expense of ‘go’; the fettled engines are producing 180bhp apiece and sound their arrival through large-bore stainless steel exhaust systems. Wilwood calipers reign in galloping ponies – bringing them to a civilised canter – while handling is radically enhanced by custom Koni dampers and lowering springs.

Porsche script exterior graphics and pin

Above Which one of these pretty Porsches would you choose to hop in and drive?!

striping (“I utilised three different shades of grey”) complete the look of these awesome air-cooled classics, which were completed on schedule before the start of the SEMA Show a few months ago. “It was tough going,” sighs John. “Edison was called upon to provide assistance during the final stages of assembly. It was a case of all hands on deck as the event drew near, but thanks to my dear brother’s help, all came good and the cars were unveiled to a wonderfully warm reception.”

He’s being modest. The gathered press went nuts for this pair of personalised Porsches, and it wasn’t long until it seemed like every smartphone and camera in Las Vegas was taking photos of the cars. In fact, ongoing enthusiasm for the builds already has John thinking about what he’ll showcase at this year’s SEMA get-together. “My 912 and 356 are a significant step on from the Speedster replica Edison and I previously displayed at SEMA. By my reckoning, I need to up my game to an even higher level next time around.” He’s tight-lipped about what his new project will be, but one thing’s for certain: whatever he builds is sure to wow show-goers regardless of how brave they feel about modifying their own classic cars!





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Gerry Conway

Fitting modern electrical equipment in place of parts matching original specification is likely to ensure your classic Porsche operates better than ever, argues Air and Sound supremo, Gerry Conway...

When my brother and I started our car audio and security system business, Air and Sound, back in 1986, many of the Porsches currently referred to as 'classic'

were brand new. As automotive electrical experts, we'd frequently be asked to install aftermarket kit into air-cooled 911s. We still see cherished examples of the model roll in and out of our Notting Hill workshop, but respecting the value of originality, today's owners are focused less on upgrading in-car entertainment and more on maintaining the operation of electrically operated factory features, such as power windows and central locking.

It's true to say the passage of time hasn't been kind to many vintage vehicles, and old wiring is certainly something which proves problematic when it comes to keeping a classic car in rude health. It's not always decay or wear and tear that causes issues, though. The high financial value of many older Porsches has resulted in enthusiasts and investors shelling out big bucks on recommissioning or restoration work. All too often, wiring that hasn't been moved for decades is suddenly disturbed by heavy-handed technicians. This less than sympathetic treatment of fragile equipment causes breakages which stop electrical systems operating successfully.

A common example of what I'm describing concerns the removal of a classic 911's door panel. The wiring travelling into the door from the car's body is unlikely to have been displaced prior to the point the panel is unbolted, yet I've been asked to replace a high number of broken looms where this simple action has caused the failure of basic electrical functionality. Fortunately, even if Porsche doesn't list the required motors, relays or harnesses in its catalogue of currently available parts, I'm able to repair, rebuild or replace faulty components wherever necessary.

Another challenge faced by owners of old



Porsches is the presence of wiring and other hardware relating to defunct security systems which haven't been removed (or installed!) properly. It can be surprising how much of a negative impact forgotten-about immobilisers or thought-to-be inactive alarms can have on your car, and I regularly find myself removing huge amounts of spaghetti-like cable from motors treated to what seemed like sensible upgrades in the 1980s and 1990s. In these instances, it's best practice to remove all the offending equipment in an effort to return the electrics in question to their OEM state before advising the owner on a fit for purpose security solution.

Modern technology has delivered highly efficient electrical kit suitable for retro-fitting into older vehicles. This kit can be particularly beneficial if the newer part is smaller in size than what it's designed to replace in a cramped engine bay. Far from taking away from the character or original specification of a retro ride, fitting modern electrical components may well ensure your four-wheeled friend operates with increased levels of safety, reliability and performance long into the future.



Above Gerry and his brother founded Air and Sound in the mid-1980s, when many of the classic Porsches they're now asked to repair were being sold as brand new cars!

www.airandsound.co.uk
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Modern technology has delivered highly efficient electrical kit suitable for retro-fitting into older vehicles





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Adam Cerada

For more than fifty years, the annual SEMA Show has acted as the number one place to be if you're interested in new tuning products, scene-stealing builds and the opportunity to meet industry influencers...

Held in the sprawling halls of the Las Vegas Convention Center, the annual Specialty Equipment Market Association (SEMA) Show is modifying mecca for any Porsche owner keen to find out what tuning trends are developing. It's also the place to find the latest offerings from the world's best-known aftermarket parts manufacturers, as well as being home to the grand unveiling of more project cars than anywhere else on Earth.

The first SEMA Show took place in 1967. It attracted less than a hundred manufacturers and welcomed 3,000 visitors. Just five cars were on display, although one could argue the case for quality over quantity thanks to the inclusion of a then-new Ford GT40 and a Dodge Dart dragster.

By the time the show moved to Anaheim Stadium in 1974, sophisticated displays and far-reaching marketing techniques ruled the roost. Manufacturers were queuing up to have a presence at the show, which swelled to include more than 500 display booths. Product innovation and excellence in the automotive industry was the overriding theme, and if you wanted your company to be associated with these traits, a stand at the SEMA Show was half the battle won.


Recognising demand from within the industry it represents, SEMA's ruling body made significant efforts to expand the show rapidly. Today, it occupies more than one million ft² hosting in excess of 11,000 booths. Attendance figures increase year on year, with more than 150,000 visitors expected when the show opens its doors each November. An amazing achievement for an event not open to the public.

That's right. The SEMA Show is only open to industry representatives, be they media, manufacturers, or buyers (more than 60,000 of those turn up!), a reflection of the show's status as the place to do business if you've got a new automotive product to promote. It's also the forum many major car makers use to showcase unusual designs, where commissioned builds



can be used to draw attention to models which might otherwise go unnoticed.

Manufacturer offerings aside, there are the hundreds of independently sponsored project cars exhibited at the show. Regular readers will have seen many of the personalised Porsches presented at 2017's event in the pages of *Ultimate Porsche* during the past six months. Owners, tuners and bodyshop specialists work flat-out day and night to finish their cars in accordance with strict deadlines, with project managers often planning builds more than a year in advance of the big reveal.

It's not all flashy cars and new products, though. Educational seminars, networking opportunities and off-site live action demonstrations are all part of what makes the SEMA Show a 'must attend' event on the calendar of many industry representatives. For the rest of us, *Ultimate Porsche* is on hand to showcase the best modified classic cars from Stuttgart rolling in and out of Sin City! 

Above *Ultimate Porsche* was the first British motoring title to feature the 993-based Gunther Werks 400R when the car appeared on the cover of the December 2017 edition of the magazine at the same time as being presented on the well-attended Meguiar's stand at the fiftieth SEMA Show

www.semashow.com

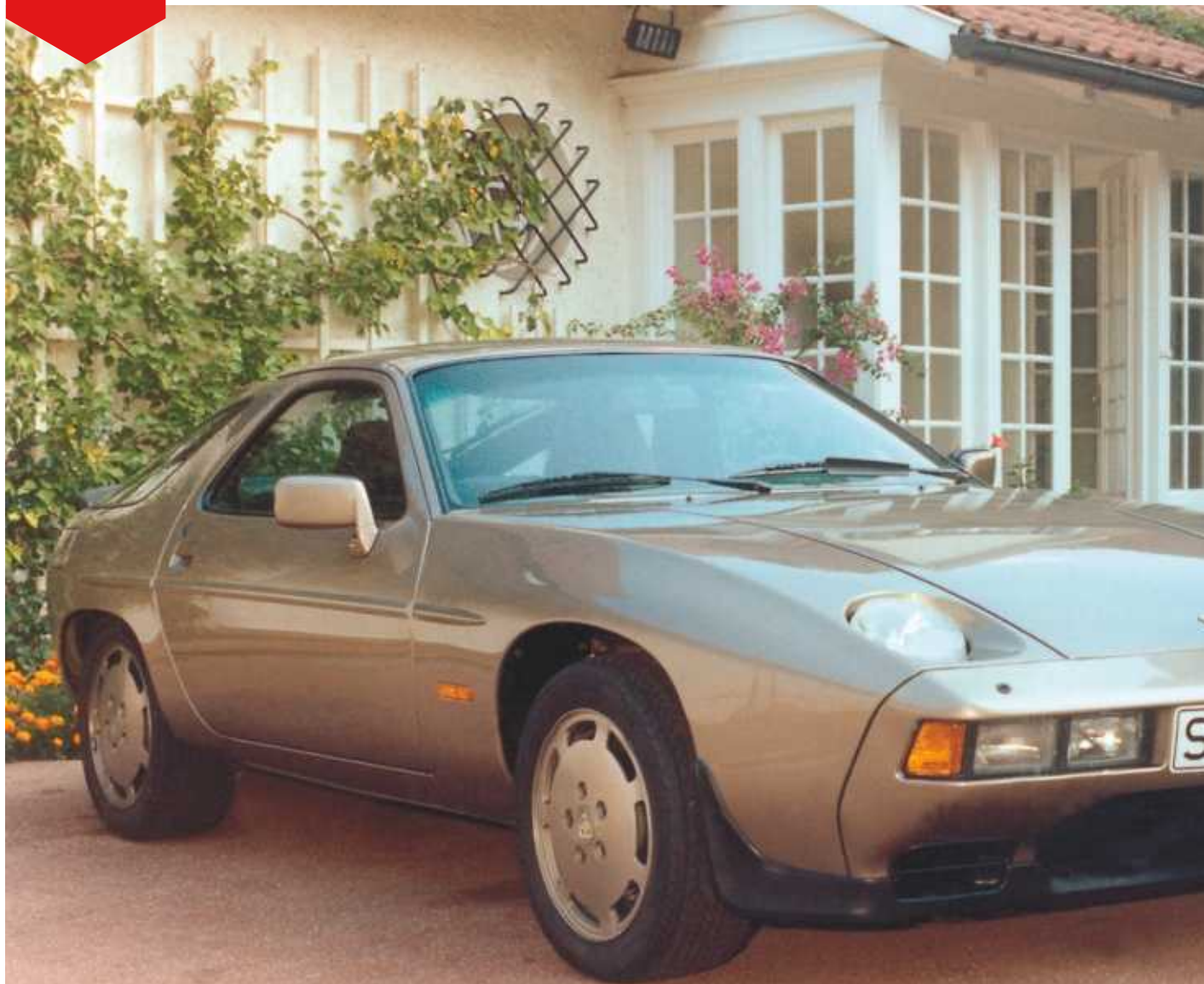


The forum many major car makers use to showcase unusual designs



FROM THE
VAULTS

1962 1963



GREAT WHITE HOPE

Intended to replace an ailing 911, Porsche's first production V8 carved a niche of its own.

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

1963 1964 1965 1966 1967 1968 1969 1970 **1971**

This year, the 911 celebrates its fifty-fifth birthday. It's hard to imagine Porsche without the model, but in the late 1970s and early 1980s, it was distinct possibility. A layout seen by many as long in the tooth – plus criticism levelled at the two door's cramped rear seats and obvious technical limitations dictated by the car's mechanical make-up – encouraged those inhabiting the corridors at Zuffenhausen to think about a new flagship Porsche product.

Managing director, Ernst Fuhrmann, envisaged a 'proper' 2+2 in the form of a grand tourer capable of massive mile munching. His idea was far from a reimagining of the classic 911. The resulting 'land shark' was a clean sheet design, and one which set Porsche's technological beacon shining once again.

Work began in earnest as soon as the project was given the green light. In fact, as early as 1971, factory engineers and draughtsmen began to conceptualise the all-new Porsche. The resulting 928 was intended to pack the luxury of a high-end sedan with the style and performance of a sports coupe. Powerplant and transmission packaging issues ruled out a repeat of the rear-engine format, which promised to play havoc with emissions (a complaint Porsche was trying to address with the 911) in the face of ever-stricter safety legislation in the United States. Suggestions regarding a mid-engine configuration were also dismissed, largely through fear of the 928's cabin space being severely compromised. This left a front-engined, rear-wheel drive setup as the preferred solution.

BORN SLIPPY

From the get-go, a big engine was planned for the 928. Prototypes were built using a five-litre V8, although Ferdinand Piëch argued the case for an Audi-derived 4.6-litre V10. He was, however, outvoted by many of those occupying seats on the Porsche board. Consequently, the 928 landed in dealer showrooms with a 4.5-litre V8 beneath its long bonnet.

Above The 928 prototype photographed in 1977

Left Ferdinand 'Ferry' Porsche pictured with a 928 S on the occasion of his seventieth birthday in 1979



FROM THE
VAULTS

» The covers were pulled off the new car at the 1977 Geneva Motor Show. Compared to previous Porsches – even the four-cylinder 924, which leapfrogged the 928's launch due to the two global oil crises of the mid-1970s calling a temporary halt on the bigger-engined car's development – Wolfgang Mobius's design looked as though it had arrived on Earth from another planet. The gorgeously curved design and bulbous rear end hinted at the mechanical layout within, and while pop-up headlights



would go on to become a popular feature of Porsche products, they were celebrated for aiding aerodynamic efficiency on the 928.

Integrated polyurethane bumpers and a pointy snout also helped Porsche's new GT to slip through air. The bonnet, doors and front wings were aluminium and bolted to a galvanized monocoque shell. Other selling points included a practical rear hatchback and an instrument binnacle which could be moved with the adjustable steering wheel to provide maximum visibility. Distinctive fifteen-inch or sixteen-inch Teledial alloys and screamingly unsubtle Pascha trim ensured the 928's place in history as a style icon.

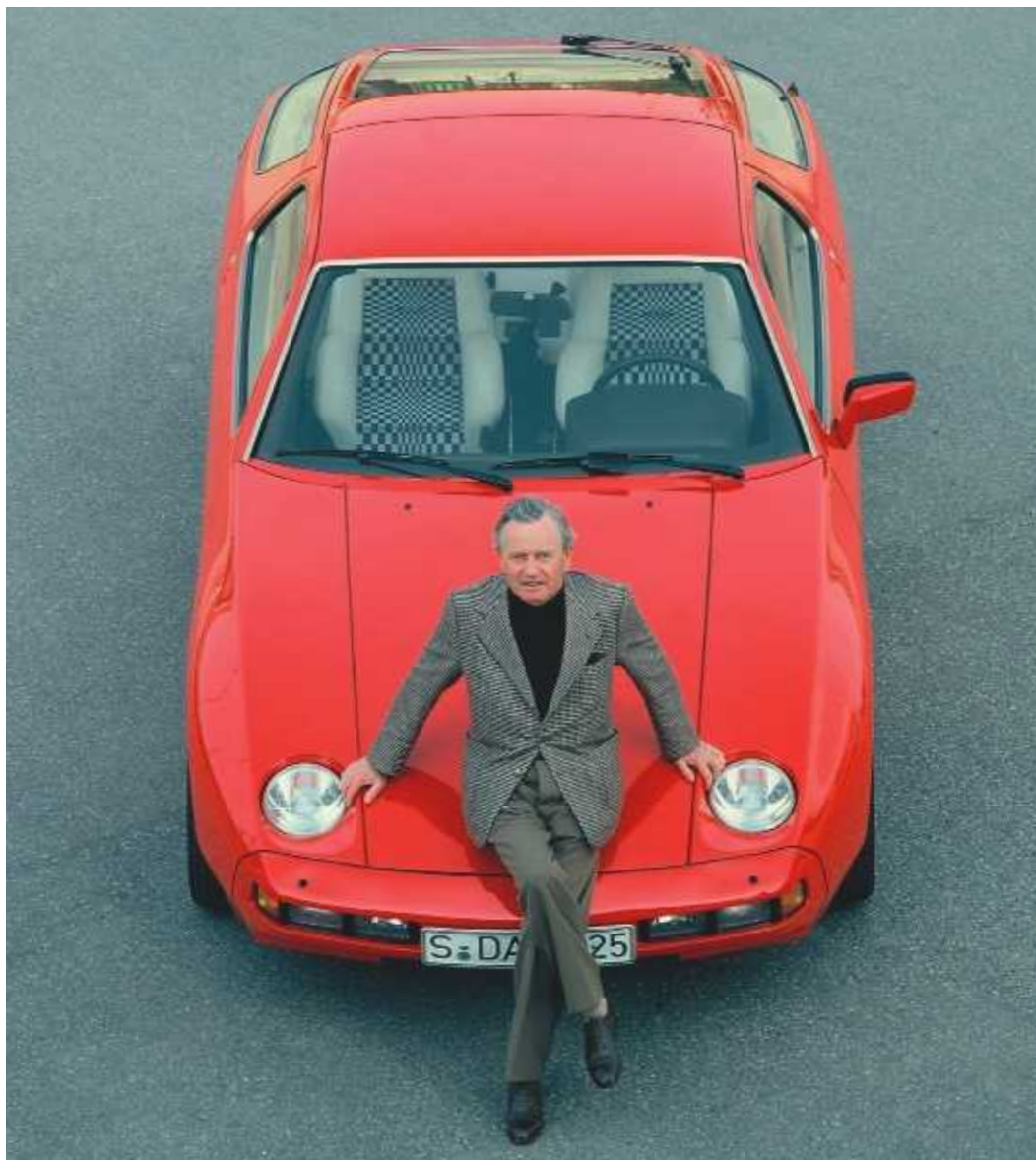
Its M28-09/10 beating heart produced 240bhp (219bhp in America thanks to a detuned version of the engine labelled as M28-15/16) and was a single overhead camshaft design loaded with mechanical fuel injection. As was *de rigueur* with new Porsche models at the time, the 928's fearsome water-cooled lump transferred its power to the road via a transaxle and rear-mounted gearbox. Moreover, this was the first time in Europe that an engine boasted etched cast aluminium cylinder linings, and the low compression rating of 8.5:1 allowed the 928

Rare treats

The 928 didn't escape the 'special production model' brush. In fact, two unique models arrived in 1982, namely the 'The 'Fiftieth Jubilee' and the 'Weissach Edition'. The 141 examples of the former celebrated Porsche's five decade in business and featured Ferry's signature stitched into the front seats, Meteor metallic paint and an eye-popping red leather interior. Denied to North America and Canada, the model was produced alongside similar versions of the 924 and 911. The 202 'Weissach Edition' 928s were US-only cars featuring champagne-coloured wheels and bodywork, twin-tone leather and a commemorative dash plaque.

SCREAMINGLY
UNSUBTLE
PASCHA TRIM

1963 1964 1965 1966 1967 1968 1969 1970 **1971**



Facing page 928 cutaway diagram highlights Pascha cloth and a radical departure from the 911's rear-engined, air-cooled configuration

Left Ferry laying claim to an early Guards Red 928 in 1978

Below The 928 gains a fat splitter, a rear spoiler and displacement increased to 4.7-litres in readiness for its relaunch as the 928 S

to run happily on 91 RON petrol. Engineering wizardry was the order of the day.

The M28's bore spacing of 122mm was almost the same as that of the Chrysler 426 'Hemi' or Chevrolet big block. Spark plugs mounted on top of the cylinder head aided airflow under a low bonnet line, while four-bolt bearings were fed by oil grooves in the bottom surface of the aluminium block. Both oil and water pumps were driven by the timing belt.

As you might expect from a grand tourer, the vast majority (close to eighty percent) of all 928s produced were kitted-out with automatic transmission, namely a three-speed slush box borrowed from Mercedes-Benz. A five-speed dog-leg manual gearbox was offered as an option, allowing drivers to manage their new Porsche's 268lb/ft torque in a manner more in keeping with what they may



FROM THE
VAULTS

» have been used to in their dated 911s, yet despite this long list of plus points, the 928's crowning glory is its 'Weissach' rear axle. Specially developed for the model, the rear-wheel steering system was designed to eliminate lift-off oversteer, a trait 911 owners had been moaning about for years. The bigger Porsche's rear suspension adjusted itself during cornering with such success that a passive rear-wheel steering system (of sorts!) eventually found its way onto the 911, with both the 964 and 993 implementing innovations mirroring the 'Weissach' effect! The 928 also featured a power steering system using an engine-driven hydraulic pump, a nifty bit of kit which reduced assistance at high revs in order to firm up steering feel when drivers fancied travelling at stratospheric speed. These technical marvels set the contemporary pace.

In 1978, the 928 was named European Car of the Year, beating off the BMW 7 Series and Ford Granada to take the top spot. To this day, the 928 is the only sports car to win the gong, a nod to Porsche's engineers for a job well done. The award also placed the grand tourer firmly on the automotive map, but many Porsche purists were less than impressed. Reluctant to accept cars in the company's transaxle range due to them

being such a radical departure from the 911's DNA, visitors to Porsche main dealer showrooms were slow to place orders. What they failed to realise was that thanks to a perfect 50/50 front/rear weight distribution coupled with the aforementioned diet-led body, the new model's neutral balance and higher engine output gave the 911 a run for its money when it came to performance; it took the 928 just eight seconds to reach 60mph from a standing start, with a top speed of 142mph. Add the grand tourer's luxury, comfort and continent cruising abilities, and it's difficult to see what's not to like.

BIG FUN

Better still, the 4.7-litre 928 S was good for 300bhp when launched for the 1980 model year. Its front splitter and rear spoiler enhanced the pure lines of the original 928's shape, giving it a more aggressive stance. Larger brakes helped to halt the extra pace. Stateside buyers had to wait until 1983 before they could get their hands on an S, but a 'Competition Package' allowed owners in America to turn their clean cars into S lookalikes through the application of Euro-spec spoilers and the Corvette-esque, sixteen-inch flat-disc alloy wheels being fitted to the S at the factory. Sports seats, lowering springs and

Gran fourismo

The 1984 special edition 942 (often referred to as the 928-4) presented to Ferry Porsche on his seventy-fifth birthday gave rise to the idea of a full four-seat 928. While a blocky 'shooting brake' body style had initially figured in the minds of designers at the factory, the 1987 'Study H50' was a four-door 928 with an extended roof, suicide doors and a long wheelbase similar to that of the 942. Not seen for two decades, the H50 took on bigger historical meaning when the Panamera was launched in 2009. Parallels were immediately drawn between the two four-doors, with fresh appraisal of the H50 resulting in it being displayed at the famous Petersen Automotive Museum in Los Angeles.

1963 1964 1965 1966 1967 1968 1969 1970 **1971**

VISITORS TO PORSCHE MAIN DEALER SHOWROOMS WERE SLOW TO PLACE ORDERS



Bilstein shocks also formed part of the popular kit. Predictably, when the S eventually made its way across The Pond, power was down. 230bhp was all USDM cars were blessed with. Nevertheless, Porsche proudly proclaimed the S as “the fastest street-legal production car sold in the USA”, just as all 4.5-litre 928s were dropped. Ironically, when the S landed in Uncle Sam’s homeland, European markets welcomed an even pokier 928!

1984’s 310bhp 928 S (S2 in the UK) brought Bosch LH-Jetronic fuel injection to the proceedings, while optional ABS brakes made their debut on a Porsche. America soon got a taste of what was due to be released in Europe thanks to a five-litre, thirty-two valve, double-overhead cammer arriving Stateside in 1985. The unit’s 288bhp was far less power than European drivers were used to, but it was still a significant jump up from the output of earlier US-sold 928s. A top speed of 155mph was quoted in sales brochures, while all cars gained freshly designed front seats and more avantgarde door panels.

As the excessively excessed 1980s passed their halfway point, the last of the ‘original body’ 928s rolled off the production line. Revised suspension, four-pot stoppers and a new exhaust were added to the last of the old guard, and it’s these cars which are considered by many to be

the 928’s ‘sweet spot’. Of course, the 1987 model year delivered the S4, an updated version of the 928 powered by a revised version of the aforementioned five-litre lump, which had proved popular in America.

Now producing 320bhp, the engine propelled a 928 with significantly revised exterior styling (smoother bumpers, an incorporated splitter, near-flush rear light clusters and a defiantly obvious ‘ironing board’ rear spoiler). The more aerodynamic lines may have cut drag by thirteen percent, but Mobius’ overall design was left largely intact. Phew!

An S4 Cabriolet prototype was created, but with 928 sales still proving difficult, the project was canned. Indeed, Porsche was struggling to convince car buyers of the 928’s sports car credentials. The answer – or so factory bosses thought – was to launch the 928 Club Sport (CS), a track-focused transaxle tipping the scales at 100kg less than the S4. The production CS was less extreme than the prototype, but it was still aimed at the well-heeled with a lead foot. The Special Equipment (SE) was also ushered in, an attempt to satisfy drivers who wanted less refinement than what was being offered by the S4, but not quite the level of aggression promised by the CS. The SE was a UK

Facing page As seen in the illustration, the short-lived GT inherited the S4’s streamlined bodywork, as did the 928 Cabriolet prototype, which you can see in the metal at the Porsche Museum in Stuttgart





► experiment, and is sometimes referred to in print as the 928 Sport (not confusing at all, then?!). Only forty-two were built, a low number, but one towering over the CS's production volume of a measly seventeen units!

MODERN LIFE

The end of the decade saw the 928 make a concession to the increasingly digital age with the introduction of a funky trip computer. Another aptly-named variant, the GT, debuted in 1989. Replacing both the short-lived CS and SE, the new 330bhp 928 was more in keeping with the character of the latter, a fact highlighted by the use of a ZF forty-percent limited-slip differential. Just like the CS and SE, the GT was only offered with manual transmission. Technology from other Porsches was also carried over; the supercar-baiting 959's tyre pressure monitoring system and a zero-to-hundred percent Porsche Sperr Differential (PSD) variable ratio limited-slipper was fitted in 1990, the same year assembly of the stick-shift S4 was discontinued.

By the early 1990s, the 928 had passed middle age and was cruising towards the end of its production life, but just before it thundered off into the sunset, Porsche let loose one more incarnation. The £64,998 GTS was the most powerful production 928 to date! Thanks to a 5.4-litre V8, power was up to 350bhp in readiness for the 1992 model year. Porsche promoted the GTS's revised styling and larger 'Big Black' brakes as essential revisions, but with 362lb/ft of twist, a 0-62mph time of 5.7 seconds and a top whack of 177mph, there was plenty more to shout about! What Porsche didn't draw attention to was the price, which could escalate

beyond the \$100,000 mark by the time the curvy Porsche was finally laid to rest in 1995.

Easy to distinguish from its predecessors, the GTS rode on seventeen-inch 993 'Cup' alloys, wore 'Cup' door mirrors, a colour-coded rear spoiler and a red reflective fill strip which joined the rear light clusters. In selected markets, last-of-the-line GTSs boasted wider eighteen-inch rims with the option of special Iris Blue or Amazon Green metallic paint finishes paired with soft grey leather.

At the time of its inception, the 928 was seen as being the antidote to falling 911 sales. Moreover, the development of the model was deemed to be an accidental stroke of good fortune when US legislators announced their intention to evaluate whether rear-engined cars should be banned from being sold in America on the safety grounds. Of course, the ban failed to materialise, but so did Fuhrmann's expected rush of 928 sales; just over 61,000 928s were built over eighteen years. Only 4,300 were sold in the UK, meaning the 928 is hardly the most prolific of Porsches here in Blighty. That said, the amazingly-shaped grand tourer proved popular enough to pave the way for more modern Stuttgart-crested offerings, such as the Panamera and Cayenne SUV.

Despite a lack of demand for the 928 during its production life, the model's effortless power, practicality and still-futuristic looks have earned it a following of loyal enthusiasts. Now's the time to buy, but opulence and gran turismo gait don't come cheap! Steadily rising prices means the days of easily finding a bargain 928 are long gone. Thankfully, there are still reasonable deals to be had, so get out there and harpoon yourself a land shark!

Above The 928 GTS may have been a masterpiece, but thanks to its potential to cost more than \$100k when new, less than 3,000 rolled out of dealer showrooms

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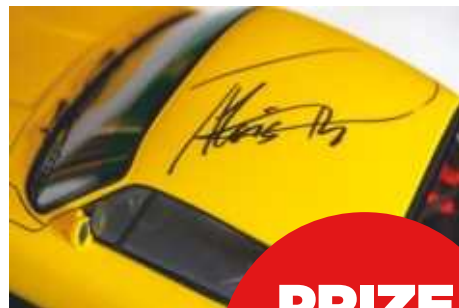
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Ruf made just twenty-nine CTRs from unmarked Porsche chassis, although 911 owners were invited to submit their cars for conversion during the time of production. Those too young to be able to take advantage of the offer in period will be thrilled to hear that a configurable CTR-look styling kit (comprising bumpers, wheels, sports door mirrors and options for turbocharged and naturally aspirated classic 911s) is available to order alongside a range of other desirable automotive components and official merchandise through Ruf Automobile UK's online store.

A highly detailed 1:18 CTR is also available to buy from Ruf Automobile UK. Designed and assembled by respected model maker, Spark, to celebrate the CTR's thirtieth

anniversary in 2017, each small-scale sports car is finished in iconic Blossom Yellow (Blutengelb) with a contrasting black interior. Offered at £215, the beautifully detailed presentation piece sits atop a solid black plinth and is considerably cheaper than the cost of buying a full-size Ruf!

We're thrilled to be able to offer you the chance to win your very own 1:18 CTR. As if that wasn't exciting enough, the model we're putting up for grabs has been personally hand signed by none other than Mr Ruf Automobile himself, Alois Ruf Jr! To win, all you need to do to is answer the following simple question:

What year was the Ruf CTR 'Yellowbird' launched?

- a) 1987
- b) 1997
- c) 2007

Head over to mediajustice.co.uk/yellowbird and register your answer. It really is that easy! Act fast, though – you've only got until 15th July to enter the competition. Good luck!

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Porsche people

LUFTGEKÜHLT 5

Le Mans winner, Patrick Long, used a Ganahl Lumber yard in California as the backdrop for his fifth annual celebration of air-cooled Porsches

WORDS Kidder Loops PHOTOGRAPHY Viktor Benyi



Half a decade ago, Luftgekühlt (literally translated from German as ‘air-cooled’) was a little-known gathering of air-cooled Porsches hosted by Le Mans winner, Patrick Long, and his business partner, Howie Idelson, on the West Coast of America.

Fast-forward to the present day, and the event has grown massively, both in size and reputation.

Intended to showcase some of the greatest air-cooled Porsches of all time – from legendary motorsport machines to the rarest of road cars – Luftgekühlt has become a ‘must attend’ event for petrolheads in and around southern California. This year’s bash was held at one of Ganahl Lumber’s ten wood stores. You’d be forgiven for thinking the choice of yard was simply down to its ability to accommodate a massive number of vehicles, but Long wanted to pay tribute to Porsche’s early days of





Porsche people



construction inside the wooden sheds of a former saw mill in Gmünd, Austria. A nice touch, but one which may have been easily missed thanks to distraction caused by the attendance of Hollywood heroes and famous racing drivers; classic car collector, Bruce Meyer, joined actor, Patrick Dempsey, hill climb legend, Jeff Zwart, and circuit stars, Vic Elford and Hurley Heywood (who was using the event as a means to promote his new book, *Hurley from the Beginning*), in a roll of honour which also included 'Outlaw' culture creator, Rod Emory. The godfather of reimagined Stuttgart-crested cars, Alois Ruf Jr, and Steve McQueen's Porsche-loving son, Chad, were also spotted mingling with the masses.

The real stars of the show were, of course, the cars. Regular readers will have spotted ➤➤



Top right Schuppan 962CR is one of only six produced and has covered zero miles!

Left Jerry Seinfeld's all-aluminium 1949 356 Gmund Coupe stole the show

Below Mark Cilani's 3.6-litre 911 SC's bright green paintwork ensured the car could be spotted from far away!





Porsche people



» Mark Cilani's bright green, wide-arched, 3.6-litre 911 SC (read about it in the June edition of *Ultimate Porsche* by ordering a back issue at bit.ly/issuesup) in the photographs presented on these pages, while the 1949 356 Gmünd Coupe owned by comic, Jerry Seinfeld, proved to be one of the day's big draws. Competition for affection, however, was strong. The championship-winning 1972 Penske Racing Can-Am 917-10, a variety of works race cars (notably a 904 Carrera GTS and a 'short tail' 908K), a 356 SL and a 1980 911 Turbo that has only driven delivery mileage left the crowd in awe, and that was before they clocked the zero-mile Schuppan 962CR, an astonishing creation

and one we'll be featuring in a forthcoming issue of *Ultimate Porsche*.

Be it 'rat rod' 914 or concours 356, every flavour of standard and modified competition and street-legal air-cooled Porsche was catered for. Keen not to promote the notion of elitism, Long and Idelson don't dish out trophies at Luftgekühlt. There's no 'best in show', no time for competitiveness. Cars are simply parked alongside each other regardless of their history, cosmetic state or power output. There's something for everyone. Porsches to suit all tastes. This is our kind of show, and we can't wait to see what Luftgekühlt 6 has in store this time next year. See you there!



This page Eeny, meeny, miny, moe, which Porsche should we drive home from the show...?!

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Builds

BRAKE TIME

Chassis upgrades and the completion of major metalwork signal a welcome milestone in restoration of Dan's tired transaxle

WORDS AND PHOTOGRAPHY **Dan Furr**

Let me guess. You're eyeballing the photo of my impotent 944 Turbo sat atop the scissor lift it currently calls home, and you're thinking, "Dan, your car doesn't look much different to how it appeared in the lead photo from your last project update." Whenever a restoration as exhaustive as this is carried out, there will always be periods where work is poured into areas of the car that don't immediately draw attention to themselves. As if to prove the point, the previously documented body repairs applied to my turbocharged transaxle have been followed by more necessary remedial metalwork at the Oxfordshire headquarters of 944 restoration and maintenance specialist, Retro Restorer. None of the newer repairs are any less important than what preceded them, it's just that they've taken place in areas not particularly well-exposed,

meaning the overall look of the car isn't as drastically changed as you might have expected.

Then again, take another look. Where has the suspension gone? What's happened to the brakes? Access to hard to reach areas required the removal of the car's chassis equipment, which was due to be binned off and replaced with uprated aftermarket parts anyway. Tired OE-spec dampers, for instance, are being ditched in favour of GAZ coilovers, while all perished factory bushes are being substituted for purple polyurethane parts from Powerflex.

My 944 benefits from front calipers bought brand new over the counter from Porsche Centre Cambridge not long before the previous owner retired the car from the road. As you'd expect, they're in excellent cosmetic order, but will benefit from the proposed strip and rebuild Retro Restorer boss, Nash Hunter, intends to subject them to when he tackles the



Above and left Rear end required much corrective work and revealed previous repairs hidden by many layers of filler

Left The bizarre pairing of Benny Hill and Gladys Knight provided the car's previous owner with "the best in mainstream music"

Facing page Dashboard and steering wheel has joined the rest of the interior for a retrim at Awesome





car's corroded rear anchors. New seals and fresh paint are in order before the parts are reinstated with EBC discs and a set of the British braking parts manufacturer's fast-road Yellowstuff pads.

Bolstering the car's stopping system will be a set of Goodridge braided brake hoses. Chief among the benefits of fitting the parts is hugely improved braking efficiency. Each kit is offered in ten distinct colours (enabling colour-coding to your Porsche's bodywork), and is supplied with TUV, DOT, ADR and ISO approval. The result of all this careful engineering and quality control is a car that will stop in a far more composed manner than it would if sticking with standard parts, and an elimination of the 'spongy' pedal feel so often associated with older Porsches still making use of factory-issue rubber flexihoses.

Now then, why is the car missing its glass? From the start of the project, Nash and I agreed the windscreen was in desperate need of being replaced (the original part was cracked and chipped). With a full respray in OEM Guards Red planned following thorough preparation of every surface due to be painted, a new ➤





Builds



» replacement windscreen will be fitted alongside new glass and sunroof seals.

The keen-eyed among you will have noticed the car's steering wheel has gone walkabout. As mentioned last month, Greg and Glenn Ward at Cambridgeshire-based automotive interior trimming outfit, Awesome (the company's work lives up to its name), have taken delivery of my 944's seats and door cards, cockpit furniture which is being treated to a custom retrim. The liberal application of fresh leather and Alcantara will extend to the car's dashboard. Nash kindly removed the panel for me, at which point the steering wheel had to be withdrawn to allow extraction of the wide cabin parts, leaving exposed interior wiring and heater ducts. If you've ever wondered what lies behind the dashboard of your 944, then have a gander at the photos printed on the previous page and wonder no more!

"The best in mainstream music" fell out from behind the dash during removal. Presented on a disc so small they call it 'compact', I'm not convinced this collection of tunes from Benny Hill and friends (yes, really) is in any better state to be played with than the overall condition of my car was when it



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Right Eye, eye! It's time to repair the light corrosion hiding behind the car's knackered window seals

first came into my possession! Not that we're out of the woods yet. Touching on what I said earlier about new metal being introduced to concealed areas, Nash and his team have spent plenty of time correcting my troubled transaxle's rear panel (where evidence of previous repairs have been found), rear quarter bottoms, the front floor and minor corrosion revealed in the windscreen gutter after removal of the glass.

Other new metal has arrived in the guise of pressed registration plates, which I plan to seat inside supportive plate carriers. The number plates on the car were in a sorry state, with the front plate cut many years ago to accommodate a radar scatter scanner! The new parts qualify as a small update, but one which will make a big difference to the overall appearance of the car after it has been painted in Retro Restorer's in-house spray booth. More next month.



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Popular aftermarket air filter designs and how effective they are at balancing the rate of filtration with derestricted airflow

On the air

An air filter is always the first upgrade made when enthusiasts look to improve their car's performance, but this key alteration is quickly overshadowed by more exotic modifications. This is unfair – the humble air filter is a crucial component in the quest for increased horsepower. Moreover, an engine without an air filter in place will most likely destroy itself through the inhalation of dirt and

debris. In the worst-case scenario, your Porsche's beating heart would shot blast itself to death from the inside out!

By its nature, a filter introduces a restriction of some sort, meaning that choosing the right air filter can be tricky. The key behind delivering uninhibited airflow suited to a specific application is to reach the perfect compromise between levels of filtration, airflow and intake air temperature. Additionally, the resulting air filter needs to fit in whatever space is available to accommodate it in a car's engine bay.

As a rule of thumb, a filter with higher filtration properties will flow less air. In other words, you'll need a larger filter to flow the same volume of air as one with lower filtration properties.

The temperature of the intake air is just as important; hot air is less dense than cold air, meaning there's more oxygen available for combustion in cold air. This is why temperature plays such an important role when it comes to induction and achieving big bhp, and why a rolling road operator has to make calculations which consider the



FILTRATION vs FLOW

With any air filter, there's a trade-off between levels of filtration and the volume of airflow. Put it this way, if you simply blanked off your car's intake hose, you'd stop all dirt and debris from entering the engine, but you'd also stop air from being sucked in, meaning the engine wouldn't run.

At the other end of the spectrum, an open intake with no filter whatsoever would pose no restriction to the amount of air which could enter your Porsche's powerplant, but all dirt and debris in its path would be sucked in, causing serious damage. Not good.

Clearly, we need a compromise between these two extremes. Most standard air filters tend to fall nearer the 'closed' example we've just outlined, ensuring high levels of

filtration for maximum engine protection and increased service life. All of this sounds great, but it comes at the expense of airflow, and as you already know, more air means more power.

Thankfully, aftermarket performance air filters allow you to shift the rate air can enter your car's engine, leaning towards the 'open' example we've just highlighted. The increased flow rate allows you to unlock more of your Porsche's true performance potential. Hooray!

In theory, this should come at the expense of filtration, but by deploying clever tricks of the trade (uprated materials, custom filter shapes and a choice of sizes), huge gains in airflow can be achieved whilst maintaining excellent levels of filtration.

By deploying clever tricks of the trade, huge gains in airflow can be achieved



effects of volatile ambient temperature before he or she is able to provide you with an accurate power figure after your Porsche has enjoyed a session on the dyno.

There are many types of air filter available for you to choose from. A variety of different materials can be used depending on the desired filtration rate and intended application. In this article, we take a closer look at the most popular designs, examining how each of them works.

MATERIALS

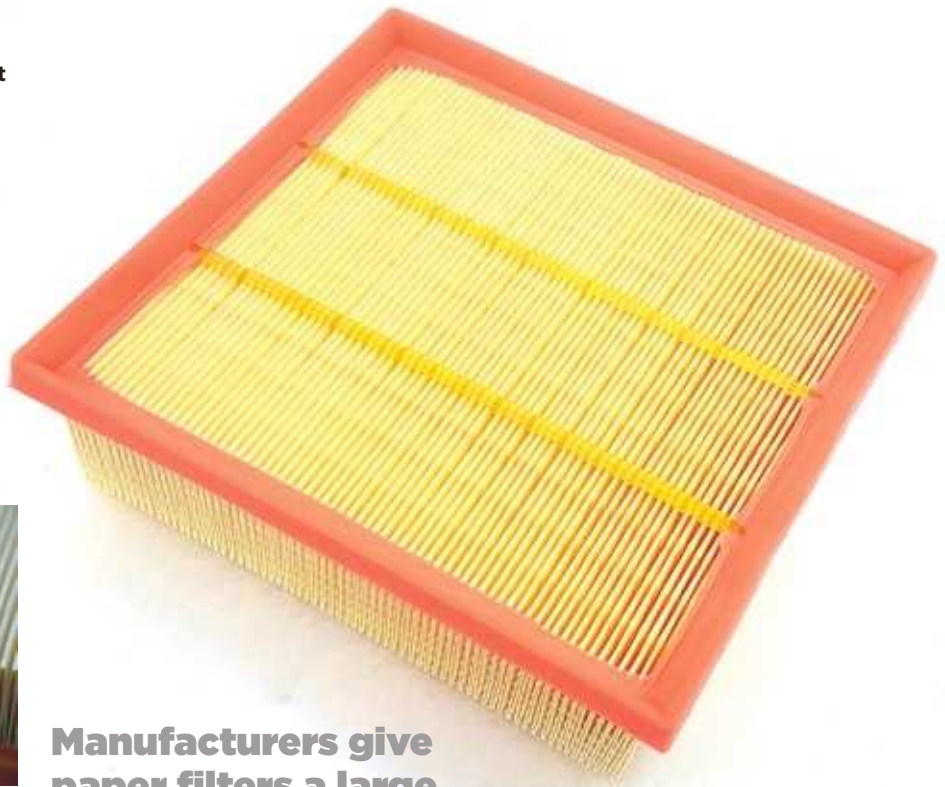
There are many materials which can be used to create a performance air filter, but the four most commonly used properties are paper, cotton gauze, foam and mesh. Let's look at each of them in detail.

PAPER

Most standard air filters are made from paper. Paper is very good at filtering dirt and debris, but as the filter does its job, it becomes dirty and blocks airflow. Imagine looking at a paper element under a microscope. You'd see lots of tiny holes allowing air to pass, but these same holes get blocked quickly, preventing anything – even air – from passing. This is why paper air filters are disposable and have a short service life.



As you'd expect, a paper filter's performance decreases with age. To increase service life, manufacturers give paper filters a large surface area, which explains their distinctive fin-like design. Paper isn't as good at allowing air to pass as the other materials we'll talk about, though, and will pose a problem when it comes to engine tuning.



Manufacturers give paper filters a large surface area, which explains their distinctive fin-like design

COTTON GAUZE

Cotton gauze allows far higher airflow than paper. Typically, a cotton gauze air filter will make use of four-ply gauze with a specially designed aluminium screen. The aluminium offers support to the cotton gauze and allows the filter to be corrugated across its surface area. As mentioned earlier, a large surface area has many benefits over a smaller one, but one of the main advantages is the marked increase in the filter's lifespan.

Air filters made from cotton gauze use a specially formulated oil to assist with filtration. When contaminated air passes through the filter, any dirt present gets trapped in the oil. This vastly increases the air filter's abilities to stop unwanted particles entering your car's engine without reducing the volume of air being sucked in. Consequently, cotton gauze filters can limit the movement of particles as small as five microns. Anything smaller is unlikely to cause harm unless being drawn into the engine in large quantities. To put this into perspective, most standard paper air filters are unable to filter particles smaller than twenty microns!

Cotton gauze filters are designed to be cleaned and reused. Simply ridding the filter of trapped dirt will restore the part's performance back to its 'as new' state. Indeed, the guys at K&N Filters are so confident in the qualities and longevity of the company's cotton gauze filters, they offer a million-mile warranty with each part sold!



FOAM

Foam air filters are used in a wide range of applications, including top tier motorsport such as the British Touring Car Championship, World Rally Championship and Formula One. Foam filters differ from cotton gauze and paper filters due to their nature as a 'surface' medium. In other words, they block dirt and debris on the filter surface before allowing air to pass.

Foam filters are said to offer a high rate of filtration due to their thickness. Dirt and debris gets caught in the filter, but there's always an alternative route for air to flow freely. The labyrinth-like fashion of foam air filters is why they tend to have a lengthy service life and maintain their performance far longer than other 'surface' media filters.

Another advantage is the ability to laminate different grades of foam to produce a filter with unique characteristics. For example, take a layer of coarse foam and put it atop a layer of finer foam. Before you know it, you've produced an air filter with very little restriction through the first layer, although larger particles will be trapped. Then, as the air flows through the second layer, an increased volume of dirt is blocked from entering the engine, although the air will be more restricted than when it made its way through the first layer. You could add a third layer that's finer still, which would trap the smallest of particles, albeit at the expense of unrestricted airflow. As you can see, laminating filter foam like this allows almost infinite scope for adjustability, enabling a bespoke filter to be produced for a specific application. As if to prove the point, World Rally Championship chariots use different foam air filters on each rally stage, primarily because the dramatically different weather and surface environments the cars are subjected to demand ever-changing air filter properties.

Foam air filters use a specially designed oil to help trap dirt and debris, blocking particles as small as four microns! Like cotton gauze filters, foam air filters can be cleaned, re-oiled and reused, with filter manufacturers offering the necessary cleaning materials at extra cost. Some manufacturers offer foam filters mated to carbon-fibre intake pipework!



MESH

Mesh filters aren't all that popular on the Porsche scene, but they are often seen strapped to the powerplants of Japanese joy toys. The principle behind how they work is the same as paper and cotton gauze filters; the layers of fine stainless steel mesh act as a filter which helps to prevent dirt and debris from entering the engine. The consensus among modifiers, however, is that because of the way stainless mesh is constructed, this type of air filter fails to offer the same rate of filtration as paper, cotton gauze or foam.

The holes within the mesh allow vastly improved airflow over the host vehicle's standard paper air filter, which is why you should expect to see good power gains with a mesh filter in place, but don't expect the same level of filtration as you'd enjoy after investing in an air filter made from any of the other materials we've talked about. If outright power (at the risk of engine durability) is your thing, however, then perhaps a mesh filter makes sense to you.



Fit an air filter designed for your intended application



SIZE MATTERS

When it comes to the wonderful world of air filters, bigger is better. That said, you shouldn't make the mistake of thinking a bigger filter will automatically deliver enhanced performance. Each application has its own optimum filter size - exceeding it won't make a difference to the power your car's engine is able to produce. Then again, most people fit the largest air filter they can squeeze into the available space beneath the bonnet of their car to ensure they aren't restricting

airflow. Also, a larger air filter features a larger surface area, which means it should have a longer service life before routine cleaning is required.

In theory, fitting a filter larger than what's necessary won't cause any harm, but there is increased danger of the filter's larger dimensions causing the part to edge closer to heat generating componentry, and the last thing we want is for hot air to be sucked into the engine. Our advice is to fit an air filter designed

for your intended application, or to take measures to prevent a larger filter from being unduly exposed to heat (see separate boxout).

Fitting an air filter that's too small will cause problems. Essentially, the filter becomes a restriction, even if made from high-flowing performance materials. The engine will be choked of air, robbed of performance and may suffer damage as a consequence of being subjected to prolonged 'breathing difficulties'.



PANEL FILTERS

Replacement panel air filters are usually seen as the first stage of upgrade in the world of tuning, especially when it comes to cars in Porsche's transaxle family. Replacing your car's standard paper air filter with a freer-flowing panel filter made from cotton gauze or foam allows more air to reach the engine. This means it can put less effort into pulling air through the filter and can suck more air in, behaviour which results in more power. What's not to love about that?!

A performance panel filter has many advantages over the part it replaces. As we've already highlighted, a panel filter will allow more air to travel through it at a quicker rate; typically, a performance panel filter will flow forty percent more air. Also, these parts benefit from being a direct replacement for the standard item, meaning quick and easy installation taking no longer than you'd spend fitting a factory-spec filter. The performance part has a much longer service life too.

Don't be fooled into thinking an aftermarket performance panel filter will always increase performance. Much is dependent on the size of the standard air box in which the air filter is housed; if the air filter is capable of flowing more air than the airbox design will allow, it doesn't matter how good the flow rate of your new air filter is, there will always be a limit to its ability to release trapped ponies. Under these circumstances, you'll need to look at replacing the stock air box with an aftermarket item or induction kit.

CONE/CYLINDER FILTERS

One of the most popular choices for an aftermarket performance air filter is a cone or cylinder filter. The benefit of a cone over a flat panel is simply that a cone offers a greater surface area whilst still fitting within a small physical space, often narrower than that occupied by the panel filter. Think of it like this: rolling a panel filter into a cone doesn't change the panel's surface area, but it does allow the part to squeeze into a small space. Neat!

Installing a cone or cylinder filter often requires the removal of the car's original air box. The new filter is then installed directly onto the end of the intake trunking. Alternatively, it can sit within a bespoke air box or behind a custom heatshield. This setup is usually what people refer to as an induction kit. It eliminates the standard air box's restrictions by drawing air in from all directions instead of relying on air being fed inward via a specific route dictated by uncompromising rigid air box ducting.



The downside to all of this is that controlling where intake air is drawn from can prove to be a challenge, with some poorly designed filters pulling in hot air from around the engine bay. This is what's referred to as 'heat soak' and is massively detrimental to performance. If you're really unlucky, your car might be producing far less power than it was with its stock air filter in place!

Open air filters work well on naturally aspirated engines where improvements in airflow feel more pronounced than when playing with air filters linked to forced induction equipment (such as a turbocharger or supercharger). Moreover, tuned naturally aspirated engines need large volumes of air to be drawn from the atmosphere, but often feature air boxes which won't allow air to flow beyond the manufacturer's standard specification.

Cone filters used in forced induction applications tend to be much larger than those fitted to naturally aspirated engines. This is simply because forced induction applications usually produce more power than those free of a 'charger', dictating the need for more intake air.



THROTTLE BODIES

When making use of throttle bodies, you've got two main filter choices: smaller individual air filters (one for each throttle body) or a giant filter which covers all the inlet trumpets at once! Which you choose depends on the application and its requirements. For example, the amount of space you have to play with might prove to be a key concern preventing you from fitting a large single air filter with a superior flow rate.





COLD AIR INTAKE SYSTEMS

As we've already mentioned, hot air isn't as useful to an engine as cold air. Shielding the incoming air from sources of heat (turbochargers, exhausts etc.) will always result in better performance. One way of avoiding the dreaded 'heat soak' whilst maintaining a cone filter's rate of airflow is to enclose the filter in a specially designed casing that can only receive air from a dedicated cold air feed. Yes, we appreciate that sounds like we're describing the standard manufacturer airbox setup, but we're talking about a completely derestricted air filter housing suited to your car and the power you hope it will achieve.

It's true to say many modern sports cars feature well-designed air boxes with multiple inlets and excellent heat shielding, but even good OEM designs can be improved upon. Besides, most older Porsches – be they performance or pedestrian models – are fitted with terribly designed air boxes which massively restrict engine performance.

One of the simplest ways to combat 'heat soak' is to take a cone air filter and fit it inside a carbon-fibre or aluminium air box. You can then direct cold air through ducting starting at the front of the car (consider losing a fog lamp to make way for the intake opening). It's a method

which yields good results, but unless you're building a bespoke air box, don't expect an 'off the shelf' aftermarket air box to fit without fettling. They can be awkward to install! Fortunately, many tuners will be able to recommend performance air boxes with optimised pipework design, as well as being able to advise on the best choice of air filter for your car. Naturally, bespoke solutions often attract a premium price tag dictated by the choice of materials and complexity of design deployed. Rest assured, if you are shelling out for a custom design, you'll almost certainly be investing in the best airflow solution available for your Porsche.



Bespoke solutions often attract a premium price tag dictated by the choice of materials and complexity of design deployed

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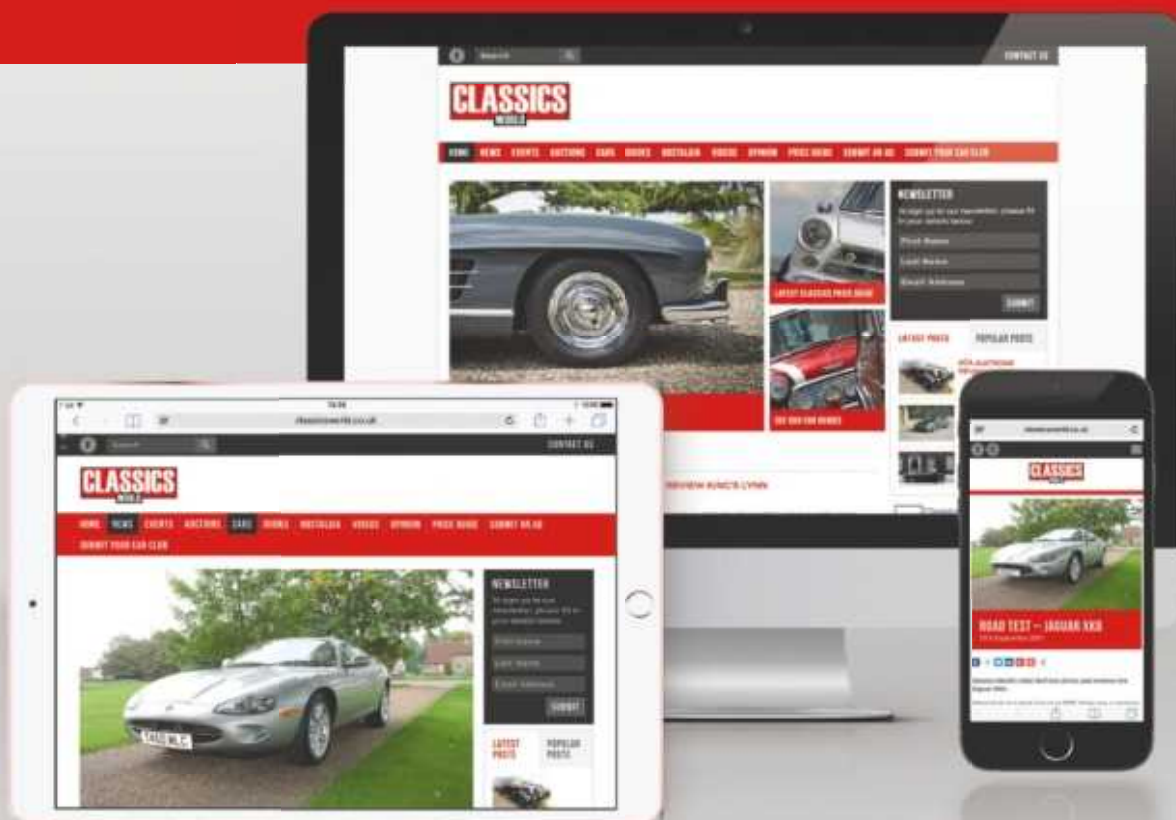
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Wolfgang Porsche

The man who sees his ambassadorial role as essential in promoting the history and traditions of Stuttgart's greatest car maker

WORDS **Chris Parry** PHOTOGRAPHY **Various**

As chairman of the company which bears his surname, Wolfgang Porsche has a lot to be happy about. He's the youngest son of Ferdinand 'Ferry' Porsche, which makes him the grandson of Porsche founder, Ferdinand Snr. His older brother is Ferdinand 'Butzi' Porsche (designer of the 911), and one of his many cousins is Ferdinand Piëch, former chairman of Volkswagen's supervisory board.

Wolfgang celebrated his seventy-fifth birthday a few weeks ago. Powerful, but known not to be power hungry, he prepared for life in the family business by training as a metalworker before studying for a degree in business management at Vienna University of Economics. Before officially joining Porsche in a supervisory role in 1978, he established a business importing Yamaha motorcycles to Austria. Later, he worked at Daimler-Benz, but as one of Ferry's children, Wolfgang's role as torch bearer for the family firm was never in doubt.



Wolfgang defends his inheritance fiercely, regarding his position at Porsche to be necessary in the effort to continue the work of his father and grandfather. He acts as mediator when it comes to balancing the interests of the Porsche and Piëch families, uniting all concerned whenever conflict rears its head. In fact, exercising his abilities to ensure the affairs of both families are managed sensitively across the multiple automotive organisations they own shares in, he has been a member of Volkswagen's supervisory board since 2008, and has held a similar role at Audi since 2012.

As lover of sport away from the race circuit,

As one of Ferry's children, Wolfgang's role as torch bearer for the family firm was never in doubt

Known affectionately by Porsche employees as 'WoPo', he has been the face of our favourite car maker since the death of his father in 1998. Current chief executive

officer, Oliver Blume, describes Wolfgang as "the figure with whom people identify our company." It's certainly true to say this respected art collector has steered the Stuttgart-crested ship through good times and bad, be it the strategic realignment and reorganisation of Porsche in 1992, the success of the manufacturer's works teams in motor racing throughout the past four decades, or the difficult management reshuffle after negotiations to take control of Volkswagen reached an unanticipated crisis point.

Wolfgang was involved in establishing the Porsche Tennis Grand Prix (also known as the Stuttgart Open), a proving ground for tomorrow's world champions. It's an event – currently held at the Porsche Arena in Stuttgart – intended to promote dynamic and youthful qualities in women's tennis. These are, of course, characteristics which can easily be attributed to Porsche as a manufacturer of cars, and in its role as a dominant force in the world of motorsport. Game, set and match. Happy birthday, Mr Porsche!





SHARK BAIT

Seduced by the 928 his father owned four decades ago, Dan Curwin has finally got his hands on a V8-powered transaxle to call his own

WORDS Dan Furr PHOTOGRAPHY Dan Sherwood



What was it that acted as the catalyst for your love of Porsche? Exposure to a standout car when you were a nipper? A deep-rooted family connection to the brand?

For London dweller, Dan Curwin, it was both. "I'll never forget the sense of wonder I felt when my dad arrived to collect me from school in a bright blue 928!" he recalls. Curwin the Younger was no stranger to the world of Porsche due to his father having already owned a string of 911s, but the land shark ready and waiting to make the classroom a distant memory was quite unlike any other Stuttgart-crested car the Curwin clan had owned up until that point in time. Needless to say, Dan was awestruck.

"The striking combination of blue leather and Pascha trim wowed me as soon as I stepped inside the car," he grins. Almost forty years later, he's just as enthusiastic about Porsche's legendary transaxle, which is why it comes as no surprise to discover he's bagged himself a fantastic example of what many regard as the model's sweet spot. Yep, he's managed to acquire that rarest of 928s – a low mileage S2 with manual transmission. Cor!

STEP FORWARD

It's worth noting Dan's journey towards V8 ownership hasn't been as clear-cut as seeking out a 928 from the moment he passed his driving test. "Like many owners of classic Porsches, I started out playing with Volkswagen Beetles," he tells us. "One of my earliest cars was a Bug equipped with a two-litre flat-six, but I was determined to own a Porsche before I reached my twenty-fifth birthday. I managed to achieve



Right The V8 powering Dan's S2 runs like a dream thanks to a life spent being cared for by dotting previous owners



my goal by coining a 1969 911T I'd spotted advertised across The Pond. Sadly, my time with the car didn't prove to be as satisfying as I'd hoped after it reached British shores."

He's referring to an unfortunate incident on London's Battersea Bridge when an elderly gentleman walked out in front of the 2.2-litre left-hooker before being thrown into its windscreen. Thankfully, after a brief spell in hospital, the injured pensioner was given a clean bill of health, which is more than can be said for Dan's ill-fated 911.

"The police confiscated my imported Porsche after telling me they needed to examine it as a precautionary measure to ensure the car was fit to be on UK roads. I had every confidence it would be given the green light, not least of all due to the validity of a freshly issued MOT certificate. Nevertheless, the car was dismantled as law enforcement agencies looked for something amiss. Of course, they didn't find anything untoward, so you can imagine how pleased I was to be invited to collect my pride and joy at the close of the protracted investigation." Less pleasing was the state

Morel mission

Mr Meir Mordechai founded Morel in 1975 after being motivated by a dream: to create a loudspeaker which would capture the magic in music in the most natural way. His lifelong quest has resulted in successive generations of amazing speakers and high quality audio drivers that consistently set new standards in the field of sound reproduction. The Morel brand (derived from Mordechai's name and his interest in electro-acoustics) has become a regular recipient of 'best of' awards for in-car audio. The company's products are available in the UK exclusively from Auto Audio Installations in London. Visit autoaudio.co.uk





» of the car Dan was presented with. “I sold it for scrap!” he cries. London’s law enforcement agencies had proved themselves to be well-versed in the art of ripping a 911 apart, but less fluent when it came to putting one back together again. Disappointed that his dream of owning an air-cooled Porsche ended sourly, he channelled his enthusiasm for all things automotive by investing in an Alfa.

FAMILIAR GROUND

Exotic Italian four-wheelers are exude a certain charm, but there’s no getting away from the fact that once you’ve been bitten by the Porsche bug, it’s almost impossible to resist the temptation to return to owning one of Stuttgart’s finest. Unsurprisingly, this is exactly what Dan did. “I bought a 1980 911 SC Targa from Williams Crawford in Saltash,” he smiles. “That car was the epitome of a Porsche in pristine condition. It was almost too good to drive! I enjoyed every minute of being behind the wheel during the three years I was lucky enough to be in possession of the silver stunner, but I had to let my head rule over my heart when my girlfriend and I found out we were expecting twins. The car was sold back to Williams Crawford and I bought a family-friendly Volvo estate!”

We’ll be the first to admit a fondness for flying bricks, but as the years rolled by, Dan’s love of Porsche reared its head once again, a passion encouraged by memories of growing up in a house located next to the home of Formula One and Porsche endurance driving hero, Pedro Rodriguez. “I was toying with the idea of buying another classic Porsche when my girlfriend’s father passed away,” says the 928 nut. “He left behind a second generation 997 Carrera S and a low mileage 924 Le Mans. I hadn’t ever considered owning a 924, but it made perfect

sense to take custody of the rare transaxle, and I’m glad I did. It was an amazing car and one which taught me that a 924 can be just as much fun as a 911!”

Originally supplied to a Japanese owner through Mizwa Motors (formerly Porsche’s official distributor in East Asia) the limited edition 924 had covered just 70k miles from new. Dan happily added to that tally by heading out to as many 924-focused events as he could in the two years that followed his name appearing on the Alpine White wonder’s logbook, but recollections of his dad’s blue 928 at the school gates all those years ago failed to help him shake off the desire to own a V8-powered transaxle. And what a motor he’s ended up with!

After advertising the Le Mans for sale, Dan handed its keys to a Danish 924 fan who flew to London from his native country before embarking on an epic road trip back home in his new toy. With cash in the bank, Dan could begin the hunt for a 928. It was a quest that led him to the door of Chertsey-based independent Porsche specialist, GT One.

Registered in December 1984 for the 1985 model year, the immaculate grand tourer was originally sold by Roger Clark Cars and had been owned by the same enthusiast for the eighteen years prior to Dan driving it out of GT One’s well-stocked showroom. “The car has never wanted for anything,” he beams.

Lowered suspension, a lack of sunroof, a limited-slip differential and that all-important manual gearbox were well-considered factory options, but super-meticulous care over the years saw the S2 treated to a complete mechanical overhaul and a respray when in the custody of a previous owner.

“Much like myself, the guy wasn’t obsessed with originality, which is why



Rally around

Roger Clark MBE was a legendary British rally driver during the 1960s and 1970s, and the first competitor from his country to win a WRC event when he proved victorious at the 1976 RAC Rally. Earlier, in 1974, he competed with a 911 in the BOAC 500, although the car didn’t perform as well as Porsche had hoped. In his day, Clark was praised for being able to make his cars “dance” sideways through corners. He didn’t retire, but spent more time focusing on developing the family business, Roger Clark Cars (the firm started by his father, who was also named Roger!). It was the company’s Porsche franchise which originally sold Dan’s 928 S2 at the turn of the mid-1980s.



WITH CASH IN THE BANK,
DAN COULD **BEGIN THE
HUNT** FOR A 928



DRIVER Q&A



DAN CURWIN

First Porsche
Viper Green 1969 911T

Favourite Porsche
928

Best thing about your 928 S2
The power and comfort it offers

Least favourite thing about your 928 S2
Lowered suspension and speed bumps aren't a brilliant pairing!



» the car lost its bump strips at the point it received new paint,” explains Dan. He’s taken personalising the Porsche a step further by adding LED exterior lighting, yellow fog lamp lenses (originally fitted to a 928 in France) and recently refurbished sixteen-inch ‘Teledial’ wheels wrapped in sticky Continental rubber.

ART OF NOISE

Similarly, the car’s gorgeous pin-striped interior has been updated. “I’ve installed a Parrott audio interface which allows me to stream recordings from my smartphone without the need to remove the original head unit. Additionally, I’ve fitted Morel speakers, which deliver crystal clear, dynamic sound reproduction no matter what style of music I happen to be listening to,” he adds, before acknowledging the distinctive rumble of his Porsche’s eight-cylinder, water-cooled powerplant is a difficult soundtrack to beat when on the move!

“Everything about my classic Porsche is totally involving,” he continues. “I’d argue its

manual transmission and firm handling make it far more of a true driver’s car than any 928 loaded with an automatic gearbox. Mine is a V8-powered transaxle which feels amazingly sporty. Its character is very different to what you’d expect from a Porsche ordinarily associated with lazy long-distance cruising.”

Keep ‘em peeled and you’ll see his spotless S2 (complete with its quirky personalised registration) out and about on the mean streets of the capital. “I use the car every week without fail,” Dan proudly confirms. We’re not surprised – classic Porsches are there to be enjoyed, and there’s no doubt that when it comes to 928s, the example his longstanding love of the model has compelled him to buy is one of the very best on Britain’s busy roads.

Above More than forty years after it was first introduced to the world, the 928 looks like nothing else you’ll see on the public highway



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JAPANESE DREAM

Matt Roberts fulfilled his ambition of owning a classic Porsche after racing an outlandish 964 at the invitation of RWB legend, Akira Nakai

WORDS **Dan Furr** PHOTOGRAPHY **Dan Sherwood**



“A Porsche is the car many Volkswagen owners aspire to,” reasons Matt Roberts, owner of Dubunit, the VW and Audi maintenance and tuning specialist based in Tamworth. “I grew up modifying Mk1 Golf GTis. I spent years experimenting with various engine swaps and forced induction in the search for big bhp, but after witnessing a pair of ridiculously loud 993s strut their stuff at Castle Combe many years ago, I knew my name had to appear on the logbook of a 911!” he grins, pleased that his dream came true, albeit at the expense of the house he was planning to buy with his girlfriend.

“We’d saved a decent deposit, but our plans took an unexpected change of direction after I visited Japan and raced a highly modified 964 in the 2015 Idlers 12 Hour Enduro,” he says. The opportunity to compete came about as a consequence of one of Matt’s friends paying an unplanned visit to the workshop of Akira Nakai, the man behind Rauh-

WELT Begriff (RWB), the controversial tuning firm we showcased in last month’s edition of *Ultimate Porsche* (order a back issue copy of the magazine at bit.ly/landsharkrup).

“My mate, Alex, is a test driver for Honda,” continues Matt. “He called me during time working overseas in Japan. During our conversation, he let slip he was working in Chiba, a town forty kilometres southeast of Toyko. I recognised Chiba as being where RWB is based. Knowing Akira has a reputation for being approachable, I urged Alex to visit the RWB workshop during his stay,” he adds.

A few hours later, the 36-year-old was gobsmacked to receive a smartphone photo message from Alex, who was pictured standing next to Akira in the RWB workshop. “He’d spent most of the day helping out at RWB. Akira had even taken him out for ramen as way of thanks! I don’t know what I was prouder of, the fact my mate was hanging out with one of my heroes, or that he was doing so while wearing a Dubunit t-shirt!”



» If having his company logo featured in photos with Akira was enough to generate excitement in the Roberts household, the next unexpected turn of events was nothing short of mind blowing. “In 2015, Alex announced his stag do as being a trip out to Japan. He’d told Akira of his intention. Impressed by the fact Alex is a professional test driver, Akira invited the small group of us attending to drive his *Natty Dread Jr* 964 creation in the Idlers contest. He asked us to partner with representatives from RWB’s Los Angeles outpost. I was astounded!” he gasps.

A high number of RWB machines were entered into the competition, but the bright white, longtailed 964 Matt drove was the most eye-catching of all those campaigned on the day. As part of a team of eight drivers, including RWB Los Angeles boss, Joey Chang (read all about his wide-arched 993 by ordering a copy of our March issue at bit.ly/issuesup), our man from the Midlands completed three stints behind the wheel, with Akira congratulating him on a job well done. “I was exhausted, but driving the car back to Chiba alongside twelve other wild RWB-kitted 911s was an experience I’ll never forget, and one which was just as enjoyable as competing on the track,” he muses.

CHANGE OF PACE

You can live in a car, but you can’t race a house, which is one way of justifying what happened next. “I told my girlfriend I had to buy a 911. I’d expected the 964 to behave like the rear-wheel drive VWs and Audis I’d driven previously, but I was wrong. It was a totally immersive experience. I knew we were saving up for a house, but there was no way I was going to be able to ignore my yearning for an air-cooled Porsche. After a fair amount of soul searching, we came to an agreement: I could have a 911 with the condition



Above The interior of Matt's 993 is very much a case of function over form, as you'd expect from a car prepared for a life at the racing circuit

Far left CAE Ultra Shifter is a recent addition and optimised for motorsport use



my girlfriend could buy a horse." Needless to say, saved funds were depleted quick sharp!

The 911 Matt bought wasn't a 964, but a 993 Carrera 2 configured for circuit life. Despite a significant amount of time and money invested in preparing the car for the track, previous owner, Gary Duckman (a former Production Touring Car Championship victor who spent the first five years of his racing career competing in Porsches), only drove the car for a trio of races in the 2009 Porsche Club Championship. It's worth noting, however, this low number of appearances returned impressive achievements in the form of a podium finish and a series lap record at Donington Circuit. Not a bad return for just three outings behind the wheel!

Back then, the car was blue and covered in sponsor stickers. Today, it retains its status as a track-friendly, street-legal 993, but is dressed in a stealthy getup of gloss black with colour-coded Work Meister S1 three-piece split rims (Team Dynamics Pro Race 1.3s and OZ Racing magnesium five-spokes for track action), a GT2 rear lid, all-red taillights, bonnet pins and an RS front lip. Matte black Dubunit body

graphics and the branding of tyre manufacturer, Nankang, complete the look.

"I've raced powerful cars the whole of my adult life. Over the years, I've tested many different track-focused tyres, but none come close to Nankang's AR-1 offering. I'm amazed at the levels of grip it achieves. Similarly, the company's NS-2R street compound gives me full confidence in all weather conditions. I've extensively tested Nankang products at various circuits, and I'm proud to have the company's logo on my classic Porsche," beams Matt.

AROUND THE BEND

His car's rebuilt 3.6-litre flat-six remains in a near-standard state of tune, although benefits from modified ECU software pushing power to 280bhp. As anyone who spends time at the track knows, the key to a quick circuit car is to ensure it maintains speed during cornering. To that end, Matt's 993's chassis has been significantly upgraded through the appointment of JRZ two-way adjustable racing dampers, Powerflex polybushes, RS-spec lower arms, matching anti-roll bars, rose-joints throughout, a





HIS AIM IS TO TREAT THE CAR TO **RWB STYLING** IN THE NOT TOO DISTANT FUTURE


» plated limited-slip differential, altered transmission ratios, a CAE Ultra Shifter, a multi-point weld-in roll cage, EBC Yellowstuff brake pads, drilled and grooved discs and almost every applicable part from the Rennline product portfolio. Not that the underpinnings of the car were set up correctly when he grabbed hold of its keys for the first time...

HIGHER GROUND

Shocking. That's how he describes the car's handling characteristics when he first drove his new toy in anger. A previous owner saw fit to install 1270lb springs and employed Stevie Wonder to set alignment. At least that's how it seemed until Matt rectified the problem by fitting springs matching RS specification. Professional geometry and corner weighting followed, resulting in a seriously sorted road-legal track weapon that's since been raced up the famous hill climb at Goodwood.

"My aim is to treat the car to RWB styling in the not too distant future," he reveals. In



the meantime, he's enjoying as much seat time as he can cram in at many of the UK's best-loved racing venues. It might be a far cry from piloting a classic Porsche at an Idlers endurance racing contest in Japan, but with one of Akira's outrageous body kits fixed into place, there's no doubt this black beauty will serve as a permanent reminder of its owner's life-changing experience in the Land of the Rising Sun. 

Left Subtle sticker sits above all-red taillights and pays tribute to Matt's experience racing an RWB 964 in Japan

Bottom Nankang body graphics indicate a fondness for the company's road and race-focused rubber



DRIVER

Q&A



MATT ROBERTS

First Porsche
This one!

Favourite Porsche
993 GT2 Evo

Best thing about your 993 C2
It's rough and ready on the track

Least favourite thing about your 993 C2
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20 top tips for photographing your classic Porsche

There's no two ways about it, taking photographs of your classic Porsche can be a tricky business. Poor lighting, incorrect camera settings, adverse weather and clutter in the background of your shot can be contributing factors making your best pics look less like what you'd see on the cover of a magazine and more like the kind of snap you'd find buried in the classifieds. Thankfully, technique is

something you can improve greatly with a few pointers from a pro.

The beauty of trying your hand at automotive photography is you already have the car, a location can be almost anywhere you fancy parking, and we're pretty sure you'll have something to take a photo with, even if it's only a smartphone. And unlike mastering portrait or wildlife photography, your subject isn't going to wander off – it'll sit patiently until you're satisfied you've got the money shot!

The hints and tips we've compiled across the following pages are aimed at the keen amateur who wishes to capture good photographs of his or her classic Porsche. We're keen to see how you get on after reading what we've printed on the following pages, so be sure to share the photos you've taken by emailing dan.furr@kelseymedia.co.uk or by posting them to the *Ultimate Porsche* Facebook page, which you can find at facebook.com/UltimatePorsche. We can't wait to see what you've got to show us!





CHIEF CONTRIBUTOR

Ade Brannan has been shooting cars for magazines (including *Ultimate Porsche*) longer than we care to remember. He learned his trade working alongside his photographer father and by studying at the Glasgow School of Art. A petrolhead all his life, Ade has forged an enviable career as an automotive photographer, a job that sees him travel all over Europe pointing his camera at some of the best classic cars in existence. Visit his website at ABcarpix.com



1 CAMERA TYPES

It's all very well reading about how to take a decent photograph, but what equipment should you be using?

DSLR

DSLR stands for Digital Single Lens Reflex. In other words, a DSLR combines the optics and mechanisms of a single-lens reflect camera with a digital imaging sensor, recording images to disk instead of making use of photographic film. DSLRs offer seemingly endless lens options, ultimate ergonomics and the best options of speed and user control.



BRIDGE

Also known as a *superzoom*, Bridge cameras are comparable in size and weight to DSLRs, but usually lack an optical viewfinder. Furthermore, Bridge cameras don't allow you to swap lenses. As the name indicates, they were introduced as a bridge between point-and-click compacts and DSLRs, but are rarely seen in use following the decrease in DSLR purchase prices in recent years.

SMARTPHONE

The killer of camera sales! Many modern smartphones have excellent image-taking capabilities, but absent physical controls, inconsistent results, a lack of optical zoom and tiny sensors can limit how well your photos will look. Smartphones are great for day to day snapping, and it's true to say the technology is progressing with every passing minute, but for those wanting to achieve the best results possible, then the industry standard of a DSLR should be where you spend your money.



MIRRORLESS

A mirrorless camera delivers quality almost as good as a DSLR and offers a compact size with interchangeable lenses. A lack of optical viewfinder and slow image processing speeds, however, makes mirrorless cameras less desirable than a similarly priced DSLR.

COMPACT

Not everyone can afford to shell out for a DSLR. Entry level compacts used to rule the roost, but smartphones are now being made with such good photographic hardware and software (plus immediate connectivity to image sharing websites and social media) that the compact is dying out fast. Handy to keep in your back pocket, a compact offers good optical zoom.



2 LENSES

Different types of lenses can dramatically alter the way you take photographs. For example, wide angle lenses are great for interior shots, where you need to try to capture as much detail as possible in a confined, awkward space. A long lens is great for showing off the car's lines after you've put a short distance between you and your Porsche. The same lens is good for selective detail shots.

If you can afford to buy one, lenses with wide apertures for short depth of field can deliver superb effects and pen up a whole new world of handheld, lowlight options. Zooms are, of course, the norm, but fixed 'prime' lenses are often favoured by pros. Less distortion and wider apertures are the two main advantages here, not to mention a cost lower than what is usually applied to a zoom; a classic 50mm f1.8 lens can be bought for around the £100 mark, is compact and gives the same (or better) performance than many zooms operating with a similar focal length.

Like so many things in life, you get what you pay for, and it should come as no surprise to hear that many people choose to ditch the zoom that comes shipped with their DSLR in favour of a different unit. As a rule of thumb, a decent zoom is likely to cost you just as much as your DSLR's camera body.



5 ALLOW TIME

A photo shoot is a time consuming activity, especially if you're trying to learn the basics as you go along. Not only do you need to allow enough time to capture all the photos, but you'll need to consider whether the location you've picked is going to provide you with enough time to shoot without you being forced to move. Avoid areas likely to be plagued by traffic, and don't forget to ask permission if pitching up to take photos on private land.

3 PREPARE YOUR CAR

It might sound obvious, but there's no point trying to capture a photo you'll be proud of if your subject matter isn't up to scratch! Make sure the car is clean inside and out (that includes beneath the bonnet!) and make sure you take quick detailer and microfibre cloths with you if you plan to shoot 'on location'. Rid the cabin of clutter, including junk stuffed in door card pockets, dangly air fresheners and the thousand empty Red Bull cans littering the rear of your four-wheeled friend. Replace or remove worn or dirty floor mats while you're shooting. Nobody wants to see mess.



4 LOCATION

A good location is crucial, but you don't have to park in front of a stately home. Think about the type of car you have and its history. Does an area of outstanding natural beauty make sense for a backdrop? Probably not. A gritty, urban scene is likely to be more appropriate for an angry road car. Likewise, shooting a race car in its natural habitat (at the track) makes a lot of sense.

That said, with experience, you can make almost any setting work if you keep it free of clutter; avoid capturing lampposts, other cars, passers-by, traffic cones, signage and rubbish. If pillars or white road lines are unavoidable, attempt to make them a considered part of your overall composition (see separate boxout). Try a short depth of field (the distance

between the nearest and furthest objects giving a focused image) to blur the background, or make the car fill the majority of the frame in order to include as little of the surrounding area as possible (although if doing this, ask yourself why you've bothered finding an impressive backdrop to make use of!).

In short, try to find a location that complements the character of your car. Avoid making your photos look like you've taken them en route to the weekly shop! And once you've found your location, stick with it – lighting and other environmental factors will change dramatically between locations, and the last thing you want is for your carefully crafted photos to look as though they were taken by different photographers on different days at different places!



6 COMPOSITION

The rule of thirds may be as old as the camera itself, but it's a well-used formula for good reason. Having your car squeezed close to the edges of the frame makes for uncomfortable viewing. Besides, your lens edges are danger zones for distortion! Give your car space to breathe in the frame. Think about using objects as furniture in the photo. Place 'props' in the foreground to give your photos a sense of depth. Shaping the composition in this way will lead the viewer's eye where you want it to go. Try turning your camera a few degrees instead of shooting perfectly horizontally or vertically. You'll be amazed at the difference it makes. Of course, plonking your car dead centre is a simple shot and can have a big impact, but to make continually interesting and varied shots, imaginative compositions need to be employed.



7 WHEELS

Think about how the front wheels of the car are positioned. Add a bit of lock (but not full lock) to ensure the viewer sees more of the visible front rim face. Doing so will make the car look more dynamic, it'll show off the wheels and it'll ensure you don't end up with more exposed tyre than alloy.

8 SHORT DEPTH OF FIELD

When using short depth of field, use it appropriately. Opening your lens up to f2.8 or even wider can look superb (it's also very 'current'), but use the effect wisely. On a front three-quarter shot which you may wish to use for a large print, there's nowt worse than the majority of the car being out of focus! To combat this complaint, angle the car to ensure one of its sides dominates the image. This way, you can still shoot 'wide open', but you'll have the benefit of keeping the entire car sharp.



9 MIX IT UP!

Don't simply stand in front of your car taking the same three-quarter shot over and over. Get low down, climb up high, shoot from far away, zoom in, shoot close, shoot wide! Make use of the live view on your camera when positioning it in places which prove difficult for you to get an eye behind the viewfinder. Be imaginative! After all, the more inventive you are, the better your photographs are likely to be.



10

OWNER SHOTS

If you're shooting a mate's car, make sure you take a photo of him (or her!). Be it a simple shot of them standing beside their prized possession, them working on the car, sitting in the driving seat or sprawled across the bonnet (oooer!), injecting personality into a photo shoot can make a big difference to the feel of the finished photos. Use their inclusion as an excuse to secure a location that has relevance to them, and don't be afraid to share focus between owner and car. Additionally, don't be afraid to ask them to smile – you'll be amazed at how many people adopt a super-serious look when you point a camera in their face. A photo shoot is supposed to be fun, and nothing projects happiness like a grin from ear to ear. Try it!



11

SHOOT STEADY

A good stance (for you and the car you're taking pictures of!) is essential when holding your camera. You want as little movement as possible in order to avoid unwanted 'shake', so don't be afraid to rest your elbow on something close-by. Grip your camera body and lens with confidence.

When working with longer exposures, a tripod is necessary to avoid blurring, but feel free to improvise by resting the camera on something static. Check the image on your camera's preview screen to be sure the image you've captured is nice and sharp.



12

INTERIORS AND ENGINE BAYS

These areas can be difficult to capture. Darkness and small details means you want to utilise as much soft light as you can. A diffused flashlight produces good results. Lightpainting (high-intensity shots made by moving a handheld light source (ordinarily an LED light bar) around the subject while the camera captures with a long exposure) can also work wonders. Avoid harsh direct sunlight – shadows can be very strong and might make a balanced shot virtually impossible to realise.

As mentioned earlier, ensure the cabin is free of junk, but also make sure the steering wheel is straight. It's an easy mistake to make, especially if you've turned the steering wheel in order to angle the wheels in your exterior photographs. In short, make sure you return the steering wheel to its default position before you start taking pictures inside the car.

13

MULTIPLE CARS

You're confident you've got what it takes to shoot your own Porsche, but you'd like to include your mate's car in the next set of photos you take. Don't do the obvious and put the cars nose to nose. Doing this utilises a small percentage of the total frame available, and usually results in a photo that looks as though two cars have collided in a particularly undramatic crash! Our advice is for you to have toy cars to hand. Play about with them, putting each in a different position. This will help you to visualise the photo before you take it, plus it's a lot easier than asking your mate to constantly move his car from spot to spot! When it comes to shuffling the full size cars around (your mate was only going to avoid it for so long!), point them at

opposing angles. Think about showing the front of one car at the same time as the rear of the other. Try to catch the second car in shot when taking details of the first. You want the shoot to look like there were two cars present, so there's little point in shooting each car on its own.

If you like the idea of photographing more than two Porsches at once – hello to all you club photographers out there – then bear in mind the more cars in shot, the higher your shooting position will need to be. Put it this way, if you attempt to shoot a group of cars at normal standing height, the cars at the back of the shot will likely be difficult to see due to those at the front taking up most of the frame. Buy yourself a stepladder and you'll immediately be able to capture more of what's on offer.



14

LIGHTING

Being a three-dimensional object, a car can be difficult to light properly. Shooting in flat overcast daylight is easy, but what about when the light is stronger or when you want to give the car more shape? You might also be faced with the possibility of having to contend with sporadic sunshine drastically altering your photos as intense natural light bursts in and out of cloud cover.

If shooting outdoors, think about where the sun is shining when it comes to positioning the Porsche being photographed. Have a friend drive the car around you. Watch as the light and shadows change on its bodywork.

The main thing to watch out for are harsh reflections and lighting hotspots. Little sparkly spots can look nice, but huge blown-out areas of white light simply highlight swirl marks and look awkward. Repositioning the car or bouncing light off a nearby surface can massively reduce hotspots.



15

IMAGE MANIPULATION

To a lesser or greater degree, most photographers use digital imaging software to manipulate the image they've taken. While there's nothing wrong with doing so, be mindful of applying too much in the way of post-production. You don't want your images looking like completely unnatural CGI renders. In truth, you want the photo to be as close to perfect as possible before you load it into whatever computer programme you plan to use.



16

FILTERS

A massive range of camera hardware filters can be put to good use at the point you take the photo. One of the most popular filters is a polariser. This simple, low cost, adjustable add-on reduces reflections over non-metallic surfaces, increases colour saturation, applies better contrast and eliminates glass 'white out' without affecting the overall colour balance of the shot. A polariser does, however, reduce light being caught by the camera, meaning this particular filter isn't necessarily suited to indoor photography. As mentioned earlier, careful positioning of the car is key.

17 ACTION SHOTS

PANNING

Panning is essentially the method of shooting a passing car from the roadside.

Top tip: get as far back from the road as possible and focus on a single point of the Porsche you're shooting as it flies by. Move with the car and fire off multiple shots. Experiment with shutter speeds and you'll soon be shooting cars that look as though they're travelling much quicker than they are.



CAR-TO-CAR

Often delivering the most dramatic and authentic-looking results, car-to-car shooting is the act of hanging out of the window – or boot if you're feeling brave – of a moving car while taking photos of the other. The main issue here is safety (strap yourself in and you should have nothing to worry about!). To achieve the best results, both cars need to be travelling at the same speed, and the tracking car needs to be a few feet further ahead of the Porsche being photographed. Obviously, you'll need somebody to drive the car you're hanging out of. Experiment with taking photos at different heights – more often than not, the lower the camera, the better the car-to-car shot.



RIG SHOTS

The most complex action shot is that captured by rig. You can make your own rig using suction cups, box metal and a camera mount, although professional-quality off-the-shelf rigs are available to buy. In essence, a rig is a giant pole with a camera on one end and suction cups fixed to the car at the other. With a long exposure (usually ten seconds or so) the car will be super-sharp while wheels and background look mega-blurred. To avoid vibration introducing blur to the photo, the engine is off and the car is pushed at a snail's pace from behind (be careful



not to get anybody in shot at the back of the car!). The driver has to remain completely still at all times, but the resulting shot will look superb. The only thing left for you to do is edit out the rig and its reflections in your preferred image editing software!



18 THE DETAILS

Be aware of details. Nobody wants to see a nicely lit shot of an awesome alloy wheel if the Stuttgart-crested centre cap is upside down. Likewise, ensure there isn't a dollop of mud (or worse) stuck to the tyre. Chrome-covered parts are also worth paying special attention to – you don't want to view your photos later, only to be presented with your reflection in every shot! Don't be afraid to put distance between yourself and the subject, zooming in rather than risking getting up close and inadvertently including yourself in the photo.

19 TIMING IS EVERYTHING

Take action shots after you've finished with the rest of the shoot. Cars get dirty easily and owners almost always get carried away showing off in front of the camera! Unless light is fading fast, bag the statics first.

20 ASK THE EXPERTS

Don't be afraid to ask professional photographers for their advice and opinions on your work. They're busy chaps and chapettes, so don't assume they'll get back to you with immediate effect, but most snappers have a social media presence to showcase their work and are happy to discuss the gear they use, as well as the techniques they adopt to achieve the kind of photos you see in magazines. Similarly, don't hesitate to join Facebook groups and forums dedicated to discussing camera hardware and image editing software. Manufacturers and retailers of the products you'll be using are surprisingly accessible (especially if they think there's a sale to be had!). Good luck!



Contact

Manfrotto manfrotto.co.uk **Canon** canon.co.uk **Nikon** nikon.com **Samyang** samyanglensglobal.com **UK Digital** ukdigital.co.uk

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Under the hammer

Hammer time!

The sun is coming out to play, which means many classic car fans are on the hunt for Porsches to enjoy during the summer. Here's a look at what tickled our fancy at auction in recent weeks...

WORDS **Dan Furr** PHOTOGRAPHY **Nancy at Chase HQ**

SOLD FOR
£12,250



1991 928 S4

Little is known about this gorgeous S4 prior to history suggested by paperwork the car possesses from 2004 onwards, but during this time, the vivacious V8 has been treated to a mechanical overhaul, fresh paint and corrective leather repairs, much of it carried out by Upminster-based classic car specialist, Luden Automotive. All in, the work cost close to £20k! Offered at auction through themarket.co.uk (where the

seller took advantage of a super-low commission of just 5%), the deep blue beauty's overall condition appears to live up to the old adage of 'money no object', which is undoubtedly why the car didn't fail to attract bidders. Equipped with a slush box, grey leather, low mileage and original handbooks, this five-litre grand tourer was nothing short of an absolute bargain when bidding ended at little more than twelve grand. Were you the winning bidder?



1976 911 2.7 TARGA

Offered for restoration, this 'matching numbers' 911 2.7 Targa is an original UK car believed to have been off the road since the late 1980s. Left to languish beneath a tree, the car ground to a halt just as it was about to hit the 100k mile mark. Surprisingly, a complete history file is included, including all past MOT certificates and original factory handbooks. The last owner was registered in 1987. Anglia Car Auctions is offering the car as a project at its auction on Saturday 16th June. We'll be sure to report back to you with the final sale price.

ONE TO
WATCH
OUT FOR



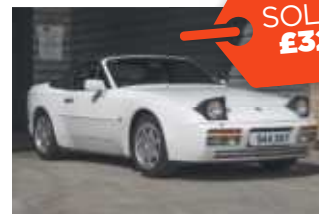
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-£20,000



SOLD FOR
£81,917



SOLD FOR
£32,625



1989 944 S2 CABRIOLET

This special, right-hand drive S2 features manual transmission, a neat personalised registration number and only one previous owner from new. Add no more than 8,900 miles to the list and it's easy to see why the car was the subject of a bidding frenzy when it went under the hammer at the hoitly anticipated Silverstone Auctions May Sale. Benefitting from Porsche's brilliant three-litre inline-four, gleaming white paintwork, black interior, a black soft-top and all the usual S2 refinements, this water-cooled classic is the perfect summer fun machine. Interest in the car was so great that the final sale price moved firmly into Turbo territory.



1980 930

A UK-supplied Turbo presented in metallic black and showing just 44k miles from new, this nifty 911 was built in November 1980 and first sold on 1st January 1981 through Glen Henderson Porsche Centre. The 300bhp, 3.3-litre, whale-tailed monster comes with a full folder of receipts for all work carried out during the past thirty-

eight years, jobs that include a recent engine bay pampering session in a detailing booth. The work has resulted in a spotless turbocharged flat-six which is enhanced by the presence of a powdercoated air box. All factory rubber hoses have been replaced, as were any other items showing signs of wear. In short, this is a tip-top 911 Turbo!





Under the hammer

UNSOLD!



1989 944 TURBO

Said to have “excellent” engine, gearbox, electrics, bodywork, paint and cabin furniture, this modified Guards Red 944 Turbo has covered 141k miles, as evidenced by service history, MOT certificates and receipts. Aftermarket side skirts, D90 wheels painted matte black, red rim protectors, a noisy exhaust and a colour-coded rear wing join a distinctive triple-tone leather retrim. A significant amount of money has been invested into personalising this pretty Porsche, but beauty is in the eye of the beholder, and none of those in attendance at last month’s H&H Pavilion Garden Motor Car Auction liked what they saw.

**SOLD FOR
£195,000**

**BIG
SPENDER**



1992 964 CARRERA RS

The 964 Carrera RS was further developed by Porsche with the launch of the left-hand drive N/GT. Just 290 examples were built, each packing stripped-out interiors, a multi-point weld-in roll cage, Nomex-trimmed FIA racing buckets, safety harnesses, a long-range fuel tank, twin fire safety kits and kill switches for engine and electrical systems. Harder and more track focused than its predecessor, the result is a street-legal track weapon. This particular 964 N/GT was supplied new to its first owner in October 1992 and was finished in paint-to-sample Ferrari Yellow. The car has been living in the UK since 2003, and recently underwent an engine rebuild at respected competition vehicle preparation and maintenance firm, Mass Racing.



**SOLD FOR
£97,750**



1980 930 RINSPEED R69

Purchased in a standard state of tune from JCT in 1980, this bonkers 930 was entrusted to Swiss tuning firm, Rinspeed, after its owner caught sight of the firm’s 969 (later simplified to R69) 911 Turbo. An “outrageously modified car for the massively wealthy”, the custom creation’s side strakes and flat rear end proved difficult to resist, leading the Porsche owner to hand his car

to Rinspeed’s designers with an instruction for a 969 conversion. The sharp angles of the 944-based Rinspeed kit – comprising a bespoke nose, rear end, an extended rear deck and the transaxle’s pop-up headlights – were matched to Gotti split rims, resulting in what remains one of the most unusual altered classic Porsches in existence. Rate or hate? You decide!

**SOLD FOR
£101,250**



1972 911S 2.4

This rare, right-hand drive 1972 911S was registered to its first UK owner on 17th March 1972. Currently finished in RS Acid Blue, the car has spent the past four years being restored after being bought as a rolling restoration project following a lengthy period of inactivity dictated by thirty-three years in storage! As a result of this state of suspended animation, there isn’t much in the way of history with the car, but it does benefit from a recent full engine and transmission rebuild and a retrim in sumptuous black leather (the latter courtesy of the guys at Southbound Trimmers). An honest and usable example of a classic 911 ready to be enjoyed, this 2.4-litre air-cooled classic sold for strong money when the hammer finally fell.

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