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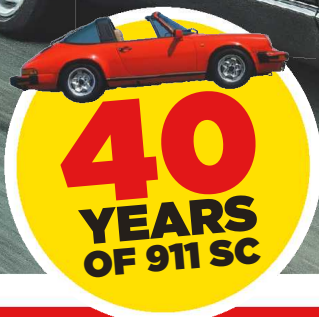
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FOR DETAILS



TRAVELLING IN STYLE

DO YOU HAVE a favourite driving road? Somewhere you can let rip on the throttle of your classic Porsche? Perhaps you're lucky enough to live near amazing, deserted twisties with tight technical turns and long straights? Tim Gray inhabits space on the border between England and Wales, which puts him within a kicking distance of Berwyn Mountains and the surrounding rural roads. As we discovered after we accepted his invitation to hang out and talk transaxles, these ribbons of asphalt strewn across the isolated moorland are perfect for fast fun in a classic Porsche, especially when the car being enjoyed is a 360bhp 968 Cabriolet making use of a Rotrex supercharger.

Someone who shares Tim's passion for the open road is 356 owner, Toshiyuki Suzuki. The Porscheophile lives in the Chiba prefecture south-east of Tokyo. It's where Akira Nakai's RAUH-Welt Begriff (RWB) Porsche modifying business is based. Suzuki's approach to enjoying an air-cooled classic is very different to that of his neighbour, but no less radical; after kissing goodbye to his wife, Suzuki drove more than 15,000km from his home in Japan to the Porsche Museum in Stuttgart as a way of paying tribute to our favourite car maker on the occasion of its seventieth birthday. Save for a failed first gear and a complaining fuel pump, the 65-year-old 356 successfully complete its journey, covering ground at rapid pace and being cheered on by members of

Porsche clubs all over Asia and Europe. Read about this epic road trip on page 86.

Far less distance travelled was required of UK-based classic car enthusiasts determined to attend Luft GB, the first overseas outing for Patrick Long's popular Luftgekühlt celebration of air-cooled Porsches. Hosted at Bicester Heritage, the event took place on a thoroughly wet day in the middle of a heatwave (go figure!). Even so, the rain failed to dampen the spirits of those in charge of some of the country's best vintage 911s, 356s, 912s, 914s and even a Porsche-Diesel tractor or two!

The *Ultimate Porsche* 944 Turbo has been on a different kind of journey since my last project progress report. With all metalwork complete, the car was painstakingly prepared by the guys (and girl!) down at transaxle restoration specialist, Retro Restorer, in readiness for a new coat of colour. Be sure to get stuck into the juicy details on page 56, and we hope you enjoy reading about the other cool classics we've included in this packed issue of the mag.

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DRIVING SPIRIT

With a host of performance-enhancing modifications and close to 250bhp on tap, Steve Cooper's stunning 924 Turbo is the perfect track-friendly fast-road racer

WORDS & PHOTOGRAPHY Davy Lewis







With values of classic Porsches continuing to rise, it's a sad fact that many of these automotive treasures are being retired from regular road use. Some will be tucked away in private collections, treated as investments, perhaps only seeing the light of day when it comes to the occasional airing during show season. With this in mind, we were thrilled to hear Steve Cooper talk passionately about the amount of use he gets out of his 924 Turbo, a modified transaxle he's happy to drive all year round. He even agreed to roll it onto a beach for the photographs you see on the pages before you!

The V-plater was manufactured in December 1979 and registered for the road in March 1980. It's fair to say the car has changed considerably since that time. "I acquired my 924 from a Ferrari technician who had looked after the car to a high standard," recalls Steve. "He bought

the turbocharged transaxle as a non-runner before fitting a new fuel system, a refurbished cylinder head and many other parts required to get the car up and running." The work resulted in a mechanically sound classic Porsche, but its cosmetic condition left a lot to be desired. "I considered a full respray when I bought the car almost nine years ago. I discovered it was originally finished in twin-tone Apline White over Guards Red, but a previous owner had eradicated any trace of red with a full coat of white back in 1988," he adds.

WHEELS OF MISFORTUNE

Determined to return the car's appearance to its former glory, Steve packed his pride and joy off to a paint shop owned by one of his friends. Unfortunately, the business went bust before a spray gun got close to the white wonder! Thankfully, the job was completed after a second painter was commissioned to restore the striking factory finish. Over the moon with how good his Turbo looked, Steve anticipated plenty of seat

Above left Imagine seeing those in your rear-view mirror!

Facing page Like the rest of Steve's 924, the turbocharged engine is kept in top condition



time. Unfortunately, the car's engine promptly packed up!

"I couldn't believe it!" he roars. "I'd finally got my 924 looking lovely and it refused to move!" A replacement engine was sourced and sent to an independent engineering firm for a rebuild. The plan was to assemble a stronger powerplant capable of producing reliable performance for extended periods of spirited fast-road fun. Steve also called upon the services of Terry Clark, a fabrication wizard who supplied an intercooler, pipework, a modified intake manifold and various other components to give the car extra poke. "My hope was for the finished engine installation to look like a factory fit, as though you were looking at a Club Sport version of the 924 Turbo. Terry made the parts look as OEM as he could. I'm pleased with the work he did. The engine bay looks fantastic," smiles a suitably pleased Steve.

Omega forged pistons, ARP fasteners, a Cometic head gasket, high-flow fuel injection hardware, an ITG cone air filter, Magnecor

Modern classic

Upon its release, the 924 was described by many in the motoring press as being the best handling Porsche in stock form. The model was also praised for its styling (which directly influenced the look of the second-generation Mazda RX-7), fuel economy and reliability, although many argued the poor performance in standard specification made for a less than exciting drive. The 924 Turbo silenced detractors. "Fast at last!" cried *Car and Driver* magazine. Today, tidy turbocharged examples of the 924 are highly prized, with many finding their way into the pages of *Ultimate Porsche*!

KV85 competition ignition leads, Samco Sport silicone hoses, a custom stainless steel exhaust system and a Carrera GT-spec turbocharger upgraded by the guys at Dorset-based forced induction specialist, Turbo Dynamics, contributed to a steady 225bhp at 1bar boost, but with additional tweaks now enabling 1.2bar, Steve reckons his car is pushing closer to 250bhp, power which feels quicker in an 1100kg 924 Turbo than you might think. "I'd like to reduce the car's overall weight to 1000kg, but I've already ditched sound deadening materials. I'm loathed to remove all creature comforts for fear of reducing the enjoyment I get when sat inside the car!" he chuckles.

INSIDE TRACK

Solid engine mounts and polyurethane bushes deliver a taught ride which transmits every bump and vibration from road to driver. Sensory input is raw. "I love it!" confirms the turbocharged terror's proud pilot. "When you're sitting in traffic on idle, the car feels alive. ➤➤

EVERY ASPECT OF THE CAR HAS BEEN **UPGRADED TO MATCH** THE MIGHT OF THE REBUILT ENGINE



» There's a real theatre to the entire driving experience. The more you push the car, the greater it rewards you." As you've probably gathered, B-road blasts are the mainstay of his 924's activities, yet it does venture out onto the track whenever time permits. Indeed, Castle Combe, Prescott Hill and Shelsley Walsh hill climb have all played host to this tip-top transaxle, with Steve keen to hammer it hard away from the public road whenever he has a break in his busy schedule.

SAFE AND SOUND

"I'd love to engage in more track time. I might be in charge of a forty-year-old car, but it still gets spanked as often as possible!" he roars, although don't think these words mean he doesn't take good care of his classic Porsche. "You absolutely need to keep on top of maintenance with a classic motor," he says solemnly. "In truth, I go above and beyond what's necessary, but it's better to be safe than sorry." Every little knock or strange noise is investigated without delay,

oil is changed almost as often as Steve changes his pants, and his Instagram page (find him at *924clubsport*) acts as a living document of how much action and maintenance his car sees both on and off the road.

Of course, it helps massively that every aspect of the car has been upgraded to match the might of the rebuilt engine. Sticky Toyo Proxes R888R rubber wrapped around sixteen-inch Fuchs alloys work hard alongside GAZ Gold coilovers, DIBED solid top mounts and the aforementioned polybushes to keep the car on the straight and narrow (literally), while a colour-coded Safety Devices roll cage also stiffens the chassis. A Phormula KS4 knock sensor and award-winning Zeitronix ZT-2 standalone wideband engine datalogging provide meaningful information encouraging accurate fine-tuning for more power, thereby ensuring reliability and longevity.

"When are you going to mention those awe-inspiring spot lamps?!" we hear you cry. Steve admits they're not to everyone's taste, but

Harm's reach

The 924's overall styling was penned by Dutchman, Harm Lagaay, a member of Porsche's in-house design team. He joined our favourite car maker in 1971 after time spent at Simca in the 1960s. After developing the hugely influential looks of the 924, he left Porsche and worked as Chief of Design for Ford in Cologne before moving to BMW in 1985. He went on to design the highly collectible Z1 in advance of returning to Porsche as head of the company's styling department in 1989. He oversaw the design of the 968, 993, Boxster, Cayenne and Carrera GT. He retired in 2004.



Right Phormula knock sensor and Zeitronix wideband data logger keep Steve in touch with what's happening beneath the bonnet of his 924

combined with his car's brilliantly finished bodywork, we're sure many of our 924-owning readers will be hitting the classifieds for a lamp pod purchase before they've reached the end of this feature! "I have a fetish for Group B rally cars," he continues. "I love the old 911s, Ferrari 308s and Lancia Stratos mud machines which featured lights like these. Not many people know the 924 was also fitted with rally-ready spotlights. Porsche entered the 924 Turbo into the 1979 Monte Carlo rally, but because low volume production at the time of the event meant the model didn't meet homologation rules, the manufacturer was forced to campaign a naturally aspirated 924 instead. It wasn't until 1980 that Porsche managed to compete with a 924 Turbo, a car complete with an awesome light pod!"

SHINE ON

This nod to the 924's rallying history adds huge drama to the sight of Steve's Turbo, especially when the sensational Cibies are illuminated.

"I spent ages modifying the pod to fit my car during the Christmas holidays last year," he reveals. "The beauty of the part is that I can remove or fit it within fifteen minutes. The 'plug and play' nature of the fitment is true of many of the parts I've added to the car, meaning I can return my car to what is more or less standard specification with ease." Does he fancy adding further enlarged



DRIVER

Q&A

STEVE COOPER

First Porsche
924Favourite Porsche
904 or 906 racing
machinesBest thing about your
924 Turbo
Experiencing classic
turbocharger lag!Worst thing about
your 924 Turbo
The model's status as
an underdog

THE WILD AESTHETIC OF HIS TURBO ACTS AS AN ICE-BREAKER



bodywork to his potent Porsche? “I considered wide wheel arches and an increased track width, but I couldn’t bring myself to cut perfectly good bodywork. Besides, I prefer the more feminine, narrow-bodied look, which is enhanced by the presence of keylines immediately above the red paintwork,” he reasons.

PAWS FOR THOUGHT

Dog walkers out for an evening stroll on the beach wander over to get a good look at Steve’s old-school Stuttgart-crested sports car. “It generates conversation wherever I go,” he tells us. “To my frustration, most people admit to thinking the 924 is simply an unloved Porsche powered by an old Audi engine. They see the

model as an underdog without realising just how good these cars are.” Fortunately, the wild aesthetic of his Turbo acts as an ice-breaker, allowing him to educate interested parties regarding the merits of Porsche’s transaxle family of cars. Even so, he was tempted to part with his Porsche a few months ago. “I advertised the car for sale. Thankfully, I priced it too high, meaning I came to my senses before anyone was fortunate enough to come and grab the keys. Even my daughter scolded me for considering the sale of the car as a means to generate needed monies for an extension to our house!” We’ll second that: here’s to many more years of the Cooper family enjoying this magnificently modified 924 Turbo!



Above Life’s a beach when you’re the owner of a 924 Turbo as good as Steve’s!





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Porsche celebrations at Festival of Speed

Seventieth anniversary celebrated in style

More than 200,000 visitors made the pilgrimage to Goodwood to witness the Festival of Speed's special celebration of Porsche. The sculpture in front of Goodwood House is redesigned each year in tribute to the event's main marque, which is why this year's 52m-high structure featured fully functional Stuttgart-crested crackers in the form of a 356, a classic 911, a 917, a 919 Hybrid, a 918 Spyder and the Porsche Museum's amazing 1986 Paris-Dakar 959.

"The Festival of Speed is the epicentre of motorsport fandom," said Alexander Klein, head of vehicle management at the museum. "All Porsche cars carry motorsport genes. It is an honour to be allowed to present them at Goodwood. The quality of the drivers and the

standard of cars at the Festival of Speed is very high. In this respect, Porsche is perfectly suited to the event. Sportiness and quality meet on equal footing!"

Alexander's team presented nineteen different Porsches at Goodwood, including the 961 (the racing version of the 959 and the first all-wheel-drive Porsche campaigned at Le Mans), the 962C which won the 1987 24 Hours of Le Mans, the 935/78 'Moby Dick', the 1994 Dauer 962 GT Le Mans, the 1998 911 GT1 (the first Porsche racing car with a carbon-fibre chassis) and the RS Spyder, which Porsche used to bring home all available silverware at the 2005 American Le Mans series.

Porsche's entries into the Formula classes were also well represented at Goodwood, not least of all thanks to the presence of the 804 Dan Gurney raced to victory in the 1964 Formula One Grand Prix, marking Porsche's only F1 win as a manufacturer. The 1988 2708



IndyCar and 911 Carrera RSR Turbo were also in attendance, as were many iconic road cars, such as a standard 993 Turbo, a rare Carrera GT, a 918 Spyder, a classic 911 2.7 RS and the recreation of the first 356 assembled.

What are the best and fastest racing cars without their drivers? Certainly not nearly as successful, which is why Porsche invited many of its current and former works pilots (Kévin Estre, Laurens Vanthoor, Neel Jani, Hurley Haywood, Derek Bell, Mark Webber, Walter Röhrl, Gliš van Lennep, Manfred Schurti, Gunther Steckkonig and Richard Attwood) to dynamically present the iconic vehicles along Goodwood's famous hill climb.

All of the Porsche vehicles in attendance, (including privately owned cars, such as an immaculate 356 A





Coupé, 356 B Carrera Abarth GTL, 550 Spyder, 904, 908 'Flunder' and the 935 K3 Flachbau) were led one after the other in opposite directions onto the circular gravel driveway in front of Goodwood House for what the Duke of Richmond billed as "the Porsche moment". As the vehicles were parked, a small orchestra and a choir performed a musical piece written by Irish songstress, Enya, while daytime fireworks were launched from the rooftop of the stately home.

"I'm convinced we won't see another Porsche spectacle like this any time soon," remarked factory test driver, Porsche brand ambassador and two-time WRC winner, Walter Röhrl. "Where else will you see so many of these historically significant cars in a single location? It's simply incredible."



Singer leads the band

Regular readers will remember how we were teased with CGI renderings of Singer's green 964-based Dynamics and Lightweighting Study (DLS) formed with input from Williams Advanced Engineering a few months ago. The Californian Porsche modifier used the Festival of Speed to bring its ideas to life in the form of the Parallax White wonder (and its Norfolk Yellow leather) you see here. The client-inspired build runs a four-litre flat-six with close to 500bhp and a redline of 9,000rpm. A further six Singers were on display

outside Goodwood House, highlighting an alternative take on the classic 911. Readers in the United States shouldn't worry about Brits getting all the good stuff, though – the DLS will be on display at the 2018 Monterey Car Week commencing the 23rd August.



Biggest club presence set for Lancaster Insurance Classic Motor Show

Organisers of the Lancaster Insurance Classic Motor Show have announced this year's gathering in Brum as hosting the largest collection of car clubs than ever before thanks to the addition of an extra hall at the National Exhibition Centre. Close to three hundred clubs will be in attendance, with the show's theme being 'Built to Last'. The additional hall increases the Classic Motor Show's available floorspace to over a 1million ft² and will house at least fifteen extra clubs, none of which have previously displayed at the show. Close to 3,000 cars and 650 traders are expected to attend. Visit bit.ly/classicnec to book your tickets and club space.

See you there...

WEC 6HRS OF SILVERSTONE

The FIA World Endurance Championship (WEC) returns to Silverstone when the spirit of Le Mans rolls into the home of British motorsport across the weekend of 17-19th August. Porsche Club GB members can take advantage of a special two-for-one weekend ticket at a cost of just £50. A highlight of the Porsche sporting calendar, infield parking and hospitality come with each ticket sale through PCGB's website. Hop online and view the special offer page at PCGB's website, which can be found by visiting bit.ly/wecsilver

OULTON PARK GOLD CUP

Oulton Park's signature event returns with three days of historic motorsport action across the August Bank Holiday weekend. A bumper line-up of cars has been organised by the Historic Sports Car Club (HSCC), while club displays and family-friendly attractions provide entertainment for petrolheads of all ages. Visit the HSCC's website at hsc.org.uk for tickets and further event information.

DUXFORD SUMMER MOTORFEST

A great day out for all the family, the Duxford Summer Motorfest enables visitors to explore hundreds of contemporary and classic cars, as well as the amazing permanent exhibits on display in the venue's many aircraft hangars (be sure to step aboard the flight deck of the Concorde test mule!). Tickets can be bought at ivm.org.uk, with clubs and their members required to pre-register space for their cars. Well, what are you waiting for? Get to it!

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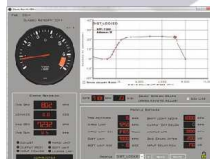


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RECOMMENDED READ

SC PARTS GENERAL ACCESSORIES CATALOGUE

Classic car service, repair and parts retail specialist, SC Parts, has released its new accessories catalogue, featuring a high number of items which may be of interest to owners of classic Porsches. Available to download as a PDF direct from the SC Parts website, the 500-page document highlights driving gloves, retro-style safety helmets, books about Steve McQueen, garage tools, custom seat belts, travel sweets, cosmetic add-ons for your four-wheeled friend and just about everything in between. The catalogue forms part of a wider portfolio of publications recently produced by SC Parts, including lists of items aimed specifically at owners of old Jags, chiefly the MkII, XJ6, XJ12, E-Type and XK line.

Price: Free!

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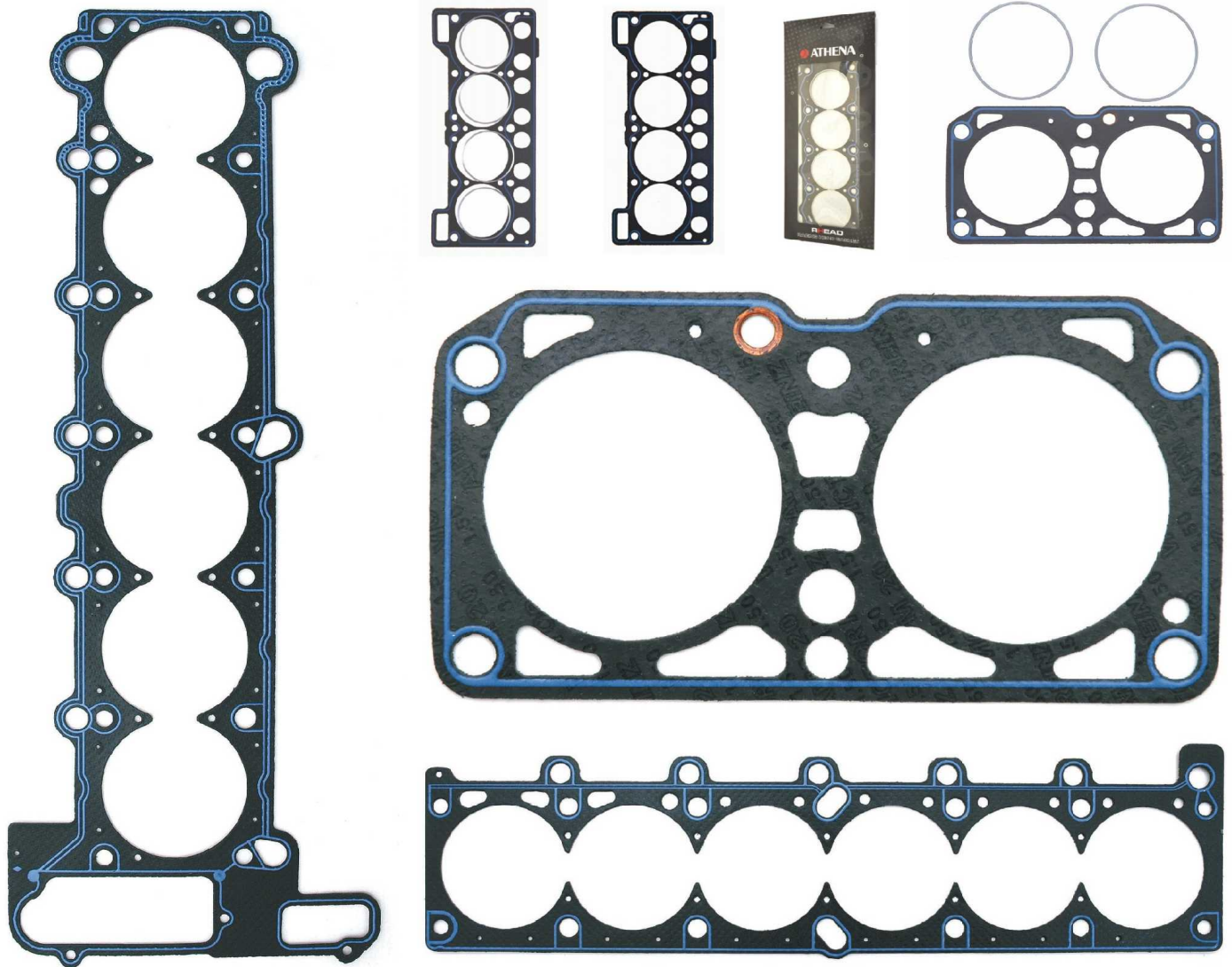
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PONY SHOW

Canford Classics restored this Metallic Blue 1971 911 2.2 E after rescuing the car from where it was being stored in a horsebox

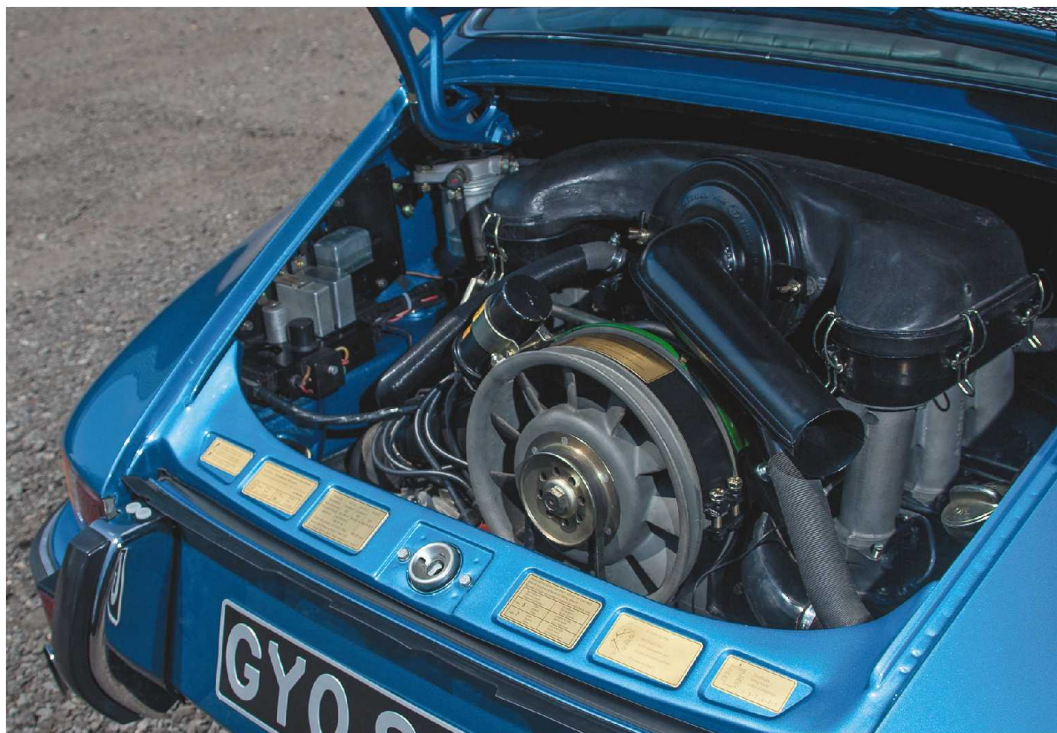
WORDS **Dan Furr** PHOTOGRAPHY **Davy Lewis**



Owning a classic car is great fun, but there's no getting away from the fact it can be a financially draining affair. Decades-old factory parts give up the ghost, bodywork starts to show its age, reliability becomes a concern. Half the battle's won if you have a surplus of cash to dip into for the corrective work, but you're still faced with finding a skilled technician to fix whatever needs fixing. In the ideal world, it's someone familiar enough with the make and model of car you've bought to ensure jobs are done right first time, but if you're not *au fait* with the nuts and bolts holding your ride together, selecting the correct person for the undertaking can be an expensive mistake to make.

"I bought my 911 E back in 2001," says Matt Forbes. "Owning a Porsche was always something I aspired to. I proudly drove a Volkswagen Beetle 1303 during my student days, but the lure of the ultimate in air-cooled motoring proved impossible to resist after I spotted my 2.2-litre coupe on the shop floor of a Mercedes dealership in Wandsworth."

Presented in a poorly-applied coat of Guards Red over original light blue, it's fair to say the 1971 hard-top was a little rough around the edges, but rose-tinted spectacles do an excellent job of hiding a car's imperfections, especially when it happens to be sat next to a Carrera 2.7 RS. "I really wanted the RS, but it was double the price of the E!" laughs Matt, registering the low prices even the most exotic of classic 911s fetched at the turn of the century. Nonetheless, he was



» than happy with his red ride, and took great pleasure in parking it outside his home in Brixton a week later.

"I don't mind admitting I knew very little about old Porsches back then," he sighs. "If things went wrong with the car, I just put up with the fault or bodged a fix." He's not kidding. He tells us stories of window operation failing, doors being jammed shut ("my wife had to haul herself up through the sunroof and lob a quid into the money bucket at the Dartford Crossing so we could pass the toll!") and the engine running poorly. In fairness, it's not as though Matt was living in a world populated by the high number of classic Porsche specialists in existence today. Besides, the problems he experienced certainly didn't put paid to any fun he was having. "I used the car as my daily driver, for camping trips, when nipping to the garden centre or heading out to the shops. I'd regularly have four people and a dog in the cabin when friends and I decided to head to the coast for the day. The car got a lot of use, and I loved every minute!"

He concedes he was guilty of buying a classic he wasn't fully equipped to maintain, but the

straw that broke the camel's back came when he announced his arrival at Wolverhampton Wanderers FC by emerging from a cloud of black smoke in the club's car park. "I'm a financial advisor by trade. I was working with one of Wolves' players and arranged to meet him at Molineux Stadium. Pulling into view with engine oil dripping onto hot exhaust pipework and creating a plume of smoke didn't create the best impression. It was at that point I realised it was time to consider restoring the car."

His mind was made up after a subsequent MOT test. "I'll never forget the mechanic enthusiastically poking a screwdriver through both sills and the floor pan." An immediate fail spelled the end of the line for the car unless drastic action could be taken. With a house move and subsequent building extension work taking priority, however, the impotent 911 was parked at the back of Matt's garage and left motionless for two years.

When the (brick) dust settled in 2013, it was time to decide what to do with the passive Porsche. Matt flirted with the idea of selling it, but was convinced by his wife to subject

Above 2.2-litre flat-six was found to be running inefficiently thanks to heavily worn crankshaft



ALAN WAS ASKED TO RETRIEVE THE **WORK IN PROGRESS** AND TRANSPORT IT TO CANFORD CLASSICS

the car to a full restoration. There was only one problem: the cost. “The classic Porsche scene had exploded by the time I got around to reviving my 911. On the plus side, I was spoiled for choice by specialists claiming to be experts in the field of air-cooled cars. On the other side of the coin, the negative impact of renewed interest in old 911s was rocketing values and high-priced restorations.”

TALK TO THE EXPERTS

He sought advice from a number of companies, including Dorset-based independent Porsche restoration specialist, Canford Classics. Company boss, Alan Drayson, was more than happy to offer advice intended to help Matt understand what parts and labour would be required to bring his car back to life, so it comes as little surprise to learn the rare right-hooker ended up being shipped to the Canford Classics workshop when the outfit Matt originally commissioned to work on his car treated it in a less than satisfactory manner.

“It was being stored in horsebox!” he cries. “I was gobsmacked. I’d seen a Carrera 2.7 RS in

the company’s workshop and figured if someone was happy to leave a car as desirable and valuable as that there, then my little 2.2-litre E was in safe hands.” How wrong he was! A lack of feedback, no apparent strategy for the project and the constant demand for cash left him feeling understandably uneasy. Despite the fact the car had been stripped to a shell and new panels were already tacked into place, Alan was asked to retrieve the work in progress and transport it to Canford Classics for evaluation at his earliest opportunity.

By this point in time, it was 2016. Alan picks up the story. “The car had been stripped and the shell media blasted. In truth, taking on a project another company has started is a difficult job, and not something Canford Classics usually gets involved with. For a start, we have to try and establish what state the car was in before work began. We then need to work out what the Porsche in question has been subjected to while in the custody of the previous restorer. In the case of Matt’s car, we also had the painstaking task of auditing all parts to ensure nothing had been lost, which wasn’t easy due to

DRIVER

Q&A



MATT FORBES

First Porsche
This one

Favourite Porsche
991 GT3 RS

Best thing about your restored 911

The sound of the flat-six screaming between 4k and 6.5k rpm is unreal!

Worst thing about your restored 911
Nothing at all





A FULL AND COMPREHENSIVE **RESTORATION** OF ALL ITEMS, INCLUDING THE FLAT-SIX

» loose mechanical and trim componentry being uncatalogued and stored in a tall stack of random boxes.”

Nevertheless, Alan’s team were happy to help Matt in his hour of need, and work began to right the many wrongs his 911 had suffered. The body required a full restoration, including the application of many new panels and custom fabrication. The car was placed onto a jig for the required repairs to be carried out. A full dry fit followed, ensuring all returning parts would fit correctly. Talking of which, Canford Classics undertook a full and comprehensive restoration of all items, including a rebuild of the 2.2-litre flat-six, which was discovered to have been operating with a heavily worn crankshaft!

BACK TO THE START

“It was a complete nut and bolt restoration,” confirms Alan, acknowledging the intention was to return the car to the ‘as new’ condition it would have been presented in immediately after rolling off the production line back in 1971. Brakes, suspension and the car’s original Fuchs wheels (including the spare!) were refurbished,

all brightwork re-chromed, the entire fuel system replaced. Additionally, the Canford Classics team fully retrimmed the interior, extending the work to a new headlining and one of the firm’s tailored carpet sets.

“We decided to return the car to its original colour,” says Matt. “I remember visiting Alan’s in-house spray booth and seeing the shell shimmering in its light blue base coat.” Judging by how well the car looks today, it’s easy to see why ditching Guards Red made sense. “Every step of the way, Alan and his team gave me confidence, demonstrating they care passionately about classic Porsches. The results of their excellent work are clear to see. I’m immensely proud of what Canford Classics has done with the car I bought all those years ago,” he adds, before stressing the need for *Ultimate Porsche* readers to do their research when seeking out specialists.

“The older they get, the more difficult these cars are to maintain. Be sure to avoid the costly mistakes I made. Find an expert like Alan who can help you with any required remedial work.” Hear, hear!



Horse play

For model year 1970, all 911s were treated to an increase in engine displacement. 2.2-litre units were rated at 123hp for the entry-spec 911T, 153hp for the mid-range 911E and 180hp for the flagship 911S. Despite the lower power output of the E, the model was actually quicker in acceleration up to the 160kmh/99mph mark! Matt’s car is a rare thing indeed: a right-hand drive 1971 911 2.2 E, one of the later cars built before the arrival of the 2.4-litre flat-six (which is actually closer to 2.3-litres than 2.4!) for the 1972 model year, at which point the T was rated at 130hp, the E listed at 165hp and the mighty S at 190hp.



Left Interior benefits from a full Canford Classics retrim

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Torque Specialist

Russ Stanley

As the financial worth of transaxles has increased, so has the amount of cash owners of water-cooled classics are prepared to spend on them. The challenge is trying to find a decent example at low cost...

Revolution Porsche has a strong reputation for covering the service, repair, maintenance, modification and restoration of Porsches spanning every era of the manufacturer's seventy-year history. I'll be the first to admit the majority of cars my team and I are asked to take care of are 911s, but with the value of vehicles in the transaxle range rising rapidly in recent times, we're seeing an increase in the number of front-engined classic Porsches being afforded generous restoration budgets.

As if to prove the point, we've recently completed the comprehensive restoration of a 1978 924 for one of our long-term customers. Not so long ago, many considered an early two-litre example of the model to be anything but a 'proper' Porsche, but times change, and as appreciation for air-cooled Stuttgart-badged sports machines has increased, so has enthusiasm for the 924, 944, 968 and 928.

When it comes to sale prices, it's true to say turbocharged transaxles have seen the biggest hike, a trend which has encouraged many owners to retire their spanners in favour of handing their cars over to professionals for everything from major repairs to routine maintenance. Recognising the need to introduce highly skilled technicians and quality componentry to a car which they wish to retain significant financial value, some transaxle owners are even instructing us to reverse modifications they made when their cars weren't worth much money! The aforementioned 924 is a good example of this behaviour in action, where our customer wanted us to remove racing camshafts and other aftermarket items before returning his car to the same specification as when it rolled off the Porsche production line four decades ago.

Thanks to our in-house paint shop and wealth of experience in the field of Porsche engine rebuilds, we're able to satisfy such demands. For prospective purchasers of front-engined classic Porsches, the biggest challenge is



finding a 924, 944, 968 or 928 in great condition at low cost, a task being made difficult by the relatively low number of surviving examples, not to mention awareness from existing owners regarding the potential financial worth of the cars they're in possession of!

There are, however, still bargains to be had, especially if you're happy to be in charge of a naturally aspirated transaxle. Granted, a 928 GTS is going to set you back a fair wedge, but presentable 924s and 944s free of forced induction can still be bought at a cost which won't cripple your bank balance. 968 prices, on the other hand, seem to be shooting up quicker than a GTS can complete the zero-to-sixty sprint. My advice? Secure a piece of the action while you still can, and don't forget to contact Revolution Porsche for all your bodywork and mechanical requirements thereafter!

Above Whether you're after fixed-priced servicing, a complete engine rebuild or bodywork restoration, Revolution Porsche is well placed to take care of your transaxle or air-cooled classic

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We've recently completed the comprehensive restoration of a 1978 924 for one of our long-term customers





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Peter Harding

Joining Porsche Club GB after buying a 924 Lux opened Peter Harding's eyes to the wider world of Stuttgart-crested sports cars and the fun Porsche ownership has to offer...

A few weeks ago, I enjoyed time spent taking advantage of the benefits of Porsche Club GB (PCGB) membership when I visited the club's stand at the Silverstone Classic. Complimentary (and much appreciated!) refreshments greeted me on what was one of the hottest days of the year. As I entered the club's enclosure, a PCGB representative commented on my club membership number. "Wow! That's an early one!" he gasped, before I proudly told him I've been actively involved with the club since buying a 1981 924 Lux back in 1991 shortly after my nineteenth birthday.

Back then, there was no internet to rely on when it came to sourcing information relating to the maintenance and tuning of a Porsche. Reference books and chewing the fat with likeminded souls at club meets seemed like the only way for me to get to grips with my front-engined marvel, which was a brilliant car. I recall a fellow member of PCGB's Thames Valley (R19) region who used to attend the same meets with his rare 924 Le Mans (which I adored!). This was before today's long overdue appreciation of transaxles. Needless to say, we were in a minority, heavily outnumbered by those in charge of air-cooled cars.


A club member afforded me the opportunity to have a drive of his then-new 964. The experience was one of the most enjoyable in my life as a Porsche owner, and one which convinced me I needed to work towards buying a 911 to call my own. I eventually achieved my goal by bagging an Alpine White Carrera 3.2 Targa.

To be honest, I was less than impressed. The modern mechanicals and high quality assembly of the 964 and transaxles I'd driven struck me as far superior to the old, agricultural-feeling G-series. Fast-forward a few years, however, and I ended up buying a 993, an air-cooled classic which has been my favourite Porsche to date. Driving the car was a lot of fun. It was so comfortable, quiet and quick. The build quality



was excellent too. So much so, in fact, I used the car as my daily hack for more than six years without complaint!

I currently own a 996 Carrera 4S, and just as this issue of *Ultimate Porsche* went to press, I acquired a 996 Turbo. Compared to many of the models I've just mentioned, these water-cooled 911s are considered modern, yet I still have a soft spot for the Porsches which served me so well in the 1990s. For example, a friend and I shared ownership of a 924 we raced in what's now the Toyo Tires Porsche Championship. We had great fun racing together, and even found ourselves pitched against famous Olympic decathlete, Daley Thompson, who occupied the guest seat at Brands Hatch in 1993! We also raced against touring car and Le Mans hero, Richard Lloyd.

PCGB's new junior membership scheme affords my ten-year-old the chance to meet fellow Porsche fans far earlier than I did. Best of all, the current appreciation for transaxles means there are far more 924, 928, 944 and 968 owners turning up to club meets than when I was a youngster. Regardless of whether your Porsche's engine is situated front, middle or back, do yourself a favour and join the club.  You won't regret doing so.

Above Peter has owned a fine selection of classic Porsches, including this 993, which he lists as his favourite to date



There are far more 924, 928, 944 and 968 owners turning up to club meets than when I was a youngster



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Torque Driver



Rebecca Jackson

Guinness World Record holder, racing driver and Porsche enthusiast, Rebecca Jackson, is gearing up for her latest ambitious project, which will once again see her piloting Stuttgart's finest...

The October 2017 issue of *Ultimate Porsche* (order a back issue of the magazine at bit.ly/issuesup) featured a piece about Project Le Mans, my ambition to compete at one of the globe's most respected motorsport events. I'd raced a 924 at club level and recognised the fact there was a clear route to competing at Circuit de la Sarthe by using successive single-make Porsche racing series as stepping stones to take me all the way from entry level club sport to GT racing. Suffice to say, I campaigned the 924 before moving on to a production-spec Boxster, a fantastic car which preceded my time driving a factory-built ex-Carrera Cup 997 in the Bute GT Cup.

I managed to achieve my objective within three short years of drawing up the original plan of action, although I ended up driving an LMP3 prototype at Le Mans instead of a 911; seemingly endless hours of impressively piloting competition cars from Stuttgart (against a backdrop of dogged determination, a colossal amount of seriously hard work and begging for sponsorship at every turn) resulted in an opportunity to race a Ligier JS P3 in France. Since then, I've kept myself busy driving touring cars, presenting television shows, writing for the motoring media, and I've even set a world record for visiting the highest number of countries (fourteen, in case you were wondering!) on a single tank of fuel, but sensing the need for a fresh challenge, I've decided to get the ball rolling for my next adventure: Project Monaco.

My hope is to repeat the success of Project Le Mans by using Porsche cars and the single-make series they appear in as a means to reach my desired destination (which as you'll have established, is Monaco!) racing in the Porsche Mobil 1 Supercup. The task I've set myself is arguably even tougher than Project Le Mans. For a start, racing a 911 in Supercup (an international series organised by Porsche AG and one which supports Formula One) requires drivers to have previous experience in the Carrera Cup. This is why I'm spending



time working with super-professional racing team, Welch Motorsport, in a bid to get to grips with the latest 991 GT3 Cup car, which I aim to compete with in next year's Carrera Cup competition. If all goes according to plan, I'll make the move to Supercup in 2020.

Then there's the cost. Jumping into an established motorsport outfit's 991 GT3 Cup and setting sail for Monaco isn't quite as straightforward as buying a race-ready 924 for a few grand and then hitting club circuits! Plus, I'll need to be mega-competitive, which is why I'm spending so much time honing my skills in a simulator. Fortunately, my time in the 997 – and the Boxster and 924 that came before it – has given me a head start, equipping me with a familiarity with Porsche products which enables me to prepare for Monaco quicker than I might otherwise have been able to do so.

Above Project Monaco sees Rebecca treading old ground by campaigning Porsches in successive single-make series

Twitter @RebeccaRacer
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Jumping into a 991 GT3 Cup and setting sail for Monaco isn't as straightforward as buying a race-ready 924





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FROM THE
VAULTS

1969 19

SUPER CARRERA!

Tasked with making the 911 a true world player, the naturally aspirated SC is currently celebrating its fortieth anniversary in style

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



1970 1971 1972 1973 1974 1975 1976 1977 **1978**

Despite its instantly recognisable silhouette and legendary status, the 911 has been close to falling foul of the Grim Reaper numerous times. Like a cat with nine lives, however, what many consider to be the ultimate Porsche has been resuscitated from a near-death experience time and time again. Even during the early years of transaxle era, the 911 was granted a stay of execution; introduced for 1978, the 911 SC (Super Carrera) saw sales surge once again, paving the way for the launch of the respected Carrera 3.2 of 1984 (read all about the 'pin-up Porsche' by pointing t'internet at bit.ly/issuesup and ordering a copy of our December 2017 issue).

Let's not rush ahead of ourselves, though. Upon release, the SC's main job was to broaden the 911's appeal. It usurped both 2.7-litre and 3.0-litre Carrera versions of the Stuttgart

sports machine to become the only naturally aspirated 911 you could buy. At the heart of the new car lay a detuned three-litre flat-six. It may have been 20bhp down on the 200bhp Carrera, but with new camshafts, a stronger crank and larger main bearings, torque was more accessible lower down the rev range. Additionally, thanks to the introduction of an eleven-blade fan, the new 911 was quieter too.

A pollution-reducing air pump made the 1,160kg SC cleaner than its predecessor. Changes less pronounced concerned the car's bodywork; at first glance, unchanged 'impact bumper' looks made the new arrival virtually indistinguishable from the outgoing Carrera. The motoring press wasn't impressed, but encouraged by the presence of the peachy, free-revving engine, the low-down torque and a zero-to-sixty time of just 6.5 seconds, buyers turned initially slow sales into busy dealer showroom activity. »»



FROM THE
VAULTS

1969-1979

THE TARGA'S NIROSTA STEEL ROLLOVER HOOP GAINED A BLACK COATING



» Fifteen-inch ATS 'Cookie Cutter' alloys, electrically operated wing mirrors and chrome exterior trim (door handles, window surrounds, headlamp bezels) joined the wide body – with its gorgeous purity of line all early 911s possess – inherited from the dearly departed Carrera. In contrast, the SC designation was new to a fresh generation of Porsche buyers and enthusiasts. Not used since 1964's 356 SC, the badge was fixed to the rear end of coupe and Targa variants of the new arrival.

SPORTING LIFE

Bosch K-Jetronic CIS fuel injection and a more reliable aluminium crankcase proved to be popular technical highlights. It's also interesting to note the SC was the first 911 with a brake servo. Cog-shifting enthusiasts delighted in five-speed manual 915 gearboxes, while lazier drivers could try their hand at mastering Porsche's then-ridiculed but now-respected Sportomatic transmission. Tardy types could only enjoy being

lethargic for a year, though; the semi self-shifting system was a special order only for 1979.

SC bodies were galvanised, promoting the idea of a Porsche being dependable and a car capable of lasting a long time. Around 11,000 examples were sold in 1979, at which point the model took on more of the Carrera's visual cues, most notably when headlamp surrounds were painted body colour and the remaining brightwork was anodised black. The Targa's Nirosta steel rollover hoop also gained a black coating, while a small hike in horsepower delivered a claimed 188bhp.

A response to the second global oil crisis in less than a decade, the updated SC featured optimised ignition timing to cure what some considered to be a drinking problem! Sadly, as was the case with many Porsche products, SCs destined for North America missed out on the slight bump in bhp. In fact, the US Domestic Market SC was dropped for 1980, leaving the \$32,050 Weissach Edition to fill

Stumble time

The SC didn't fare well on the rough stuff. A pair of Martini-liveried Carrera RS-bodied cars (complete with ducktails) were raised by 28cm and fitted with mechanically injected 250bhp SC engines. Badged as SC Safaris and driven by Bjorn Waldegaard, Hans Thorszelius, Vic Preston Jr and John Lyall, the pair of potent Porsches finished fourth and second in the 1978 5,000km East Africa Safari Rally. The SC Safaris might not have added to the 911's 20k-plus motorsport wins, but they're certainly iconic classic Porsches!



1970 1971 1972 1973 1974 1975 1976 1977 1978



Above SC Safari was a 250bhp beast significantly raised off the ground and wrapped in Martini Racing livery

Right Walter Rohrl at it again, this time smashing an Eminence-dressed SC through the 1981 San Remo Rally

FROM THE
VAULTS

1969 1



Open season

The famous Porsche Targa top was first introduced to the world in 1966 when factory bosses feared Cabriolet body styles would be outlawed by American road safety legislators. The change didn't happen, but the development of the inventive and stylish Targa roof became massively popular. It's a style which survives to this day (albeit with updated means of retracting the roof panel). Not many people realise Porsche owns the name Targa as a registered trademark, such is the popularity of the style across the offerings of many major manufacturers, including Ferrari's 575M Maranello and the Renault Wind.

1970 1971 1972 1973 1974 1975 1976 1977 **1978**

UK TESTERS REPORTED THE 0-60MPH DASH COULD BE ACHIEVED IN 5.7 SECONDS

the gap left by the big-winged wonder. **»** Fortunately, *Autoweek* magazine was impressed. “The Weissach Edition coupe is a hot car. It goes like hell, stops just as quickly and can turn on you as unpredictably as a rattlesnake!”

Porsche head honcho, Ernst Fuhrmann, envisaged the death of the 911 ahead of the 944's launch in 1981, but his plans were binned – as was Fuhrmann himself – with the arrival of new Porsche President and CEO, Peter W. Schutz, who was more than happy to continue production of the air-cooled classic. What better celebration of the reprieve than another boost in bhp?! SCs for 1981 saw their outputs increased to a Carrera-eclipsing 204bhp with 197lb/ft torque developed at 4,300rpm. Top speed rose to 146mph, but thanks to a change in compression ratio to 9.8:1 and a necessary switch to 98 octane fuel, the SC needed a stiffer drink. While factory performance figures remained conservative, UK testers reported the 0-60mph dash could be achieved in 5.7 seconds!

Side repeaters on the front wings provided a visual clue to the new, more powerful SC, a machine tested in the hostile environment of

motorsport by two-time WRC victor, Walter Röhrl, and his co-driver, Christian Geistdörfer, during the 1981 San Remo Rally. Only a broken driveshaft forced retirement.

IN STITCHES

With factory bosses keen to further develop the 911 concept as a newly-badged beast, the SC received few changes in readiness for the 1982 model year, although the alterations were clear to see. Black-centred Fuchs with polished rims were made standard, Turbo-look body styling gave the SC the air of its forced-fed sibling, while two-hundred special editions (seventy of them Targas) named after Ferry Porsche arrived to celebrate the fiftieth anniversary of his founding of the Porsche Design Company. Demure on the outside, the Meteor Grey exterior revealed a more startling burgundy leather interior with Ferry's signature stitched into the head rests. The famous Flachbau (slant nose) debuted in SC form around the same time, as did another unusually styled 911...

The 911 Turbo 'Studie' featured four-wheel drive and a Cabriolet body style **»**

Above A frog-eyed SC built for the North American domestic market in 1980

Facing page Ken from *The Joy of Sex* books shows us how to correctly remove and store a 911 SC Targa's roof



THE SCARCEST OF SCs IS, IN FACT, A FACTORY-BUILT STEEL-BODIED FLACHBAU

» designed to stun show-goers at the 1981 Frankfurt Motor Show. Just a few months later, the 911 SC Cabriolet – the first Cabriolet since the drop-top 356 – was revealed at the Geneva Motor Show. It didn't possess the all-pawed drivetrain of the design exercise shown in Germany, but once again, *Autoweek* was impressed with Porsche's efforts. "There is no better way to get to know the Porsche family," wrote one of the title's scribes.

There's no denying how rare the 911 SC Cabriolet is today, but the scarcest of SCs is, in fact, a factory-built steel-bodied Flachbau. Rarer than the Martini-striped Grand Prix White SC or the Fuchs-rimmed, Bilstein-shocked, spoiler-equipped UK-only SC Sport, slant-nosed cars were supremely expensive and hand-built by the chaps stationed in Porsche's Sonderwunschen (Special Wishes) department.

By the end of production in 1983, just under

58,000 911 SCs had rolled out of Zuffenhausen. The first true '911 for the world' may have had a fairly limited shelf life, but it forged a strong reputation, one which continues to the present day. It also laid the foundations for what was to come, arguably the most iconic incarnation of Porsche's curvy coupe – the Carrera 3.2.

Stuck between sought-after F series 911s and much later examples of what Porsche was offering during the air-cooled era, SC asking prices remain comparatively low. A super Carrera in more ways than one, we'd suggest you bag an example to call your own during this special anniversary year. After all, while the rest of the world goes nuts for Porsche and the 356's seventieth birthdays, the SC's major milestone is going largely unnoticed, which can only be a good thing as far as maintaining current prices is concerned. Don't hang around too long – we may have just let the cat out of the bag!



Above Two of the Porsche Museum's 911 Targas (a 1976 Carrera 3.0 and a 1981 SC) took to the start line of the 2017 Saschen Classic rally

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Braided hoses and uprated fittings are excellent replacement parts for ageing rubber pipework prone to failure...

Hose down

Big brake conversions, increased engine fuelling demands and high-performance transmission upgrades are just a few features of modified motors which

push the limits of standard specification rubber fluid transfer hoses and their accompanying factory fittings. The solution is to fit steel braided hoses, perhaps adding Airforce Navy (AN) fixings for good measure. Not only will braided lines withstand higher pressures,

they'll dissipate heat far more effectively. They'll also allow for strong hose ends to be fitted, removed and refitted several times without risk of fraying, damaging or weakening of parts. They look great too. Improved function and enhanced form? What's not to love?!



Hoses

Two basic braided hose types exist. The primary type is rubber (or synthetic rubber) tube with an inner half-braid covering matched with a full-braid outer stainless steel layer. This type of hose has a working temperature range of between -50°C and +150°C and is well suited to fuel, oil and cooling systems where lightweight materials, flexibility, increased resistance to heat and sure-fire durability is required.

The second type of braided hose is a Teflon tube with a single-braid outer cover. The working temperature of this type of hose is between -73°C and +232°C. It's a more aggressive type of hose, ideal for braking systems and where unusually high pressure fuel, oil and cooling applications are present.

Using either of these two options as your starting point, you might be tempted by twin-layer synthetic hoses with a half-braid sandwiched between layers. There's also the option of ultra-strong, super-light, Kevlar-braided hoses for serious motorsport applications and *Ultimate Porsche* readers who intend to build a custom four-wheeler to assist their crimefighting activities in Gotham. Or something.



Hose ends

AN fixings are supplied with either male or female ends in a wide variety of sizes to suit your chosen application. As you'd expect, the ends screw together to complete a joint. Ordinarily, the male end is fixed to the car's supporting component (e.g. fuel tank, turbocharger housing or oil reservoir). In the case of braking systems, the male end takes the form of a banjo union with a threaded fixing.

A key advantage of AN fittings is that the unions can be straight, angled or even able to turn a hose 180° to allow the plumbing of bespoke pipework in the tightest of areas. Adaptor unions can also be used on an AN system. Utilising these parts gives you the flexibility of adding extra angles to the hose line, and you could even use them to increase or decrease hose bore to suit your requirements. Additionally, AN unions will allow you to split the line into multiple lines via T or Y-piece sections.

Fitting

Most braided hose manufacturers supply readymade kits (e.g. braided brake hose solutions) for various makes and models of car. If your pride and joy happens to be a bit rarer than the rest, then fluid transfer hose manufacturers, including HEL, Speedflow, Goodridge and Hosetechnik, will be happy to make a bespoke kit for you. If you're feeling adventurous, you can measure the length of hose required, work out the AN fixing dimension needed and make your own kit. The boxout to the right explains how you do it.

HOW TO

1 Buy enough hose for the job. Measure the length of each hose you intend to replace. Indicate where to cut by wrapping masking tape around the new hose and placing a mark where you intend to chop. The best way to cut the hose is with a junior hacksaw, but let the blade do the work – exert too much pressure and the hose ends may fray.

2 With the hose end (an AN fitting) securely supported, you can insert the newly cut hose using a twist-and-push motion. Bear in mind the hose needs to be inserted until it reaches the back of the socket threads.

3 Mark the position of the hose after it has been inserted into the hose end. This will allow you to see if the hose is being pushed out when you assemble the hose end.

4 We found it helpful to apply a little light oil inside the hose and on the threads of the hose fittings. We also used a pair of longnose pliers to 'open' the hose before inserting into the hose end. Ensure the hose end and nipple are treated to a liberal coating of oil to prevent snagging.

5 Check to make sure everything is 'square' in order to prevent cross-threading. Gently insert the hose end into the hose until the threads engage. Hold the hose to prevent it from being pushed out as the hose end is inserted.

6 Tighten both halves of the hose end together. Use the correct spanner to prevent damaging the hose end. Ensure there is sufficient oil on the threads at the point you tighten the parts. Continue to tighten the hose end until you have a gap of approximately 1mm between the two halves. For a neat finish, rotate so that both 'flats' line up.

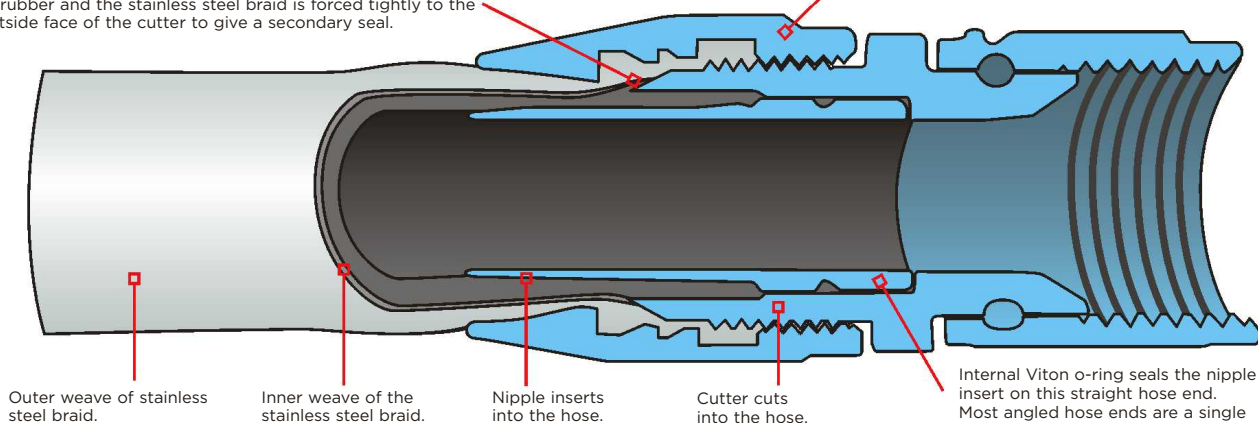
7 Before you fit the hose, it's vital to check that the hose hasn't been pushed out of its end fitting. If all is okay, a quick clean and the removal of the previously applied masking tape is all that requires your attention. Job done!



SPEEDFLOW 100 SERIES DIAGRAM

A double seal created by the cutter ensures rubber is forced in between the cutter and the nipple as primary seal. A layer of rubber and the stainless steel braid is forced tightly to the outside face of the cutter to give a secondary seal.

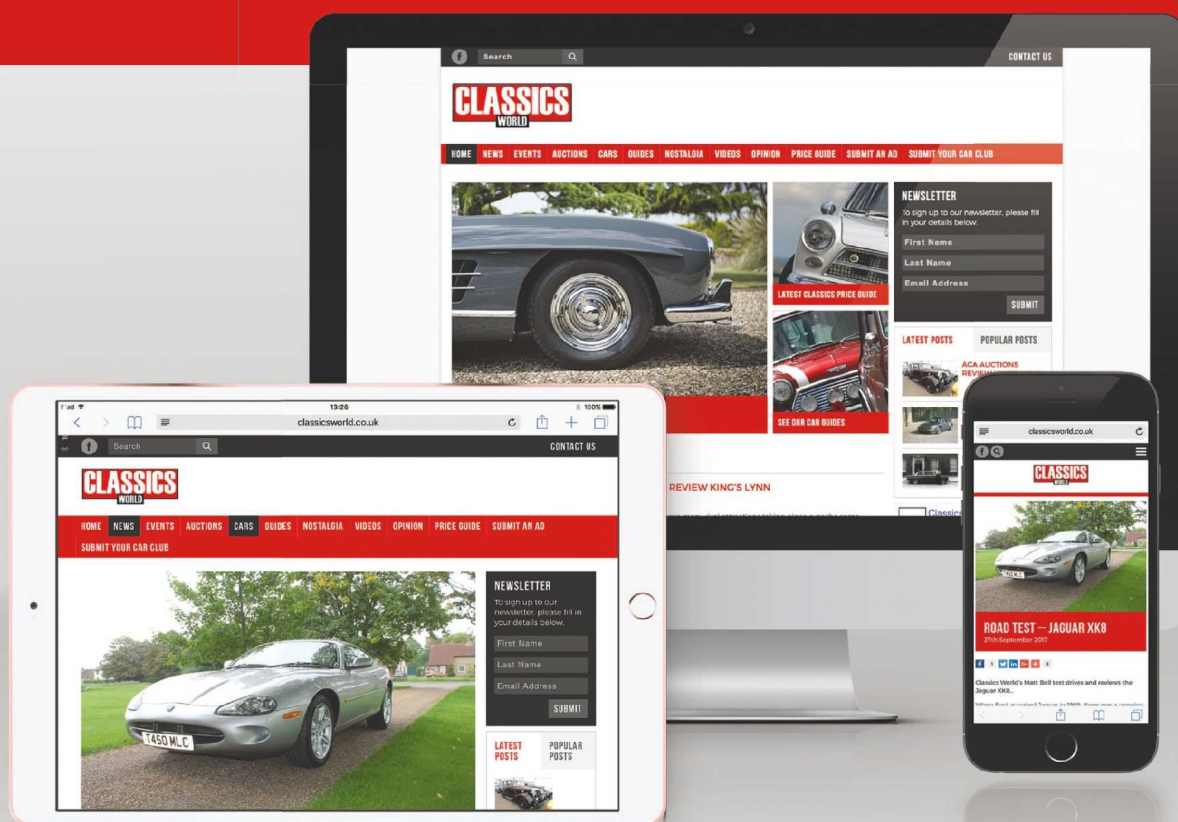
The mechanical fixing of the hose occurs when the stainless steel braid is trapped under the socket nut. The stepped internal face grabs and holds the braid.



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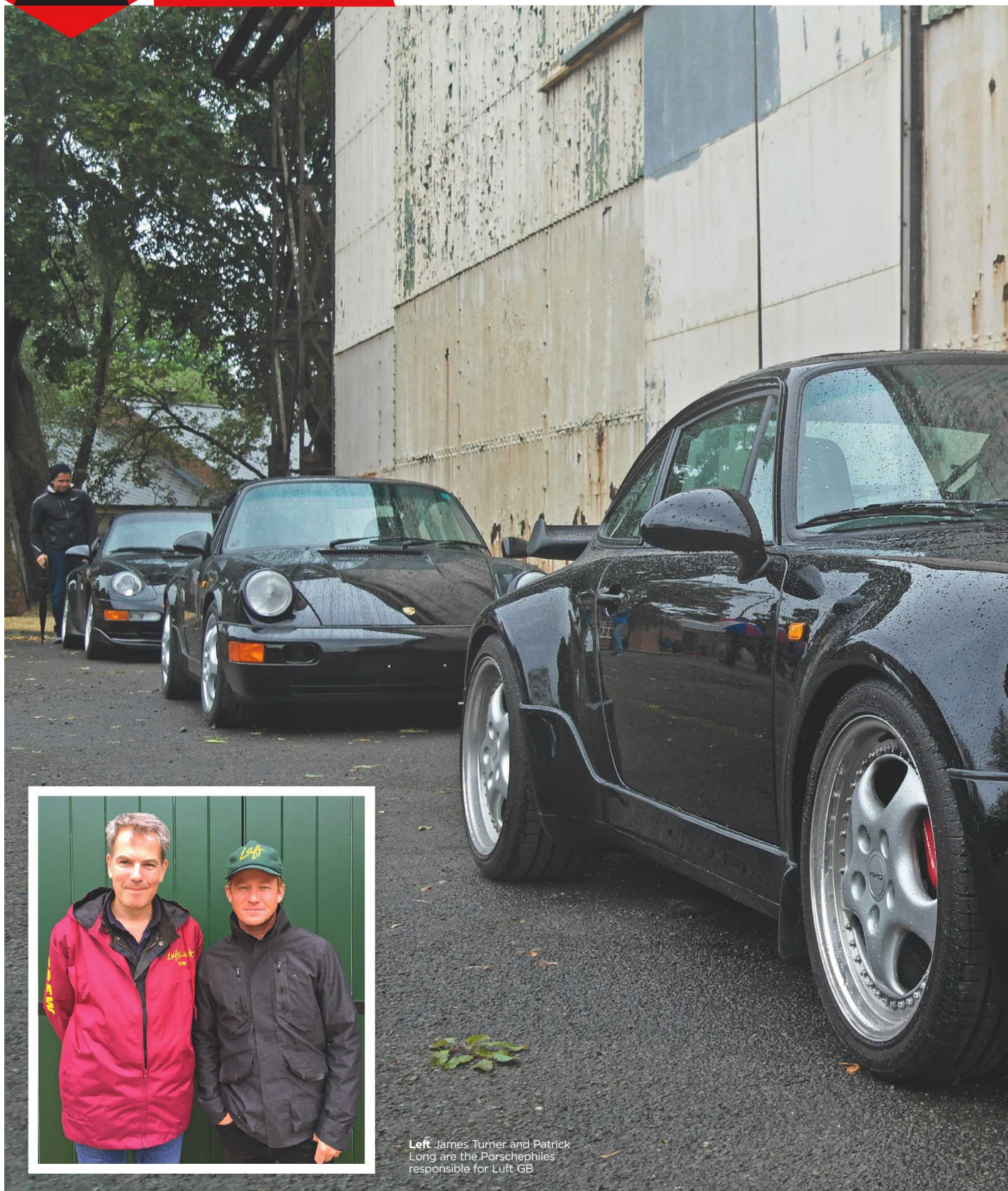
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Porsche people



Left James Turner and Patrick Long are the Porscheophiles responsible for Luft GB

WATERED COOL

Hammering rain couldn't dampen the spirits of those attending the first Luftgekühlt event held outside America

WORDS & PHOTOGRAPHY **Richard Gooding**

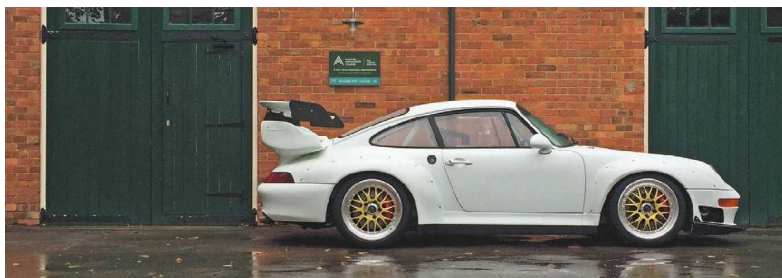




Porsche people

You'd need a mighty big bunch of sticks to shake at the countless air-cooled Porsches peeping out from behind trees and peering around the corners of old buildings at Bicester Heritage on the occasion of Luft GB at the end of July. Organised by founding director of Sports Purpose, James Turner, a friend of two-time Le Mans class winner, Patrick Long, the event was a huge success, marking the first time Long's Luftgekühlt (literally translated from German as 'air-cooled') concept has broken free of American shores.

After six weeks of melting sunshine and blue skies, visitors to the 348-acre site were greeted with gusting winds and squally, soaking rainfall. Judging by the number of invite-only rarities and ticketed enthusiast cars on display, however, the wet weather did little to prevent attendees from hopping into their air-cooled classics and heading to the Oxfordshire site; a varied rollcall of Zuffenhausen machinery was on display, from pristine stock-spec 356s to EB Motorsport's fire-breathing 911 RSR racer and a bizarrely-winged 1955 550 RS Spyder (550-0031, to be exact).



1967 EX-VIC ELFORD 911

Tucked away next to a green-planked shed, you'd be forgiven for missing GVB 911D, but the little red Porsche was the first 911 to be raced in the UK. Debuting at the inaugural British Rallycross Championship round at Lydden Hill – where the car battled Roger Clark's Lotus Cortina and won – the ex-AFN demonstrator went on to take the two-litre class of the British Saloon Car Championship (what we now know as the BTCC) with Vic Elford at the wheel. Other motorsport action followed, but after an engine bay fire in the 1970s, the car was lucky not to be scrapped! It entered into the family of its current owner, Rob Russell, in 1982 and was subsequently restored. Russell now campaigns the pretty Porsche at historic events, including the Goodwood Members Meeting.





1967 912 TARGA

Unassuming yet powerful in one important detail, this rare Aga Blue 912 gave the game away with its plastic zippered rear window. Only manufactured between 1966 and 1969, soft-window Targas are a rare find today. This car belongs to Neil Bardsley, and is one of the earliest Targas, being thirty-eighth off the assembly line. "It started life in Germany after being built in January 1967 before being exported to Italy. I used to own a 912 coupe, but after it was stolen, I bought this car as a replacement. At some point in its life, it had been converted to a hard glass Targa top. I reinstated the original soft window, making use if the surviving release catch cut-outs on the underside of the roll bar," he explains.



1973 911 T 2.7

Simon Fraser bought his 911 from renowned Porsche supplier, Specialist Cars of Malton, a couple of years ago. Originally a 2.4-litre car, the stripped-out coupe has been subjected to something of a 'hot rod' makeover inspired by the legendary R Gruppe movement in the USA. "The suspension work was carried out by Chris Franklin at Centre Gravity. The handling has been utterly transformed. Chris has been essential in making the car suitable as a B-road blaster!" beams Simon, a man lucky enough to be able to park his 2.7-litre tearaway alongside a fleet which includes a 993, a 964 and a 997 GT3 RS. The finishing touch? "My four-year-old son helped to apply the stickers to my 911 as soon as I returned from the Le Mans Classic!" The passion for Porsche is clearly a family affair in the Fraser household!



Irrespective of the fact were in the presence of the most Carrera 2.7 RSs we're likely to see in the same place for the foreseeable future, Luft GB wasn't short of Stuttgart royalty. An Irish Green 1964 904 Carrera GTS originally owned by RAF Spitfire pilot, Richard 'Dickie' Stoop, was joined by the ex-Scuderia Filipinetti 904 from the same year. Elsewhere, the gorgeous fat-arched, Mexico 1000km-winning 1973 911 RSR M491 driven by Hector Rebaque was resplendent in its Brumos tri-coloured livery, while eye-popping ex-Kremer Group 4 Jägermeister 934 RSR Turbo from 1976 emerged from surrounding puddles like an angry crocodile! ➤➤



Porsche people



1990 964 CARRERA 4

Oliver Palmer-Smith has owned his RS-alike for two years. He runs car care outfit, Carbon Collective, but insists his Carrera 4 is as much about 'go' as it is about 'show'. "The car makes use of KW Clubsport custom-built suspension. There's also a lightweight flywheel, a performance clutch, upgraded 993 Turbo brakes and sticky semi-slicks," he says, before admitting Luft GB serves as the destination he's used to test the KW kit for the first time. Other new equipment includes black carpets, which replace junked original red fabric.



» In front of Bicester Heritage's main square, the 1973 European GT Championship-winning Carrera RSR was free of any viewing hindrances, highlighting one of the attractions of the venue: as a former RAF bomber training station, not only are the surroundings architecturally atmospheric, they're functional and free of obstruction. Event attendees can get up close to all the cars on display. Even F1 hero and Porsche brand ambassador, Mark Webber, was spotted admiring the parade of retro rides!



Luftgekühlt was created by Long and Californian petrolhead, Howie Idelson. After organising five shows dedicated to air-cooled Porsches in Los Angeles, Luft GB marks the beginning of the brand's reach overseas. "I've known Patrick for a long time. We reasoned Luft GB was the natural progression after the overwhelming success of the American events," enthused Turner. "Getting the right feel and atmosphere for a gathering like this is crucial, but not even the weather could stop Porsche guys from bringing their cars out in the rain!"

The umbrellas were almost as colourful as the cars. Luft GB's future looks bright too; while there has been no official statement regarding a follow-up meet, it's hard to argue the case against what would surely be an exciting and permanent fixture on the Porsche scene calendar. See you there!





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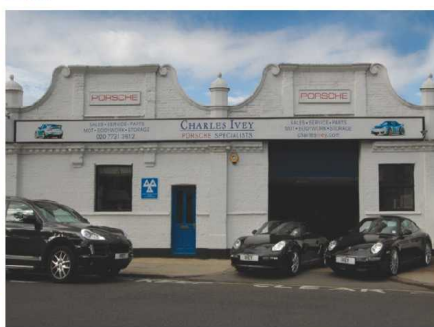
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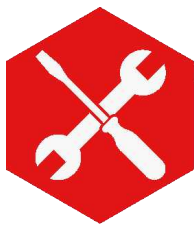


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Builds

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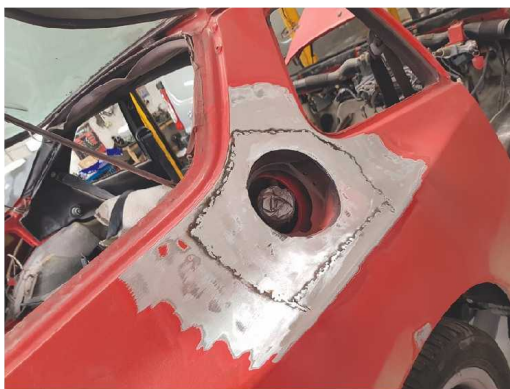
Another major milestone for the *Ultimate Porsche* 944 Turbo sees the car being prepared for paint

WORDS **Dan Furr** PHOTOGRAPHY **Dan Furr and Retro Restorer**

You don't have to be an automotive bodywork specialist to realise required corrective metalwork on a classic Porsche which has spent half a decade motionless in a hedge is likely to be extensive. This has certainly been true of my 944 Turbo, where the more Nash Hunter and his team at Banbury-based transaxle restoration specialist, Retro Restorer, have investigated, the more problem areas have presented themselves. It's true to say we knew suspension mounts, jacking points, door and wing bottoms, inner and outer sills, lower rear quarter panels and the car's back end were in

need of serious attention (that may well be the understatement of the year!), but areas of the car loaded with filler where dinks and dents had been inflicted over the years also needed to be addressed with fresh metal. Then, just as we thought this stage of the project was complete, Nash discovered rot around the fuel filler flap caused by a blocked drainage bung which had encouraged rainwater to settle and seep into places it should never have been present.

Reflecting a theme with this build, there was only one thing for it: out with the old and in with the new! Replacement metal was sorted. The the car was finally in a position where its significantly repaired and restored bodywork



Left Blocked fuel filler aperture bung caused a build up of water which corroded the surrounding bodywork



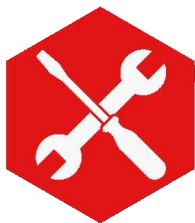
could be prepared for a fresh coat of colour. To that end, all of the car's detachable exterior panels (including tailgate, bonnet, badge panel, side strips, bumpers, valances, fuel flap, roof panel, door mirror cases and pop-up headlight covers) were rubbed back and readied for paint before being introduced to Retro Restorer's generously-sized in-house spray booth. This really is a one-stop shop for all your transaxle servicing, maintenance, repair, restoration and modifying requirements!

The formerly Guards Red 944 – riding on the intriguing mix of thick and thin Porsche

rims used to wheel restorations around Nash's workshop – was positioned inside the booth before being treated to a generous coat of high-build primer in advance of the application of a guide coat (a thin layer of paint applied to an opposing colour of primer over repaired bodywork, providing Retro Restorer with the ability to ensure panels are perfectly straight during and after the arduous task of sanding).

You may have noticed how hot it has been in the UK of late. Ridiculously so, in fact. Anyone working in a workshop, garage or factory lacking air-conditioning will attest to how





Builds



»» toasty June temperatures were, so spare a thought for Retro Restorer bodywork technician, Louise Hunter, who was given the job of putting her sanding blocks through their paces in intense heat after the successful application of primer and guide coat. Tough work, but a necessary part of the process, and the key to ensuring each of the car's panels are 'laser straight', free of imperfection and lacking high spots of primer.

After sanding down, an extra layer of primer, more sanding and the use of sealer, the car was

ready for its highly anticipated three layers of base colour and four coats of lacquer. I'll report on this exciting stage of the build in our next issue. In the meantime, I'm continuing to amass new and uprated performance parts for the car in anticipation of reassembly.

As regular readers will know, custom-made GAZ GHA coilovers, a full complement of Powerflex polyurethane bushes and enhanced braking equipment in the form of EBC discs and pads slotted into rebuilt genuine Porsche calipers fed by fluid transferred through

»» **Above and right** Retro Restorer technician, Louise Hunter, preparing the turbocharged transaxle's body for paint





Builds



» Goodridge braided hoses located behind restored Teledials wrapped in sticky Toyo rubber will significantly improve the car's stopping and handling abilities. The latter will be further enhanced following my decision to invest in a Quaife ATB limited-slip differential.

Unlike a conventional plate-type differential, Quaife's design relies on gears rather than clutch plates, ensuring smoother operation and the elimination of harsh locking. There are huge benefits to using a Quaife ATB limited-slipper (proven time and time again in drag racing, rallying, circuit and fast-road driving



environments) when compared to a standard open differential, all of which we will cover in the next issue of *Ultimate Porsche*. In fact, so effective are Quaife limited-slip differentials at positively transforming the way a car handles, the company's parts are now used by major manufacturers as original transmission equipment for their high output performance offerings. Stay tuned!



THANKS

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They may not be the most obvious performance upgrade, but aftermarket bucket seats and safety harnesses can help you to get the best out of your classic Porsche...

Buckle up!

A good seat offers many performance advantages to a driver. Good lateral support and holding you firmly in place when you tackle corners at speed are the most obvious benefits, but a well-designed, well-

constructed bucket is also a potential lifesaver, keeping you out of harm's way even in the most dramatic of accidents. Of course, there are many different types of bucket seat to choose from. Some recline, some feature fixed backs. Some are based around a tubular steel construction, some are FIA-approved. As we can see, choosing the right seat

for you and your classic Porsche isn't necessarily as easy as it might sound.

In this article, we take a look at the all important details, from seat construction to materials used, from safety harnesses to fixtures and fittings. After you've read through the following pages, you should be better informed when it comes to placing an order.



CONSTRUCTION

The most important feature of any aftermarket seat is its construction. The fact of the matter is fancy trimming can make a poor quality seat look exceptional, but the way in which that same seat performs is almost entirely down to the way it has been manufactured and the materials used. Choose wisely.

RECLINING/ADJUSTABLE ROAD SEATS

Most standard production road car seats are based on a reclining/adjustable design giving the driver the ability to move the seat into a configurable position to achieve maximum comfort. This design also allows easy access to the rear cabin inside two or three-door vehicles. Clearly, these traits are very useful when it comes to road cars, but the design of most standard seats isn't particularly well-suited when it comes to throwing your car around during B-road blasts, which is why seat manufacturers like Corbeau, Cobra and others offer performance-oriented seats designed specifically for this type of driving.

The design and shape of these seats offers increased lateral support and provides the driver with the option of fitting safety harnesses, although standard seat belts can usually be retained if preferred. Allowing the two halves of the seat to work independently of one another, reclining seats like these

tend to be made from steel tubular frames, but the 'split' design reduces overall seat strength when compared to a fixed-back design. In a road car, most consider it to be a risk worth taking, primarily because the kind of speeds and level of aggression you'll be driving with won't match what's happening on the track. Besides, the likelihood of spinning off the road and having an accident is far less likely on the street, plus your road car is a lot softer than a purpose-built track car thanks to crumple zones engineered to help absorb impact and lessen the load exerted on the seat you're sitting on! The bottom line is that reclining seats from respected aftermarket manufacturers are more than strong enough for road use, and will almost certainly be a huge improvement over standard seats.



FIXED-BACK COMPETITION SEATS

If you're keen to take part in track days or are competing in motorsport, you'll probably be thinking about buying a fixed-back bucket seat. Recliners aren't really designed for track use and aren't generally allowed to be used in competition environments (with the exception of some historic racing series where original factory seats may be permitted).

As the shell/frame of the seat is a single piece (usually composite materials or steel tube), the area where the base of the seat meets the seat back (the weakest part of any seat) is considerably stronger than on

recliners. Furthermore, because fixed-back seats are built with motorsport in mind, they're designed to be safer in the event of high-speed impact. Good quality fixed-back seats will also be subject to stringent testing to gain FIA approval promoting the product's strength.

Purpose-designed, fixed-back seats are intended to work only with aftermarket safety harnesses. They feature designated harness slots suitable for four, five and six-point harnesses. These seats tend to be side-mounted rather than base-mounted, offering even more strength.



BASE OR SIDE-MOUNTING?

When it comes to road car seats, including aftermarket recliners, base-mounting works well because it enables the use of a sliding subframe which can pull or push the seat back and forth. This action is prohibited in motorsport applications. Instead, seats are mounted at their sides, ensuring a stronger, more rigid mounting point (the seat is effectively sunk into the mounting mounts instead of being sat on top of them). This fitment also allows the seat to be positioned far lower than base-mounting will allow, plus it keeps weight and centre of gravity lower, which has good performance advantages for your car's overall balance and handling characteristics.

The seat mounts themselves can play a crucial part in driver safety. Not only do they securely hold the seat in place – preventing you from bouncing around inside the car in the unfortunate instance of a crash – but by strategically deforming in order to slow down impact and absorb energy being transferred to the driver in the event of an accident.

COMPOSITE SHELLS

For most forms of motorsport (and for the more enthusiastic track day driver), a bucket seat with a composite shell will be the preferred choice. This type of seat tends to be the strongest and lightest available.



The shells can be made from various different composite materials, ranging from the cheapest fibreglass (often referred to as glass reinforced plastic or GRP) through to carbon-fibre and beyond, with a mix of combinations in between. GRP is the weakest option, purely because of the lower strength of the material used, although many of today's entry level seats from respected manufacturers feature a composite made out of a blend of GRP weave and Kevlar strands. This mixture gives increased strength and allows seats made from this material to meet stringent FIA test requirements. In contrast, many lesser-quality seats made purely from GRP are unable to satisfy testing and, therefore, cannot be granted FIA approval. Other shell materials used by aftermarket manufacturers include a mix of Kevlar and carbon-fibre, as well as a full carbon-fibre weave.

The GRP/Kevlar composite is the cheapest of the options outlined here, but it's also the heaviest. A Kevlar/carbon-fibre composition is lighter, but costs more, while the most expensive pure carbon-fibre is super-light, but with a hefty price tag. Fortunately, all meet FIA

requirements and are designed to withstand impact above and beyond strict FIA testing.

In order to achieve extraordinary strength, particular attention needs to be taken when it comes to constructing the shell. The composite shells Corbeau and Cobra produce are made using quality components and materials, although the exact number of piles and details of each company's manufacturing process is a closely guarded secret! You can, however, see meticulous attention to detail simply by eyeballing each company's products, which are as strong as their component materials will permit without increasing weight.

When manufacturers design seats, extensive testing and computer-based stress analysis provides important indications outlining where extra reinforcement might prove beneficial. Areas such as the spinal ribbon on a GRP-Kevlar seat feature extra ply to ensure maximum rigidity. This modification isn't required on Kevlar-carbon seats because the high strength of the materials used mean extra ply would make little difference other than to add unwanted extra weight, which will slow you down!

TUBULAR FRAMES

Lower cost motorsport seats are made from tubular steel instead of composite materials. Tubular steel seats are stronger than standard seats, but are not generally considered to be as strong or as light as those made from composites. They are, however, cheaper due to the low cost of materials used during construction.

Tubular-framed seats are aimed at the clubman racer and track day enthusiast who wants a seat which will provide improved strength and safety, meet FIA regulations and remain affordable. When it comes to choosing the right seat, it's simply a matter of finding a part fit for purpose. For example, Corbeau would never try to sell the idea of fitting a tubular-framed seat to a Le Mans prototype, but the design is more than adequate for a keen amateur hammering his or her stripped 944 at the occasional track day.

When you travel fast, the potential impact forces in the event of an accident are high, which is why you need a stronger seat. Think of choosing one in the same way of determining the specification for the rest of your car; you wouldn't put 600bhp through a standard gearbox, would you?! Similarly, a seven-speed sequential transmission on a 100bhp engine is overkill, although hats off to you if this is something you've done for the sheer hell of it!

That said, when it comes to selecting aftermarket seats for your classic Porsche seats, never skimp on safety. Always try to fit a seat more than capable of performing for your chosen application. At the end of the day, the seat you buy might be called upon to save your life.

A composite-constructed bucket involved in a crash may look okay, but it will be hard to determine if the seat has suffered accident damage



Fixing points are also of vital importance. Special steel plates with a captive nut are often laminated into the shell during production. These areas receive extra material to ensure added strength. The plates themselves are drilled to ensure they bond into the composite with maximum effect, preventing the nut from spinning free and detaching from the material with the mounts are fitted.

As is the case with tubular-framed seats, composite shells are designed flex under impact. This behaviour helps to dissipate energy in the same

was a tubular seat deformation, but because composite materials are more flexible, they usually return the seat to its original shape. This is why it is of the utmost importance to replace a seat after impact; a composite-constructed bucket involved in a car crash might look okay, but it will be hard to tell if the seat has suffered accident damage. When it comes to driver safety, don't take risks.

Another key benefit of using composites is the ability to feature more complex shapes and designs, such as those incorporating wrap-

around head restraints and the ability to work in conjunction with additional safety devices, including a Head and Neck Support Device (HANS). Safety features are the biggest leaps forward in seat design, which is why manufacturers are constantly looking for to develop and harness (geddit?!) new technologies and materials.

TRIMMING

Although the shell holds a seat's strength, rigidity and ability to perform well in the event of an accident, it'd be an uncomfortable part to sit on if left bare! Many aftermarket seats are available to buy free of fabric (they feature a gel coating even though they look as though they're finished in bare metal), but most of you will want trimmed seats.

You may think upholstery is nothing more than a luxury for aesthetic purposes, but making the driver as comfortable as possible has obvious performance advantages: imagine how difficult it would be to throw a race car around a track for two hours straight if all you could think about is how much your back and sides ached every time you hit the brakes



or cornered at speed. More importantly, long-term injuries can be generated simply by sitting in uncomfortable positions for long periods of time. Not good.

The fabrics used in FIA-approved seats are fire retardant. To prevent the material from wearing prematurely, vinyl patches are placed on areas of accelerated wear, such as side bolsters and shoulder supports. Again, the material used is designed to be fire retardant. Some aftermarket seat manufacturers also offer seats trimmed in material specially developed to draw heat away from the driver. This has been an increasingly popular choice of fabric following the rise in endurance racing competitions taking place in hotter countries.

Of course, custom coverings afford you the opportunity to spruce up your classic Porsche's interior. After all, whether driving on the road or competing in a race, all drivers want their cars to look good, and attractive seats do the job nicely.



PERFORMANCE

As mentioned earlier, all seats used in motorsport environments undergo stringent tests to gain FIA approval before they can be used in competition. This process ensures drivers are safe, and enables the organisation's representatives to dismiss cars they consider to be unfit for competitive use.

FIA TESTING

All seats – regardless of the materials they're made from – undergo the same test. They either gain FIA approval or they don't. It's that simple! The test involves strapping a test dummy into the seat, which is attached to a catapult sled. The seat is then subject to three distinct tests: 20G deceleration simulating rear impact, 15G deceleration replicating side impact and another rear impact test (this time at 10G). The seat is then closely inspected for signs of cracking, fracturing or separation. Unsurprisingly, if any is found, the seat fails the test and will not be granted FIA approval under any circumstances.

The process requires all details of construction methods and test data to be logged. Approval only lasts five years, though. This is because of the FIA's wish to ensure all seats used in racing environments are safe to use at all times.

PERFORMANCE GAINS

Fitting a bucket seat is likely to make your car faster! Significantly reduced weight of aftermarket buckets (when compared to standard seats) will make your classic Porsche lighter, thereby aiding performance. In fact, there are very few areas of a car where you can make such substantial weight savings just by switching one part for another.



Arguably better still, you're more likely to have increased confidence in your car when you find yourself held tightly in place. Feeling safe and secure, not having to hold yourself upright and not sliding around the seat when you navigate your way around a high-speed corner means you can concentrate on the business of driving. Consequently, lap times will be improved. As you can see, fitting fixed-back buckets is a performance upgrade you would be wise to consider before spending a fortune on power-enhancing engine componentry.



HARNESSES

It's all well and good having a strong bucket seat to support you properly through cornering, under acceleration and in the event of an impact, but what holds you in the seat under heavy braking conditions? More importantly, what keeps your body within the safe confines of the seat if you experience frontal impact?

A full-on six-point safety harness might be overkill for a road car (try leaning forward to view traffic coming from all directions at a busy junction while you're strapped in!), but significantly increase your speed – and the risks involved in doing so – at the track and comprehensive safety harnesses make perfect sense. Go racing, and you won't be allowed to compete without them.

MATERIALS

Harnesses from leading manufacturers are made from premium quality nylon webbing. This material has fantastic tensile strength, yet it's flexible, meaning it isn't restrictive to the driver's movement. The nylon is tested against a vast number of factors which may cause it to degrade over time. Strict quality control like this ensures the harness meets FIA safety requirements for a dated five-year lifespan, preventing competitors from using old harnesses which may have been affected by degradation.

FIXING POINTS

You may have heard owners of track cars talking about four-point, five-point and six-point safety harnesses. The 'points' refer to the number of fixing points (and straps) the harness comprises. For most racing series, a four-point harness – consisting of two shoulder straps and two lap straps – is the accepted minimum requirement.

Many people prefer to opt for a five-point or six-point safety harness, incorporating either one or two crotch straps in addition to the shoulder and lap straps. These crotch straps prevent the driver from 'submarining' in the seat and falling out from underneath the harness! The advantage of having more fixing points is simply that the load is spread around the harness as a whole. For example, a 100kg load spread across four fixing points equates to 25kg load per point, whereas 100kg load on six-point harness is 16.7kg per point. It's clear to see a six-point safety harness is capable of dealing with greater loads than a four-point design.

WIDTHS

Typically, performance harnesses are offered with either 50mm or 75mm wide webbing. The 50mm webbing is a good option for fast-road applications where strength is required without the harness being overly intrusive, but for track day and race cars, 75mm is a better choice. The wider the webbing, the larger the surface area, and, therefore, the greater the spread of any load exerted upon it.



FIXINGS AND FITTINGS

How you fit a harness is just as important – perhaps more so – than the construction of the harness itself. Put it this way, you can have the strongest harness in the world, but if you're going to mount it through a piece of 3mm alloy (yes, we know of somebody who asked if they could do this!), then the harness will provide virtually zero support in the event of an accident.

To mount harnesses correctly, there are different options available to ensure you choose the best solution for your chosen application. The most common method is to fit snap hooks, such as those supplied with many harnesses as standard equipment. These hooks simply connect to eyebolts fitted to the car. The eyebolts come with a thick backing plate which should be welded into strong areas of the host vehicle's chassis/shell in specific locations to keep the harness straps straight and true when the driver is strapped in. The eyebolt screws directly into the captive nut on the backing plate and provides a firm fixing point for the snap hook on the end of the harness.

Similar to the snap hook setup, a bolt-in fitting is also available for use with many harness designs. A plate featuring a hole is attached to the harness, and the plate is then bolted directly onto fixing points in the car. Again, a backing plate with a captive nut should be welded into the shell or designated areas of the chassis.



Another method of fitting harnesses is to use roll bar fitting tabs, which allow you to wrap the harness around a roll cage. This is particularly useful when it comes to installing aftermarket seats and harnesses on compact cars and single-seaters, but this type of fitting can only be used on shoulder straps. Lap and crotch straps should still be fitted using the snap hook or bolt-in fittings described here.



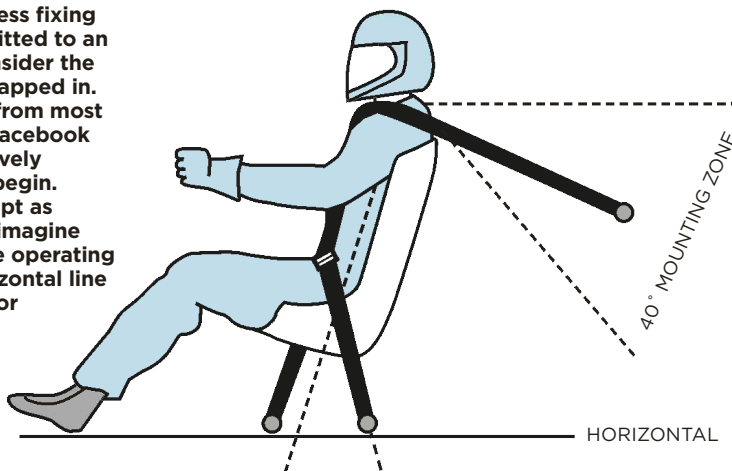
HARNESS POSITIONING

You need to take extreme care when determining harness fixing points. Not only do you need to ensure the harness is fitted to an adequately strong part of the car, you also need to consider the route the harness straps will take when the driver is strapped in. Guidelines and fitting instructions are available direct from most manufacturers, so don't be tempted to take forum or Facebook advice as gospel. Fitting harnesses incorrectly is massively dangerous. If in doubt, speak to an expert before you begin.

As a rule of thumb, the harness straps need to be kept as straight as possible. Starting with the shoulder straps, imagine drawing a horizontal line off the driver's shoulders. The operating angle of the shoulder straps is anywhere from this horizontal line to 40° below. Obviously, bolting harnesses into the floor immediately behind the driver's seat is a bad idea!

As for the lap straps, imagine drawing a line downward to the floor from the driver's spine.

The lap straps should be fixed approximately 45° towards the rear from this imaginary line. If you don't fix the harness in these correct positions, you run the risk of serious injury. Be thorough.



Obviously, bolting harnesses into the floor immediately behind the driver's seat is a bad idea!



LATCH DESIGN

Three main types of latches are fitted to performance harnesses: push-button release, link-and-latch release and a rotary release mechanism. The push-button release is similar to the latch fastener of a standard seat belt, and is commonly used on ECE-approved street-legal harnesses. For motorsport use, however, the NASCAR-esque link-and-latch mechanism or the aircraft-style rotary release are preferred. The link-and-latch release is generally used in off-road applications where the ability to wash dirt and mud off the harnesses is necessary, but the majority of competition cars use a rotary release buckle due to its promise of greater strength and how difficult it is to accidentally release the latch when driving. Furthermore, rotary release mechanisms are generally considered to be the most comfortable latch designs thanks to their small size. It's worth noting that link-and-latch and rotary release buckle designs are offered with most five and six-point safety harnesses.



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BLOWN AWAY

Tim Gray's stunning 968 Cabriolet is producing 360bhp thanks to the appointment of a Rotrex supercharger

WORDS Dan Furr PHOTOGRAPHY Andy Tipping





“My love affair with sports cars started during my twenties when I bought a Lotus Esprit S3,” recalls Tim Gray. “Additionally, I’ve always been drawn to great engineering. The combination of these two passions resulted in my decision to buy a Minerva Blue 944 Turbo Cabriolet,” he smiles, well aware of the fact he was the proud owner of a hugely desirable Porsche. There was only one problem: he’d set out to buy a 968!

“I love the look of the 968. I’d entertained ideas about buying one for a long time, but an eventual test drive in a standard example left me completely underwhelmed. I appreciated how well built the car was, but the sluggish way it delivered its naturally aspirated power didn’t excite me. With a lack of turbocharged 968 available to choose from, I reasoned buying a 944 Turbo was the next best thing.”

We’ve all been guilty of spending hours scanning Porsche-themed forum posts and Facebook groups, taking inspiration from what others have done to their cars and then applying what we’ve learned to whatever flavour of Stuttgart sports metal is sitting on our driveway or tucked up in our garage. Tim went a step further. “I was reading a project thread authored by a guy who’d supercharged his 968. I was immediately struck by the fact this was the perfect solution to my frustration at not being able to buy a 968 loaded with forced induction!” he beams, before telling us he wasted no time in getting in touch with Warrington-based independent Porsche specialist, Ninemeister.

“We’d converted half a dozen 968s to forced induction by that point in time,” says Ninemeister man, Peter Robinson, confirming Tim’s transaxle



was in safe hands. “The concept came about after Ninemeister owner, Colin Belton, bought a 968 Clubsport as a company demonstrator to use for participating in hill climb competitions. Quickly, we realised the car was down on power compared to the other vehicles it was competing against. Developing our own supercharger conversion kit was a great way of putting us on a level playing field.”

TAKE CHARGE

Tim presented the team with a 1993 968 Cabriolet, the only open-topped 968 Ninemeister has converted. The car now makes use of a Rotrex C38-61 (the most compact blower in the C38 range), a versatile, high capacity unit capable of producing power of up to 550bhp on engines with displacement of up to five-litres. Using patented Rotrex planetary traction drive, the C38-61 has a 7.5:1 drive ratio and can achieve impellor speeds of up to a lofty 90,000rpm! Obviously, custom brackets needed to be made to mount the supercharger in Tim’s car’s engine bay (which necessitated an air-conditioning system delete and repositioning of the alternator), plus

Charging point

A supercharger is an air compressor increasing the density or pressure of air entering an engine, giving each intake cycle more oxygen, which allows more fuel to burn. This action forces the engine to work harder, thereby creating more power. Superchargers are usually belt-driven, spinning in accordance with revolutions of the engine. The size of the pulley used determines how much boost is made (a smaller pulley will spin faster, creating more boost). Turbos differ in design insofar as they have an exhaust gas housing instead of a pulley. As the car produces exhaust, the gases spin the turbine, causing compressed air to enter the engine.



there was the not insignificant act of fitting a large intercooler, custom boost pipes with Samco silicone hoses, a custom supercharger pulley, a bespoke expansion tank and various other pieces of new hardware, but Ninemeister's prior experience proved invaluable, resulting in hassle-free installation which promised to boost power to the 360bhp mark.

It would be easy to have an 'off the shelf' custom ECU chipset designed to take into account equipment common to the conversion, but as Peter explains, every Ninemeister ECU upgrade applied to an altered 968's electronic brain is unique to the host vehicle. "Old-school Motronic ECUs aren't mappable in the same way as modern car computer equipment, hence the need to replace standard chips with new parts loaded with software written specifically for the application," he explains. "This involves us making use of an emulator which mimics the ECU, enabling us to make changes to a live map until we're satisfied with the results we've achieved. We can then write the finished map to fresh chips, which are then fitted to the factory ECU in place of the original parts."

Above Rotrex C38-61 blower and associated hardware was expertly installed by Ninemeister following the company's successful supercharged 968 hard-top conversions, including Colin Belton's hill climb machine

Chasing ponies is all well and good, but as any tuner will tell you, the key to successfully enhancing the performance characteristics of your car lies in improving the way it handles and slows. "Colin told me there was little point in fitting a supercharger and drastically improving the car's power output if I wasn't prepared to factor in upgrades to the suspension and braking systems," remembers Tim. He didn't need telling twice; before long, the keen modifier invested in a set of KW adjustable coilovers and 993 Turbo brakes with two-piece cross-drilled discs. The 'Big Red' calipers needed larger wheels to accommodate them, which is why the car now rolls on striking nineteen-inch 996 five-spokes.

BELT AND BRACES

While the 968's three-litre Variocam-equipped beating heart (the fourth-largest four-cylinder engine ever offered in a production car up to that time) and the model's six-speed manual transmission are generally regarded as bulletproof, it made sense to replace or upgrade each part's serviceable items, regardless of when they were last changed. To that end, ➤



Left 968 S badge teases at what lies beneath the Midnight Blue transaxle's long nose

» an uprated flywheel, a heavy duty clutch, new camshafts and a renewal of the water pump and timing equipment ensured faultless operation when this nifty 968 was returned to the road, complete with its Techart rear lip spoiler and front splitter.

"The car handles and performs brilliantly," beams Tim. "Power output is pleasingly linear. Unlike a turbocharged car, boost is accessible throughout the entire rev range. A Quaife ATB limited-slip differential enables me to put all of that power down without losing traction, and a free-flowing exhaust has ensured extra responsiveness and a pleasing bark."

The rag-top nature of his reborn Midnight Blue belter enables him to enjoy its supercharged soundtrack whenever he hits the open roads of the Berwyn Mountains near where he lives close to the England and Wales border. He loves driving with the roof down, although expresses frustration at the damage retracting it causes to the rear window. "I ordered a new colour-coded canvas roof while the car was undergoing work at Ninemeister," he tells us. "I also bought a new plastic rear window due to the original part showing its age. Sadly,

folding the roof down causes the plastic to bend and graze. It's impossible to keep in 'as new' condition!"

BRING THE NOISE

Tim is clearly over the moon with the impact forced induction has had on his last-gen transaxle, a brilliant example of the final evolution of Porsche's water-cooled, front-engined, rear-wheel drive concept. He owns a 997 Carrera 4S Targa "for more refined driving," but assures us he's informed his wife he wishes to buried at sea in his 968! "It's a good car in stock trim, but amazing when modified. The leather has been reconolised and I've fitted Pioneer audio equipment in order to bring the interior up to modern standards, although with just over 50k miles covered from new, it's not as though the car was showing its age," he laughs.

The last 968 rolled off the production line almost twenty-five years ago, but as Tim's supercharged pride and joy ably proves, with a selection of well considered, well executed modifications sympathetic to Porsche's original design, the manufacturer's transaxle cars remain young at heart.



DRIVER

Q&A



TIM GRAY

First Porsche
944 Turbo Cabriolet

Favourite Porsche
This one!

Best thing about your supercharged 968
It's unique

Worst thing about your 968
When retracting, the power roof likes to graze the brand new plastic rear window





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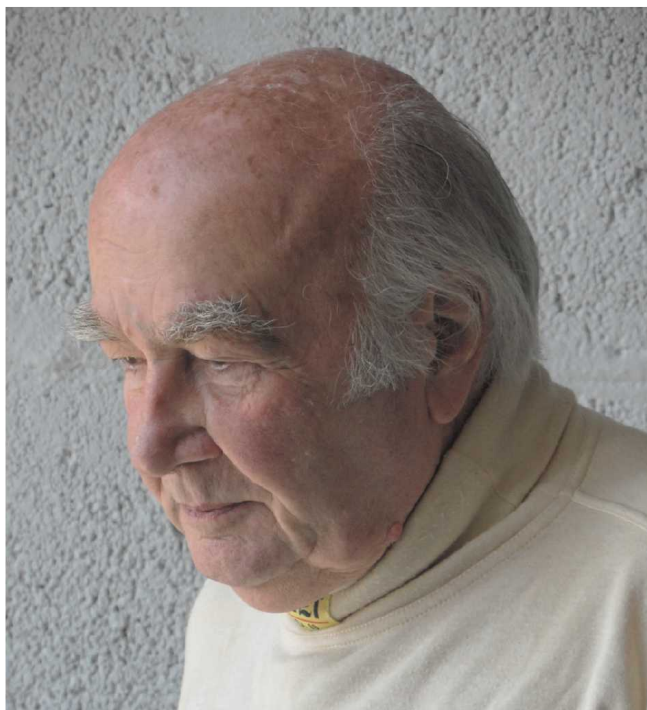
David Piper

The first person to race a 917 and the owner of his very own example of Porsche's legendary sports prototype

WORDS Laurence Tolhurst PHOTOGRAPHY Various

Born into a wealthy farming family in 1930, British racing driver, David Piper, spent his formative years competing in hill climb competitions and sprint tests before beginning his circuit racing career in a Lotus Eleven. A clear talent from the start, he entered both Formula One and Formula Two championships in 1959 and 1960, driving a Lotus 16, switching its engine as necessary between rounds of each series. Later, he competed in European Formula Junior alongside legendary Swiss Porsche driver, Jo Siffert. Piper also competed in many non-championship races, but the Englishman soon fell out of love with single-seaters and put all his efforts into becoming an accomplished sports car racing driver.

A Ferrari GTO was his weapon of choice until 1969, when Porsche's head of racing development, Rico Steinemann, offered an invitation to drive an all-new car the manufacturer was sure had race-winning capabilities in endurance



success, and Piper's love for the car was so strong he bought a brand new 917 for his own use and promptly entered it into 1970's 1,000km race at Buenos Aires in Argentina.

Twenty-six cars entered the competition, but only twelve finished. Of those, half were Porsches, but none a 917. Indeed, where 908s ruled the roost, Piper's 917 (and the Lola T70 he fielded) failed to finish, although it's worth noting the car's participation marked the first time the 917 had made itself known in the Americas.

Piper's reputation as an able sports car driver (further cemented by a fifth place finish in the 1970 24hrs of Daytona) saw him invited to become a stunt driver for Steve McQueen's epic

Piper's reputation as an able sports car driver saw him invited to become a stunt driver for Steve McQueen

motorsport. There was only one problem: codenamed 917, the 580bhp monster was so raw, the works team drivers raised questions

about using it without an extended period of testing in advance of a highly anticipated 1,000km race at the Nürburgring.

Piper was unphased. He travelled to Germany with Australian driver, Frank Gardner, and soon galvanised his reputation for being a safe pair of hands thanks to proven reliability and consistent results. He would later comment on how terrifying the early 917 was at full chat on the Green Hell's straights, but an eighth place finish for the car's maiden outing was deemed a huge

Le Mans movie, released in cinemas at the back end of June 1971. Unfortunately, a serious crash on set resulted in Piper requiring urgent corrective surgery to one of his legs, which was part amputated. His career as a driver was over, but his work as a team boss continued for a long time thereafter.

Today, Piper is eighty-seven years old. He still owns the distinctive green 917 he bought from new, which has become a regular and instantly identifiable sight at historic racing events all over the world.





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Five minutes with...

John Bradshaw



Who are you and what do you do?

I'm John Bradshaw, managing director at award-winning, Porsche-approved automotive body repair, vehicle restoration and race car preparation firm, Road & Race Restorations Ltd.

When was the company established?

Thirty years ago. I was joint owner of an engineering firm, but as a keen racer campaigning my own purpose-built vehicles, I recognised the need to get to grips with new technology which would enable the start of an arm of the business dedicated to providing support services to owners of competition cars. My business partners weren't keen on the level of financial investment required for tooling and training, so we parted ways and I started Road & Race Restorations Ltd.

Where is the company based?

North Manchester, which is why we were well-placed to provide ITV Central with purpose-built cars for the show, *Chancer*, in the early 1990s. The money generated from that work provided a firm foundation for the business to grow. Some of my staff even appeared on the programme.

How many people work with you?

Twenty-nine, covering everything from panel beating, valeting and admin to deliveries and collections. Our trucks are always on the road!

Tell us about the company's involvement with classic Porsches

My team has bought and restored a high number

Above John and his team have been responsible for much of the work invested in Porsche Cars GB's recent race car restoration projects

of classic 911s over the years. Everyone here has a passion for Porsche cars, which is why I approached Porsche Centre Bolton in the hope of Road & Race Restorations Ltd becoming a Porsche-approved body repairer shortly after the centre opened in 2008. Today, my company is one of only fifteen body repairers recommended by Porsche in the UK. We serve the whole of the north-east of England and work closely with the guys at Porsche Cars GB on various projects.

Your team has been involved with some fantastic Porsche race car builds

That's right. Our extensive experience in motorsport means the team was perfectly placed to assist with Porsche Cars GB's 924 GTP 002 restoration project, as well as working on the 928 Richard Attwood drove in the HSCC '70s Road Sports Championship last year. Presently, we're taking care of Porsche Cars GB's 1965 two-litre short-wheelbase 911, which is being raced at many famous circuits, including Le Mans and the Nürburgring. Drivers include Derek Bell and Sam Tordoff, with Porsche Classic Partner Centres performing as support crew across race weekends.

Do you work on modern Porsches?

Yes. Repair and restoration isn't exclusive to older vehicles! We fix many modern road cars involved in shunts. Seventy-four percent of our work is Porsche-oriented, but we also look after Mercedes and Audis due to being approved body repairers for both manufacturers. Whatever the make or model of car, we work hard to ensure it leaves our workshop without anyone being able to detect there was ever accident damage present. This is a challenge, because every car suffers damage in a different way, ranging from where bodywork has been hit to the force of impact. Then there's convoluted electrical systems to repair and recalibrate! The key to success is to be thorough, and that's how we approach each job.

What's your favourite Porsche?

I'm a big fan of the 964 RS.

Can we follow your adventures online?

Ultimate Porsche readers are invited to visit the company's Facebook page. You can also follow us on Twitter at @roadandrace1 and view our website at road-and-race.com.

Thanks for your time, John. It's appreciated!

May marked the biggest overhaul in the MOT test's history, with massive changes and exemptions aimed squarely at owners of classic cars. The most significant of these updates is the announcement vehicles more than forty years old (pre-1978) will no longer need an MOT. It's a rolling rule, meaning if your Porsche was first registered at the start of September 1979, it won't need an MOT past September 2019.

There are, of course, exceptions to these conditions. For example, exemption doesn't apply if you've "substantially changed" your classic Porsche. What does "substantially changed mean?" we hear you cry. Good question! The government's published documentation regarding this is mind-numbingly long, but in short, if you've radically altered any of your car's main components (chassis, monocoque, subframes, engine, transmission, axles etc.), then you're going to need to get the car tested each year. Swapping your four-wheeled friend's engine with a unit of the same basic design (e.g. replacing a flat-six with another flat-six boasting bigger displacement) is deemed acceptable, as is upgrading and improving suspension and braking systems. It's only if you change the type or method of each part's operation (e.g. changing from a steering box to rack and pinion) you'll be required to return to your local testing station every twelve months.

Changes you make to improve safety, efficiency or environmental performance – such as swapping drum brakes to disc brakes or adding adjustable dampers – and alterations made to "preserve the vehicle" (fitting non-standard parts because OEM items are no longer available) are also acceptable. Kit cars and those on a Q-plate are already considered "substantially changed", so they'll continue to be subjected to scrutiny, as will commercial vehicles. The exceptions are those which haven't been altered for at least thirty years and are already taxed under the Vehicle of Historic Interest (VHI) license.



TESTING TIMES

A raft of changes to the MOT test has introduced exemptions for forty-year-old cars and stricter rules for newer vehicles. Here's what you need to know...



It's worth noting vehicles first registered before the MOT test was introduced back in 1960 were previously exempt from MOT legislation, but the "substantially changed" rules will now mean heavily modified cars from this era may now need to be subjected to an MOT test. For example, if you own a 1958 356 and previously installed an Audi V8, the car is now going to need a valid MOT certificate to be driven on the public highway, even if you didn't need put the car through a test before May.

OPPOSING VIEWS

While many classic cars are now exempt from the MOT, voluntary testing is offered. The rules clearly state you're required to keep the vehicle in a roadworthy condition, so don't think you can buy a barn find which hasn't moved for



Above Is the government right to assume the majority of cars older than forty years are in the hands of enthusiasts who wouldn't dream of letting their classics fall into disrepair?

forty years, turn the key and expect to drive it home legally. You need to think carefully about the standard of maintenance you subject your car to. It's with this in mind many owners of older cars fail to see the attraction of MOT exemption. The test is an inexpensive way of ensuring you haven't missed a vital safety check (not all owners crawl around under their cars checking the condition of brake lines and chassis legs!). The government claims the vast majority of owners in possession of vehicles more than four decades old are enthusiasts who like nothing more than keeping their retro ride in tip-top condition, but the counter-argument is that removing the need to test each vehicle opens the door to unscrupulous folk who won't think twice about driving a rot box, causing accidents and endangering life. ➤➤



Furthermore, non-enthusiasts may begin to consider all older cars to be dangerous, which simply isn't the case.

Another consideration is the well-meaning chaps and chapettes who have every intention to fix whatever fault they've identified on their car, but time prevents them from doing so. "I'll get around to doing it later," is a familiar quote to many. The MOT test ensures these complaints are addressed in accordance with a strict schedule, preventing vehicle failure and, in some cases, accidents. Regardless of the new rules, we'd advise you get your car tested – or at least checked over – by a professional technician unless you're already in the trade.

When the time comes for you and your classic Porsche to kiss goodbye to MOT tests, you'll be required to declare your car exempt and to confirm it hasn't been "substantially changed" during the past thirty years. You'll also be required to register the car under VHI rules, which you can do by filling in a form online or at your local Post Office. If you don't do this, you'll need to continue obtaining a valid MOT certificate each year. Simple!

SAFETY IN NUMBERS

The Department for Transport consulted with more than 2,100 public and private trade bodies, owners clubs and classic car businesses before it published its decision to implement the new rules. Tellingly, 1,130 of the organisations polled opposed the decision, with just under 900 in favour. Unsurprisingly, the primary objections concern safety. Naturally, the government cited the availability of voluntary MOT testing, but the facts speak for themselves: of all the pre-1960 vehicles already exempt from the MOT test prior to the new rules coming into force, only six percent of owners subjected their cars to a voluntary test. Yes, you read that correctly. Only six percent.

While we're mostly concerned with changes affecting classic Porsches more than forty years old, there's a wider raft of MOT changes now

Above While headlines are being grabbed by news of older cars no longer requiring an MOT test, there are big changes owners of newer Porsches need to take into careful consideration

in force which affect newer cars on UK roads; vehicles required to have an MOT by law (e.g. Porsches registered post-1978) will be subjected to a more rigorous test characterised by a new category structure: Dangerous, Major or Minor. A Dangerous or Major defect will result in an automatic fail, meaning the car cannot be driven until the fault is repaired.

A Minor defect is a bit like what we've come to know as an advisory, insofar as it's a fault which needs to be repaired, yet it's not serious enough for the car to be removed from the road, and, therefore, won't generate an automatic MOT test fail. Advisories are still relevant, however, because the tester can choose to list them if he or she feels there's an issue which might result in a fault later down the line.

The rush to force diesels off the road shows no sign of abating, with an immediate fail if the car in question produces smoke of any kind from the exhaust. Emissions levels will also be under closer scrutiny than ever before. Not good news for Volkswagen owners!

If you're unsure about any of the changes we've outlined here, or are unsure how you and your car will be affected by them, we'd recommend you visit bit.ly/motrulcs and read the government's published overview of how the new testing rules work. Additionally, we'd love to know what your thoughts are about the shakeup. Good? Bad? Drop us a line by emailing dan.furr@kelseymedia.co.uk. We look forward to hearing from you.



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GOING THE DISTANCE

Toshiyuki Suzuki has just completed a trip of more than 15,000km in his 1953 Pre-A 356 from his home near Tokyo to the Porsche Museum in Stuttgart

PHOTOGRAPHY Toshiyuki Suzuki and Porsche AG

First class

Suzuki talked about the unwavering confidence he had in his car and his belief it would make it to the Porsche Museum in one piece. He was right to have faith in his silver machine; the journey was largely free of inconvenience and was blessed by good weather. Additionally, he was fortunate enough to be able to take advantage of a reliable supply of quality fuel. The car lost first gear towards the end of the trip, but the unflappable Suzuki simply did without it!

In a quiet neighbourhood of Kamogawa, in the leafy Chiba prefecture southeast of Tokyo, an air-cooled flat-four coughs hesitantly into life. It's early April, and a pale morning sun breaches the dense cover of cherry blossom to ignite the silver paintwork of an early 356. Backing slowly onto the empty road is Toshiyuki Suzuki, a 60-year-old businessman, husband and father, who is about to embark on what many must surely regard as the ultimate Porsche road trip.

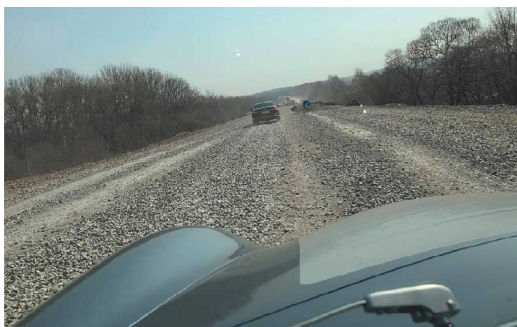
Ahead of Suzuki-san lies a 15,000km solo journey across some of the most inhospitable terrain our planet has to offer, through remote mountain ranges, dust-filled deserts, across swollen rivers and broken roads. He'll encounter mile upon mile of road of relentless, unchanging highways, winding alpine passes, rutted agricultural tracks, pot-holed trunk roads across

a vast and alien continent. His destination? The Porsche Museum in Stuttgart, in time for the seventieth anniversary celebrations at Zuffenhausen to mark the birth of the 356.

Suzuki's journey is one of old-school abandon, echoing the *because it's there* ethos mooted by British explorer, George Mallory, when explaining his desire to climb Everest. Drive an old Porsche half way around the world for the sake of it? Why the hell not?!

COUNTRY LIFE

Our hero has been a Porsche owner for over thirty-eight years. He's formed a bond with the marque, citing this ambitious journey of discovery as an opportunity to put his trusty 356 to the test. The punishing cross-continental pilgrimage will take him across South Korea, Russia, Latvia, Lithuania, Poland, the Czech



Republic and Austria before arriving in Germany and the spiritual home of Porsche in central Stuttgart. Suzuki's extraordinary car will be returning to its birthplace some sixty-five years after it first left.

He speaks little English and no Russian, and will have to get by with essential phrases written on pieces of paper. Every arrangement for the journey has been self-organised and self-funded.

His 1953 'Pre-A' 356 has been meticulously overhauled and now runs a carefully rebuilt 1582cc engine originally fitted to a later SC. The gearbox has been stripped and refreshed, the suspension rebuilt to 'as new' condition. Inside, the original seat has been swapped out for more supportive modern buckets. An aftermarket satellite navigation system dominates the simple dashboard. Lashed to the roof is a top-box containing two spares: engine oil and a jack.

With gentle pressure on the floor-hinged throttle, the car rumbles off up the road, indicator winking as it turns slowly out of sight, the sound of the 95hp flat-four fading into the distance. The next time Suzuki is spotted, some fifty days have elapsed. His 356 is parked outside the Porsche Museum, covered in stickers bearing testament to a journey which has joined the disparate dots of Porsche fans and owners' clubs across vast swathes of both Asia and Europe. The odometer suggests the car has recorded a staggering 15,463km since leaving Chiba.

Suzuki is smiling – he is always smiling – as people flock around his Porsche, examining the hallmarks of almost two months solid on the open road. In his gentle tone, he describes days alone in the desolate grasslands of Eastern Siberia, challenging roadside fixes (including changing the fuel pump and losing first gear), incredible hospitality, terrible food and the surprising ease with which the tireless 356

soaked up the miles. His longest stint was 1,050 km in one day, a heroic distance in a modern car, let alone in a vintage vehicle older than its sixty-something driver!

On the wide pavement in front of the Museum, car and owner were welcomed with open arms. Surrounded by media and reunited with his wife, Suzuki and his beloved 356 have become a key feature of Porsche's seventieth anniversary celebrations. So much so, for the next few weeks the car will be exhibited in the Museum as part of a special exhibition.

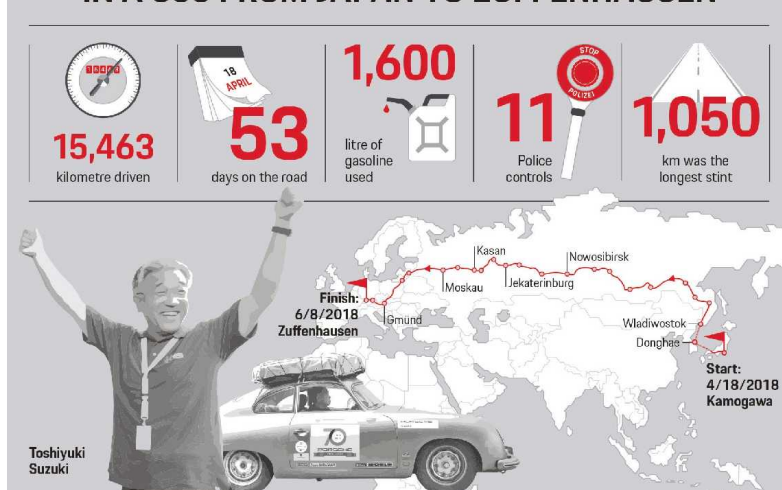
Eventually, Suzuki's 356 will be transported back to the tree-lined roads of Chiba by Porsche, but it seems the car's work may not yet be done. Suzuki tells us (out of earshot of his wife) he's already thinking about planning a trip to celebrate Porsche's eightieth anniversary...



Facing page A warm welcome awaited Suzuki upon his arrival the Porsche Museum

Top left The well-travelled 356 as part of the museum's special anniversary exhibition

IN A 356 FROM JAPAN TO ZUFFENHAUSEN





THINK TWICE

Equipped with a 911 SC's three-litre flat-six, this wide-arched 914 has the power to shift opinion

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

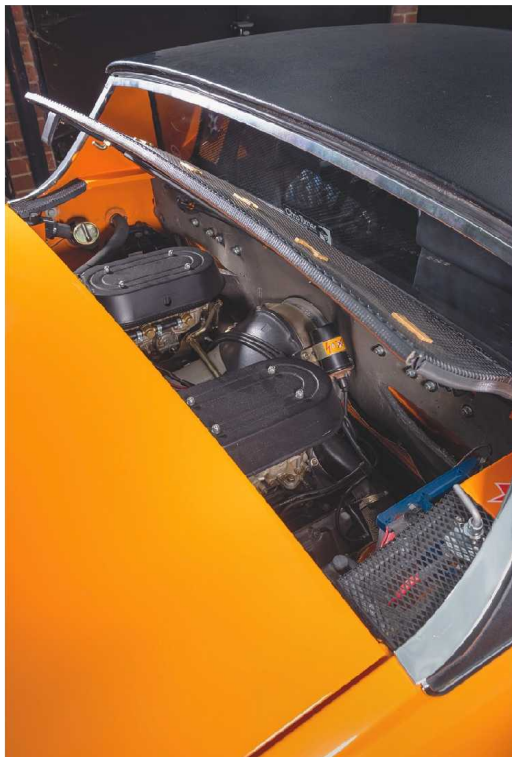


Richard Attwood, the veteran racer who brought home Porsche's first Le Mans win, says he hasn't set foot inside a 914 for almost fifty years. He tells James Puttock, the owner of the wide-arched Signal Orange GT evocation sitting outside the Porsche Experience Centre, the mid-engined marvel was always the practice car he and his colleagues tried to avoid if given a choice between the Targa-topped roadster or a 911 prior to racing. Richard is known for being a harsh critic – one of the reasons he's so popular with race engineers and pit crew – and James is understandably concerned his 914 might end up being on the receiving end of a negative review from the former works racer following his appointment as tutor for James's driver coaching session at Silverstone. Nothing could be further from the truth.

Five decades may have somewhat clouded the memory. "I wouldn't say Richard ate his words, but he was genuinely surprised at how well my 914 handled on the track. He told

me his lasting impression of the model was nothing like what he was experiencing from behind the wheel of my car. He was genuinely taken aback by how well balanced it was," smiles James enthusiastically, although he shouldn't be too surprised at the ability of Porsche's classic roadster to change opinion. After all, by his own admission, he "hadn't looked twice" at the model prior to being taken out for a spin in a mate's modified example a few years ago.

"I traded in a 1972 911 2.4 E for a faithful Carrera 2.7 RS replica built by the guys at Canford Classics," says the film and television translation operative. "I've had plenty of use out of the car in the UK and overseas, taking part in many historic racing competitions. As 911 prices have crept up, however, I've been made acutely aware of the financial value of the car and the significant cost of losing it to an accident. To my mind, Porsches are there to be used, and while I don't intend to treat my 911 as a garage queen, I do want to avoid causing it damage in a racing environment." ➤➤



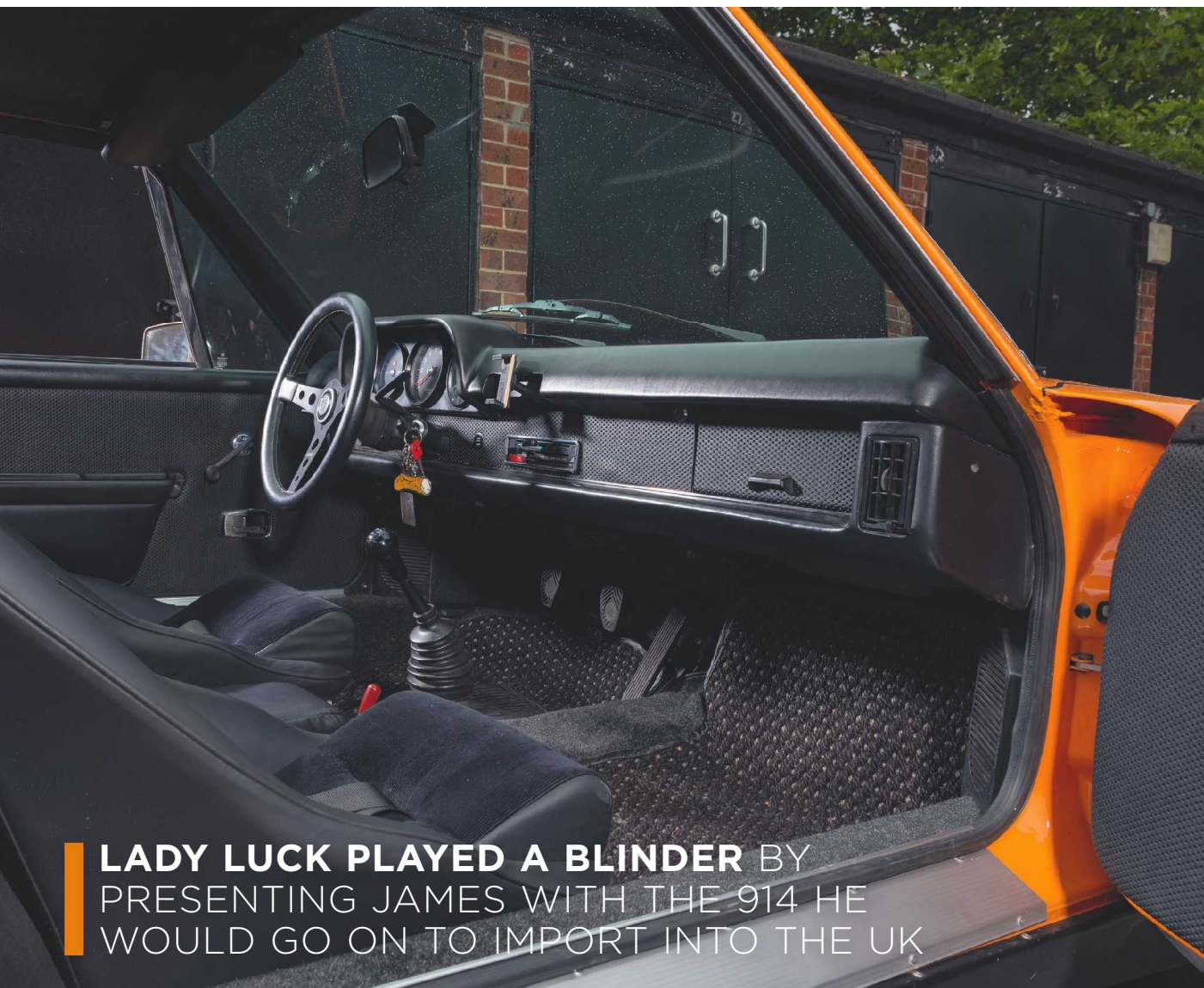
» The solution was to begin the hunt for a second old-school Porsche which could be used in anger at the track. "I'd dismissed the 914 prior to time spent in my mate's car, which had been treated to a 2.2-litre flat-six conversion. I was amazed at how well the little Porsche handled around the twisty country lanes we found ourselves bombing along. The car was super-quick!" he says. The afternoon served to open his eyes to the merits of the air-cooled classic, leading to his decision to search the classifieds for 914 a short while later.

STATES OF MIND

"Europe was the obvious place to start looking, but the truth of the matter is the 914 was far more popular in the United States. Furthermore, there's a big community of 914 owners and parts suppliers across The Pond," concedes James. He registered with the US-based *914world.com* online forum and published a post outlining his hope of finding a 914 already converted to GT specification. "You're going to

Triple threat

The Marathon de la Route event was held between 1965 and 1971. Porsche entered a 911 R featuring a new Sportomatic gearbox in 1967, recording a victory with Vic Elford, Hans Herrmann and Jochen Neerpasch at the wheel. Porsche won again with the 911 in 1968, but by 1970, it was the turn of the 914-6 to show the world what it could do. A one-two-three finish perfectly demonstrated the Targa-topped roadster's abilities! The winning car was driven by Gerard Larrousse, Helmut Marko and Claude Haldi, racking up 360 laps. The remaining 914-6s finished close behind.



LADY LUCK PLAYED A BLINDER BY PRESENTING JAMES WITH THE 914 HE WOULD GO ON TO IMPORT INTO THE UK

have to be patient!” was the response he got to announcing his requirements. Nevertheless, he was soon alerted to the availability of a number of potentially suitable cars. “For one reason or another, none of them fit the bill,” he sighs, citing misinformation, bidding wars and the high risk involved in buying a car without seeing it in the metal as the key obstacles in securing a successful purchase.

Just as he was beginning to lose faith, Lady Luck played a blinder by presenting James with the 914 he would go on to import into the UK. Boasting just three owners from new and originally built as a two-litre car in 1974, it had been fully restored in the early 1990s. Then, in 2012, a historic Porsche racing specialist (the owner of several short-wheelbase classic 911s) converted the car to six-cylinder power by fitting the three-litre engine from a donor 911 SC. Completely overhauled and treated to JE forged pistons and Weber carburettors, the engine was joined by a rebuilt dog-leg side-shift transmission fitted with race ratios, including

a longer first gear. GT-aping equipment fitted included a chassis strengthening kit, bigger brakes and a front-mounted oil cooler. Finished in dazzling coat of OEM Ivory White, the car wanted for nothing. James didn’t think twice about arranging for it to be shipped to Blighty.

IN THE DOCK

“In many respects, the car was perfect,” he tells us, recalling the inspection he subjected the new arrival to after its arrival at Southampton docks. “The extensive engine and chassis upgrades meant most of the hard work had been done, yet I needed a wider track width for circuit use, which meant bigger wheels and wider wheel arches. I also wanted to take styling influence from the trio of Signal Orange 914-6 GTs which competed at the 1970 Marathon de la Route, a punishing eighty-six-hour endurance race held at the Nürburgring.”

Obviously, serious bodywork alterations were required, including replacing the car’s chrome bumpers with GT-spec fibreglass



Above Track-focused interior is set to be fitted with a multi-point roll cage to provide extra torsional rigidity and an additional level of safety



parts. There was also the matter of applying a fresh lick of paint in a completely different colour! Fortunately, help was at hand. "I'm good friends with Richard Morgan at Electric Classic Cars," continues James, namechecking the modifier who built the electric-powered 1979 911 SC Targa on the cover of our last issue (order a copy at bit.ly/issuesup). "He has plenty of experience racing, rallying and tuning 914s, and being based in Wales, is able to take advantage of a huge number of rally car and bodywork specialists located close to the Electric Classic Cars workshop."

Richard acted as project manager for the desired changes, which saw James dash to Germany and back for FSH high quality fibreglass GT bumpers, sills, valances and oil cooler scoops before sending them across the border along with a new set of steel wide wheel arches. Harry Hockly Motorsport was given the job of fitting the curvaceous panels, as well as fabricating steel sill extensions to match the contour of each revised wing bottom.

SPACE ODDITY

A flat-four feels cramped in the confines of a 914's engine bay, so you can imagine how tightly packed it is with a six-cylinder lump bolted into place. Routine maintenance often involves dropping the engine, something James is keen to avoid. "A hole was cut in the bulkhead to enable easy access for belt changes," he reveals. Continuing the theme up front, a louvered panel was installed where the car's air-conditioning pump usually sits, enabling air to pass through the oil cooler and out through the floor. Additionally, safety harness anchor points were welded into place before the car was painted in its flawless covering of Signal Orange. Reassembly followed, as did the routing of heat-resistant oil cooler pipes through the car's immaculate bodywork.

With a Classic Retrofit CDI+ ignition unit upgrade, a RennShift short shifter, new BF Torino seats, wide Minilight rear wheels, Toyo Proxes R888R street-legal track tyres and an order placed for a Safety Devices roll cage, the reborn 914 was handed to Porsche specialist, Maxted-Page, for a fuel system tweak (including a rebuild of the carburettors and the installation of a Holley fuel pump) resulting in an estimated 210bhp. Since that time, James has enjoyed familiarising himself with his trick track toy, a 914 which handles like it's on rails. "Anti-roll bars front and rear, plus Koni suspension certainly helps," muses James, who tells us he's looking forward to more track time at Silverstone, as well as a planned outing to Spa following his car's visit to the Le Mans Classic a few weeks ago.

If you're looking for a route into air-cooled Porsche ownership which won't deplete your bank balance like the purchase of a classic 911, then you'd be well advised to consider acquiring a 914. As James's track toy proves, these are brilliant cars offering a lot of fun in stock trim, but with a few choice modifications, the German two-seater has the potential to surprise even those who previously dismissed the model. Don't believe us? Just ask Richard Attwood!



DRIVER

Q&A

**JAMES PUTTOCK**First Porsche
1972 911 2.4 EFavourite Porsche
904 GTSBest thing about your
modified 914
It's built to my
specificationWorst thing about
your modified 914
I'm worried it's too nice
to use in anger!

Above James's three-litre 914 is producing an estimated 210bhp following an overhaul of its fuel system



911 3.2 Carrera £64,990

This is a stunning example of a 1986 911 3.2 Carrera in Guards Red with 84,590 miles. It features Sports seats with electric height adjustment, Black leather interior, rear seat belts, graduated top tinted windscreen, Can Can piping to front seats, sunroof and rear wiper.

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PORSCHE



Under the hammer

Hammer time!

Silverstone Auctions held a series of highly anticipated sales at the recent Silverstone Classic. Here's just some of the superb Porsches which went under the hammer...

WORDS **Dan Furr** PHOTOGRAPHY **Long John Silverstone**

**SOLD FOR
£86,300**



1980 911 RSR HOMAGE

This superb tribute to the fabled 1973 Group 4 911 RSR was built to an exceptionally high standard by Bailey Edwards Motorsport between 2013 and 2014. Finished in classic Martini racing livery, the build cost is estimated to have been in excess of £150k! Impressive specification enabled the car to be campaigned successfully in South Africa after

the project was finished. Based on a 1980 911 SC, the silver stunner features a Carrera 3.2 engine complete with JE pistons, RSR camshaft profile, Weber 45mm IDA carburettors with extended trumpets, a 917-style air filter, a 915 gearbox, twin-spark ignition, 964 Turbo brakes, Bilstein 930 dampers, Eibach lowering springs, Sparco racing



seats, custom three-piece split rims with billet Fuchs-style centres, a modified 80-litre fuel tank and 290bhp on tap. Given the level of time, money

and attention to detail invested in the build, it came as no surprise to see the whale-tailed terror fetch more than £86k when the hammer finally fell. Nice!

1991 928 GT

A "collector quality" 928, this right-hand drive GT boasts just 63k miles. The car's five-litre lump pulls effortlessly thanks to a thorough mechanical overhaul. The body was stripped and all surface defects were remedied before a full glass-out, bare metal respray and copious amounts of cavity wax. The interior was also stripped, with new carpets fitted throughout. All belts, fluids and filters were replaced, as were engine mounts, hydraulic equipment, gearbox synchros and fuel equipment. This GT is almost as good as new!



**SOLD FOR
£39,375**



**SOLD FOR
£19,687**



1986 944 TURBO CUP

Back in 1986, Porsche launched its first one-make series, the 944 Turbo Cup. Privateers could purchase their turbocharged transaxle with a limited-slip differential, no body preservation and preparation for motorsport. In truth, a Turbo Cup wasn't hugely different from the roadgoing 944 Turbo, but a Matter roll cage, magnesium Teledials, a magnesium

intake manifold, a reinforced gearbox, a lightweight alternator and a magnesium sump contributed to significant weightloss. Such was the success of the series, it evolved into what we currently know and love as the Carrera Cup. This particular 944 Turbo Cup was restored in 2015, but made its racing debut at the Nürburgring shortly after it rolled off the production line.



**SOLD FOR
£42,750**

1990 928 S4

Formerly the property of the Sultan of Brunei, this amazing 928 S4 has covered just 4,682 miles from new! Freshly serviced by Cavendish Porsche Specialists in Nottingham, the right-hand drive, automatic eight-shooter was imported from southeast Asia at the back end of last year. Gleaming white paintwork and smart black leather (with red piping) have been well protected from the desert sun, resulting in a pristine, factory-fresh finish. Front-engined Porsches are enjoying the renaissance they so richly deserve, and this 'time warp' S4 with Royal pedigree is one of the best 928s we've seen in recent times, a fact reflected in the price its new owner paid.





Under the hammer

UNSOLD!



1989 930 LE

Just before the launch of the 964, Porsche decided to bid farewell to the classic 911 Turbo (930) by launching the Limited Edition (LE). Restricted to a production volume of just 53 cars (one per UK main dealer), each 3.3-litre, G50-equipped road riot was individually assembled, incorporating a mass of special options, including colour-coded wheel centres, a top-tinted windscreen, rear-quarter strakes, lashings of leather and gold interior decoration. This immaculate example has covered just 30k miles from new and is finished in Metallic Baltic Blue with full White Leather trim. Hexagon Classics carried out the most recent service.

**SOLD FOR
£101,250**



**BIG
SPENDER**

1989 911 SPEEDSTER

The 911 Speedster was introduced in 1989 to reflect the timeless design of Porsche's original 356 Speedster from the late 1950s. Design cues included the instantly recognisable raked aluminium windscreen (three-inches lower than standard) and the 'double hump' clamshell fibreglass tonneau cover. The model was based on the standard 3.2 Carrera with 'Turbo Look' bodywork, Turbo brakes, Turbo suspension and was limited to only 139 right-hand drive units. Cashmere Beige leather with red piping, Sports seats, front and rear spoiler deletes and just 17,489 miles encouraged a bidding war which resulted in a strong final sale price when this right-hooker was offered to the most determined Porscheophile present!



1965 912

Throughout its history, Porsche has struggled with the problem of attracting new customers. On one hand, factory bosses need to maintain the company's reputation for being a purveyor of high-quality performance cars, whilst on the other, they have to try not to alienate car buyers whose budgets won't stretch to a new 911. In 1964, sales of the six-cylinder sports machine were disappointingly low; Porsche customers ensured demand for



**SOLD FOR
£41,625**

the outgoing 356 remained strong. The solution was to replace the 356 with a four-cylinder 911 at low cost, and so the 912 (originally 902) was born. This '65-plater was imported to the UK in 2009 and restored by Tower Bridge Porsche at significant cost. Featuring seats trimmed in Houndstooth fabric, the car is powered by a 1967 912 donor engine, but was supplied with its original 'matching numbers' block as a complete spare.



**SOLD FOR
£25,313**

1991 944 TURBO CABRIOLET

Readers who have followed *Ultimate Porsche* from launch may recall the cover of our July 2017 issue, which featured a spotless Guards Red 944 Turbo Cabriolet. One of only 100 right-hand drive examples made, the very same car made an appearance at the Silverstone Classic, where it was offered for sale and shifted for a shade over twenty-five grand. Serviced by Porsche Centres AFN, Dick Lovett and Merlin, the car has covered just 51k miles from new and represents one of the rarest transaxles ever produced. Order a back issue copy of the magazine at bit.ly/issuesup and read all about this super-cool Cabriolet.

PORSCHE



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1.

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«Strähle Autosport»



2.

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«Max Moritz»



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6. Andy Boveniepen, D
8. Dieter Koll, D

5. René Vogt, CH
7. Nikl Leutwiler, CH
9. Karl Heinz Schrey, D

10. Hans H. Bernartz, D
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14. Siegfried Köpcke, D

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13. Thies Andersen, DK
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17. Kurt Peter, CH
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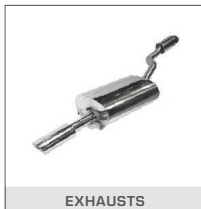
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