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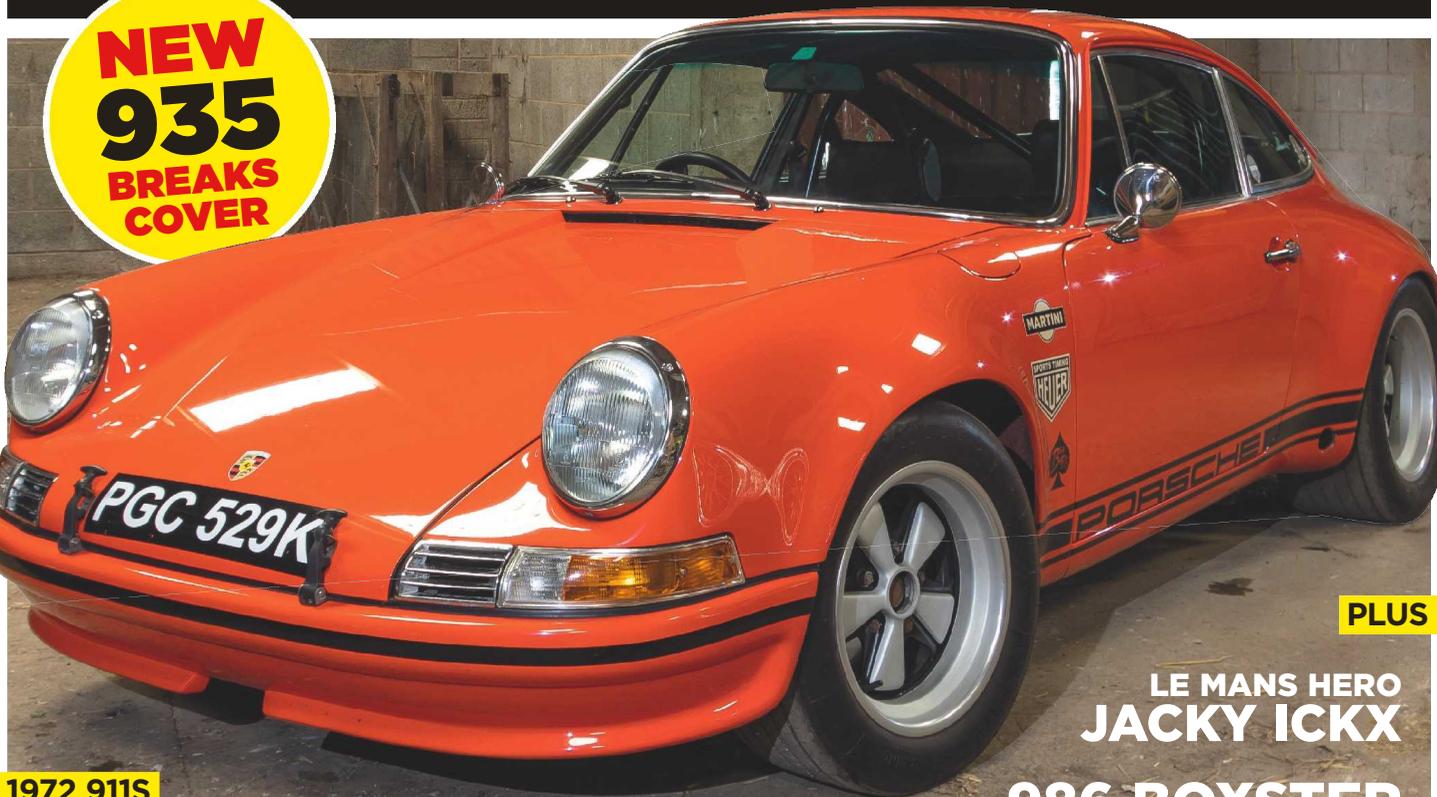


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**ALIGNMENT
TECH TALK
PAGE 38**

Ultimate **Porsche** CONTENTS



Features

8 INTO THE BLUE

This 3.8-litre 964 Carrera 2 is the latest extraordinary restomod to break cover in the Golden State.

18 CANFORD CLASSICS PULL-IN

The fifth gathering of its kind.

46 RUBBER SOUL

For almost six decades, Nankang has pushed the advancement of tyre design and technology.

50 BOX CLEVER

This Autofarm-built S/T evocation's pleasing past is inextricably linked to its fantastic future.

64 RETURN OF THE KING

The new 935 takes heavy influence from the legendary 935/78 race car.

70 NEC CLASSIC MOTOR SHOW

A celebration of old-school cool.

78 RUF RIDE

The Ruf CTR 'Yellowbird' changed the way sports cars are produced, yet few Porsche fans are aware of the availability of genuine 'CTR Look' styling components.



86 BAG A BARGAIN

Unlike offerings from most supercar manufacturers, used Porsches are available at low cost. Here's our pick of what £5,000 buys you.

Torque

33 CHRIS BOYS

A look at what's happening inside the exciting Special Projects Division at independent Porsche specialist, RPM Technik.

35 SHANE BOLAND

On the hunt for a Porsche? Have you considered the benefits of owning a naturally aspirated 944?

37 GAVIN JOHNSON

Winning top honours in this year's BRSCC Toyo Tires Porsche Championship didn't come easy.

Regulars

14 PLATFORM

News registering on our radar.

20 SMUGGLER'S BOX

Hot products on planet Porsche.



24 PORSCHE PEOPLE

Frank Rowlands is enjoying a journey of discovery concerning Porsche's water-cooled classics.

38 TECH TALK

We get busy with a 928 S2 at the workshop of BTCC team, Power Maxed Racing, to demonstrate the importance of alignment.

56 FROM THE VAULT

The 986 Boxster gave Porsche a much needed shot in the arm by dominating the open-top sports car sector.

62 SUBSCRIBE

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

66 944 TURBO PROJECT

Dashboard customisation with the boys at Awesome.

77 FIVE MINUTES WITH...

We take time out to chat with Dale Phillips, COO at Quaife Engineering.

85 PROFILE

Six-time Le Mans winner, Jacky Ickx.

94 UNDER THE HAMMER

Our review of The Porsche Sale 2018.



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SEE PAGE 62
FOR DETAILS



78



50



24



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PORSCHE

Ultimate Porsche

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NEXT ISSUE ON SALE
FRIDAY 18TH JANUARY



**SUBSCRIBE TO
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PORSCHE**

SEE PAGE 62
FOR DETAILS

SEASON'S GREETINGS...

AS I WRITE this introduction, I'm glancing out of my office window at a garden full of flowers in bloom. The trees outside my window are covered in green leaves. If I didn't know better, I'd say this was the middle of summer, but my calendar assures me it's November. I'm going to have to utter the C-word.

No, not *that* C-word! I'm referring to Christmas. That's right, this is the Dec/Jan 2019 edition of *Ultimate Porsche*, meaning you won't be hearing from us again until the new year, when Porsche's seventieth birthday celebrations will have come to an end. Events all over the world have marked this fantastic milestone in the manufacturer's history. We've been reporting on them as they've happened, which is exactly what we've done with the NEC Classic Motor Show, the UK's biggest celebration of retro rides, and the forum Porsche Cars GB used to showcase the majority of its twenty most recent restorations.

The event took place just as we were about to send this issue to print, but that didn't stop us from attending a weekend which lived up to its billing as one of the highlights of the show scene calendar. Clubs, sales specialists and auction houses presented the very best of what they have to offer. Some of the Porsches sold at the bash - including the aforementioned Liquid Metal machinery - shifted for serious money, but don't think this means you can't get in on the action if you're working with a modest budget. After all, there are Porsches on the used car scene to please most bank

balances. It's with this in mind we've compiled our Porsche picks aimed at prospective purchasers hoping to nab a slice of Stuttgart speed metal for five grand. You'll be surprised at how much bang you can get for your buck!

As ever, we've stuffed this issue full of brilliant builds used regularly by their owners. As any of them will tell you, a car performs at its best when its suspension and steering components are working alongside each other in perfect harmony. Key among the considerations is the importance of alignment, which is why we paid a visit to the workshop of BTCC team, Power Maxed Racing, to meet with the chassis experts from Absolute Alignment, chaps who demonstrated how easy and affordable it is to correct and customise a classic Porsche's ability to keep on the straight and narrow.

Just like the evergreen 911, the flowers I'm looking at show no sign of wilting, yet a hyperactive robin is hopping his way around my garden. It's not exactly a typical Christmas scene, but it's as close as we're going to get at the time of writing. Have a cool yule. See you next year!

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INTO THE BLUE

The road to Rex Landero's ownership of a 993 took an unexpected turn, resulting in the purchase and modification of this 964 Carrera 2

WORDS **Dan Furr** PHOTOGRAPHY **Viktor Benyi**



The blazing Southern Californian sun beats down on glistening Arrow Blue paintwork. Racing stripes flow from one end of curvaceous bodywork to the other, flicking skyward as they work their way along a ducktail providing shade to a modified RS-style bumper. A striking RUF reflector panel finds itself sandwiched between the two parts, while a personalised registration plate carrying the lettering *9 SIX IV* alerts those in the rear-view mirror to exactly what it is they can see disappearing off into the distance. This is Rex Landero's heavily modified 1990 964 Carrera 2, a beautiful blue air-cooled classic, although not the Porsche he set out to buy.

"I was in the market for a 993," he recalls. "It was 2006. Air-cooled Porsches weren't worth anywhere near as much as they are today, but the limited budget I had to work with meant prices were beyond my reach, even back then! Reluctantly, I abandoned my search and resigned myself to

the idea I'd never be able to afford an old-school Porsche. It was a disheartening conclusion to arrive at."

Burying himself in books about Stuttgart's finest only served to enhance the sense of disappointment. "Reading about exotic Porsches seemed like the next best thing to owning one," says the Carson-based attorney. Perhaps unsurprisingly, a consequence of acquiring a vast knowledge of Porsche products was an even stronger desire to own one. "I remember telling my wife how unhappy I was about not being able to buy the car of my dreams," he reveals. "She pointed out the significant sum of cash tied up in my massive collection of BMX bikes and Nike Air Jordan trainers. Interest in genuine retro items of all types had reached new highs around that time. Needless to say, I offloaded everything I'd been hoarding and raised a tidy sum of cash to add to my modest Porsche fund."

A 993 was still out of the question, but ownership of a 964 – then regarded as the unloved 911 – suddenly seemed ➤➤





Project 969

The turbocharged version of the 964 started life as a 387bhp all-wheel drive model with looks inherited from the 959. A PDK gearbox and 993-style headlights were also key features. Slated for production in 1991, an annual built target was set at 2,500 units. Tooling was made accordingly, but just eighteen months ahead of launch, Porsche pulled the plug due to rapidly rising development costs. The project was tipped to be put into production as a model known as the 969, but only sixteen prototypes were developed, all but one of them reportedly destroyed.



ALL REX COULD HOPE FOR WAS A SYMPATHETIC VENDOR AND THE DISCOVERY OF A TALENT TO HAGGLE EFFECTIVELY

achievable. Conveniently, Rex's insatiable ►► appetite for consuming Porsche product information had led him to view the 964 as the perfect combination of classic 911 styling and modern levels of performance and reliability.

"I was trawling the classifieds on Porsche enthusiast website, Rennlist, when I came across the 964 Carrera 2 I'm in possession of today," he continues. "Most buyers seemed obsessed with originality. The fact this car was modified with a 3.8-litre engine upgrade, a big sound system, personalised paintwork, OZ Racing wheels and dramatically lowered ride height put it at an attractive price point, yet the \$22,000 being requested was still too expensive for my budget." You'd rip someone's arm off to take the keys to their 964 at that price today, but the truth of the matter is appreciation for the model hadn't yet gained momentum. All Rex could hope for was a sympathetic vendor and the discovery of a talent to haggle effectively.

Against all odds, the car was making its way to the Landero family home a short while later.

Rex's dream of owning an air-cooled 911 had finally come true, albeit in the form of a car complete with questionable styling updates. "I wasn't a fan of the way my new ride looked," he admits, "but over the years, I've modified every vehicle I've owned. Overhauling the 964 didn't strike me as a particularly daunting task."

ROLE PLAY

An eagerness to use the car hard at the track also necessitated changes, primarily alterations to the suspension, which now makes use of H&R anti-roll bars, Elephant Racing polybushes and new bearings. A custom chassis brace, a Heigo roll cage and safety harness mounts were also introduced to Rex's ride thanks to the handiwork of the guys at Sleeper's Speed Shop in Orange County. In fact, Sleeper's was commissioned to carry out a huge amount of work on the car, including a rebuild of the engine and the supply of decorative parts, including an RS-style titanium hood prop. ►►

The 993 Turbo brakes hint at Rex's

Above Colour-coded Recaro Pole Position seats and Magnus Walker steering wheel join shiny Rennline aluminium cabin furniture

Facing page Flat-six has been treated to a mechanical rebuild and cosmetic updates

A TIDIER REAR END THAN ONE MIGHT EXPECT FROM A PORSCHE DESTINED FOR LIFE AT THE TRACK



DRIVER

Q&A

REX LANDERO

First Porsche
This one

Favourite Porsche
It has to be this one!

Best thing about classic Porsche ownership

The Porsche scene's large community of knowledgeable, non-elitist owners is quite unlike anything I've experienced in the many years I've spent playing with cars

What's next?

Now I've finished modifying, my intention is to simply enjoy driving the car as often as possible

continued admiration for Porsche's ultimate incarnation of the original 911 concept, while further chassis upgrades exist through the appointment of KW Variant 3 coilovers, Tarrett Engineering adjustable spring plates and matching control arm equipment.

The aforementioned OZ Racing wheels were ditched in favour of staggered Rotiforms aping five-spoke Fuchs. The updates don't end there; what seems like the entire Rennline product catalogue has been fitted to the car's cabin, a cockpit which plays host to Recaro Pole Position sports seats, Schroth harnesses, a Magnus Walker signature series MOMO steering wheel and an FD Motorsport short shifter.

The refreshed engine benefits from a 993 RS camshaft, an Andial lightweight flywheel, new Mahle pistons, a Rothsport Racing single pulley conversion and a heater delete. With sticky Toyo rubber and a free-flowing dual exit exhaust system in place, all that was left for Rex to do was concentrate on the aesthetic.

"Baltic Blue covered the car when I bought it. The colour was soon changed to Arrow Blue with a centre stripe and Carrera body graphics. I have to thank Damien and Esteban at Auto Explosion in California for the stunning paintwork," he beams. The amazing finish

extends to every part of this nifty 964, including engine components which were stripped and painted, resulting in a tidier rear end than one might expect from a Porsche destined for life at the track. It's still going to be a track warrior, right? "I'm afraid not," sighs Rex. "Renewed interest and the subsequent rise in value of 964s means I'd struggle to afford a replacement if my car was involved in an accident at the circuit. I've decided to buy a BMW E30 M3 to use for track work. The 964 will be used for cruising the Californian canyons I consider myself lucky to live near, plus I'll be exhibiting the car at Porsche shows whenever they're in town."

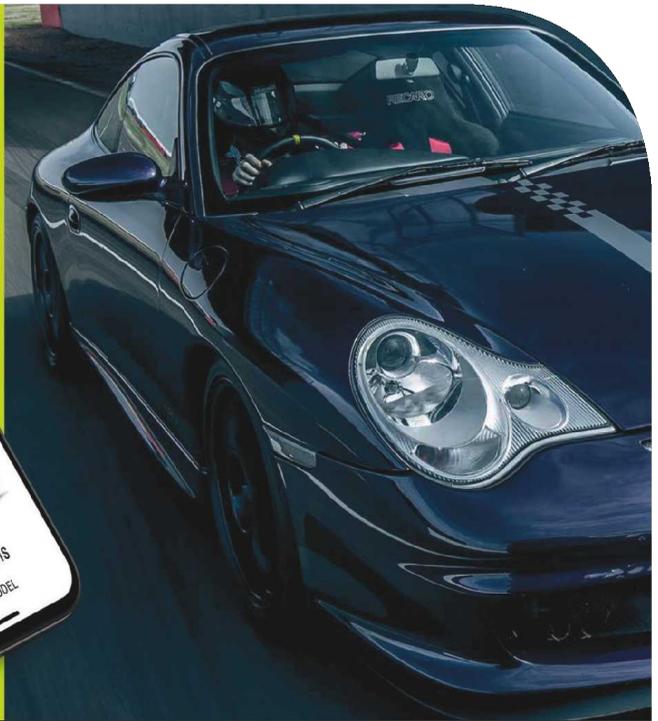
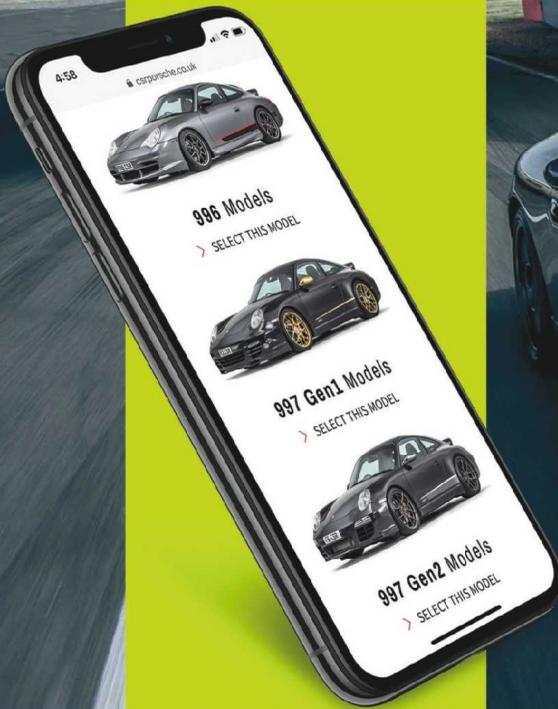
ONE WAY TRAFFIC

Does he regret not being in the driving seat of a 993? "Not really. I adore my 964, and it's not as though a 993 is completely off the table. After all, none of us know what the value of these cars will be in the future. One thing I can guarantee is that I won't be selling my 964 to fund the purchase of another car," he smiles, satisfied the brilliant blue Carrera 2 soaking up the SoCal sun will be sticking with him for the long term. "It took me a long time to become the owner of an air-cooled 911. Now I've finally got one, I won't be letting go!"



Left No longer destined for the track, Rex's cool Carrera will be mostly seen carving its way through Californian canyons

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Luftgekühlt lands in Germany

Munich plays host to massive celebration of air-cooled classics

“This beats anything we could have imagined for our first time in Germany,” chuckles Le Mans driver, Patrick

Long, the architect of Luftgekühlt (translated from German as ‘air-cooled’), one of the world’s most exciting Porsche-themed events. Owners brought cars from all over Europe to Munich’s colourful Werksviertel district in an effort to join in the festivities.

Directing cars on the ground was Porsche racer and Pikes Peak winner, Jeff Zwart. Every Porsche was afforded its own spot. Standout vehicles included the 908/2 used by Steve McQueen in the 1970 cult movie, *Le Mans*, an 850bhp 935

K3, a 1959 356, various 912s and a surprisingly high number of 911s previously campaigned at Sarthe.

The McQueen car has extra provenance, not only because it was piloted by factory driver, Herbert Linge, at the *Bullitt* star’s request, but also because McQueen himself drove the car to second place with his teammate, Peter Revson, at the 1970 12 Hours of Sebring. What’s utterly remarkable about this achievement is the fact McQueen had a broken foot. He attached sandpaper to the soles of his driving shoes to ensure they didn’t slip off the pedals!

“We were nervous about bringing our show to Germany,” explains Luftgekühlt co-founder, Howie Idelson. “The number of owners registering interest was double what we’d experienced when we took Luftgekühlt



to Bicester Heritage in England, the first time the event was held outside of America.” Regardless of admirably lofty attendance figures, he’s pleased with the positive reaction the show gets wherever it takes place. “Patrick and I were fed up with attending car shows where people stayed silent. Furthermore, women and children were all but invisible at most of the gatherings we attended. Our hope for Luftgekühlt was to change the nature of Porsche-themed events by making it more inclusive to all genders, ages and for people from all walks of life. We’re thrilled with the positive reaction our efforts have generated.”

Porsche registered its approval by sending Tony Hatter, manager of the firm’s Design Quality Style department. Long’s former racing manager, Roland



Kussmaul, also made an appearance, arriving in one of the three legendary 914/6 GTs campaigned in 1970's Marathon de la Route, an eighty-six-hour endurance race held at the Nürburgring. Interestingly, when Kussmaul worked with Long, the young driver claimed his first Le Mans GT victory in a 911 GT3 RS.

"We're definitely taking influence from each of the territories Luftgekühlt finds itself in," smiles Idelson. "The German sense of order and punctuality is to be admired. We're definitely taking it back to the USA with us!"

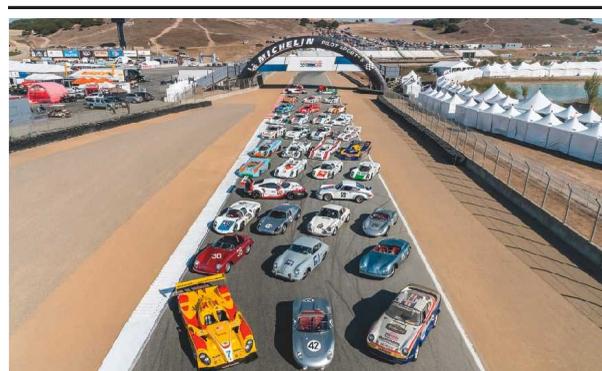
You can follow Long and Idelson's plans for Luftgekühlt by subscribing to the show's regular newsletter at luftgekuehlt.com and by following the team's social media channels.



Foundation stone laid for Hockenheimring Porsche Experience Centre

The world's seventh Porsche Experience Centre is currently being built directly within the confines of the Grand Prix track at Germany's Hockenheimring. The foundation stone was laid earlier this month, with the centre scheduled to open in the fourth quarter of 2019. The new Hockenheimring Porsche Experience Centre will cover a total area of 160,000m². "Porsche is inextricably linked to sports cars. Our exciting new Hockenheimring Experience Centre will demonstrate this bond perfectly," stated Alexander Pollich, CEO at

Porsche Deutschland GmbH. "Located close to the brand's headquarters in the Zuffenhausen area of Stuttgart, the new centre will give customers and fans the chance to feel the thrill of driving Porsche sports cars on challenging on-road and off-road tracks," he added. The first Porsche Experience Centre opened on the factory grounds in Leipzig back in 2002. It was followed by Silverstone (UK, 2008), Atlanta (USA, 2015), Le Mans (France, 2015) and Los Angeles (USA, 2016). A new centre in Shanghai (China) was added in April 2018.



Record-breaking Rennsport Reunion exhibits spellbinding speed metal

Rennsport Reunion VI was the culmination of this year's global celebrations of Porsche's seventieth anniversary celebrations. According to officials at the event's host venue, Laguna Seca Raceway, 81,550 marque enthusiasts attended, making it the most popular show at the site for more than five years. Moreover, this figure easily breaks the Rennsport Reunion V record of more than 60,000 revellers at Laguna Seca in 2015. Around 2,500 vehicles - ranging from the 356 Speedster to the RS Spyder, the Paris-Dakar 959 and the 919 Hybrid LMP1 - thrilled visitors with super-fast laps spread across seven categories. Fittingly, the theme of the gathering was *Champions*, and with over 30,000 race wins to brag about, our favourite manufacturer had plenty of motorsport metal to demonstrate just why it's the most successful brand involved in sports car racing worldwide.

See you there...

ROCKINGHAM SUPER SEND-OFF

A two-day event celebrating the past seventeen years of track action at Rockingham takes place across 24th and 25th November prior to the venue being repurposed as a fleet and auction car storage site. Saloons, hatchbacks, coupes, GTs and open-wheelers are invited to take part in qualifying prior to two twenty minute races. Choose between the Saturday or Sunday, with competitor testing available on the Friday. The weekend will also feature demo laps from Rockingham Indy legends and an evening of live music and partying! Visit bit.ly/supersend

FACTORY AND MUSEUM TOURS FOR DISABLED

For the sixth year running, the Porsche Museum in Stuttgart is taking part in the International Day of Persons with Disabilities by offering factory and museum guided tours catering specifically for the disabled. Occurring between December 4th and 9th, the tours attract free entry and free parking (for disabled people and their carers). Register interest at bit.ly/disabledtours

PCGB OPEN DAY

Porsche Club Great Britain's Christmas open day will take place 9th December in the main hangar at Bicester Heritage, the UK's centre of excellence for classic motoring. The popularity of the event has led to the change of venue, allowing for vastly increased capacity on the day. A joint venture with Porsche Classic, the wintery day of fun will present a range of display cars and other attractions. Entry is free for PCGB members, although pre-booking is required. Visit bit.ly/pcgbxmas

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CANFORD CLASSICS PULL-IN

Porschephiles travelled far and wide to meet with fellow enthusiasts at the fifth gathering of its kind





Close to 300 petrolheads travelled to Dorset in the glorious summer sun for the fifth Canford Classics Pull-In, a celebration of Porsches old and new. Taking place at the firm's base in its idyllic rural setting, the event drew more than 150 cars, making it the biggest Pull-In yet.

Fundraising on the day generated £432 for the Louis Ross Foundation (louisross.org), a charity established to help young people who find themselves in difficult circumstances in and around Dorset. "We feel blessed to have welcomed such a vast number of Porsche fanatics to our premises and to have generated much-needed monies for the foundation," says Canford Classics owner, Alan Drayson. "The event has grown to become a key fixture in the calendar of Porsche owners across the UK, some who travelled great distance to be with us on the day." Attendees included representatives from the team at Official Porsche Centre Bournemouth, plus Neil Plumpton, who wowed those present with his 991 GT2 RS.

In addition to seeing the wild and wonderful Porsches brought to the The Old Hay Barn by

the Porsche faithful, visitors were given the opportunity to enjoy a 'behind the scenes' look at what takes place in the Canford Classics workshop. It became immediately apparent why the company is respected as one of Europe's top restorers of air-cooled 911s; old-school cool in various stages of restoration was visible in every direction. The presence of complimentary food and drink was also most welcome!

The event provided the perfect opportunity for Canford Classics to showcase its Motoratus clothing and accessories line to Porsche pilots who may have missed our coverage of the range in previous issues of *Ultimate Porsche*. T-shirts, driving gloves, jackets and jumpers (many of them inspired by the patterns and materials used in the upholstery of classic Porsches) were available to see in detail, although there was no getting away from the fact the stars of the show were the amazing selection of cars filling the Canford Classics courtyard.

Visit the Canford Classics website at canfordclassics.co.uk for more information about the work Alan and his team carry out, and be sure to pop along to motoratus.com to view and order items from the currently available selection of Motoratus apparel.

Above Fantastic examples of air-cooled Porsches in various specification entertained those who attended the fifth Pull-In



PLANET
PORSCHE

GEAR REGISTERING ON OUR RADAR

Smuggler's box

RED HOT
PRODUCT

TAMIYA 1:10 CARRERA
RSR TT-02 R/C KIT



TAMIYA 1:10 911 CARRERA RSR TT-02 R/C KIT

The Tamiya 911 Carrera RSR TT-02 is a 1:10 radio-controlled car assembly kit recreating Porsche's legendary racing machine in small scale. An accurate reproduction of the sleek Group 4 speed machine, the kit features a tough polycarbonate body, rear view mirrors, grille components and a ducktail spoiler integrated into the shell. It also includes the RSR's unmistakable wide front and rear bumpers, as well as decals to depict the car's Martini stripes, numbers and additional sponsor logos.

The body is mated to Tamiya's shaft-driven 4WD TT-02 chassis, employing a longitudinal layout with the battery on the left and the motor on the right, thereby offering excellent stability. Additionally, the kit features identical left and right suspension arms and uprights for ease of assembly. There's an easy-to-maintain gearbox feeding power to wheels making use of separate parts to mirror the classic five-spoke design.

A highly adaptable chassis, the TT-02 offers two different wheelbases, a matching number of ground clearance settings and a brace of tread setups. There's a whopping ten possible gear ratios too! The chassis isn't short on looks either, with brake disc-shaped wheel hubs and stylish front bumper supports forming key parts of the package. A three-piece tie rod provides smooth steering action.

Combined with Tamiya's familiar wishbone suspension system, not to mention front and rear differential gears, all of the kit's qualities come together to result in superb driving characteristics. Propelled by a torque-tuned Type 540 motor, this diminutive 911 is instructed by a two-channel radio control system which has been usefully bundled with the required battery and charger in both starter and racing cost options, each designed to suit the experience of the user and intended application.



1973 was a dream year for the RSR. The car won no fewer than three international races to go along with its seven domestic wins. A glorious twelve months was capped with victory in the famed Targa Florio endurance competition held in Sicily. Read about the history of this iconic motorsport event by grabbing the last issue of *Ultimate Porsche* at bit.ly/Issuesup

Founded in 1946, Tamiya has forged a reputation for producing models of outstanding quality and accurate detail. The Japanese company has won numerous awards for its extensive range of radio-controlled car kits, which spans many makes, models and motorsport series. Tamiya also produces radio-controlled aviation and marine models.

Price: Special offer £117.99 (was £138.99)

wonderlandmodels.com or call 0131 229 6428



PORSCHE USB STICK

With its retractable plug, this new USB stick from Porsche is offered with 8GB of disk space. Considering the asking price, that's not an impressive amount of data storage. Unlike conventional USB sticks, however, Porsche's product is design to mirror the look of the manufacturer's remote car keys. Nice.

Price: £34.71 design911.co.uk



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Price: £21 (overseas may vary)
bit.ly/subscribeup



WIPAC LED HEADLIGHTS

Designed to replace any existing round headlight measuring seven inches in diameter (e.g. classic 911s), these fantastic LED headlights from Wipac follow an exclusive design and manufacturing process to ensure unrivalled illumination. Fully E-marked and road legal in the UK and mainland Europe, each intense white lighting upgrade is sold as a package comprising a pair of headlights with halo sidelights and a choice of black or chrome bodies. Shipped in an attractive retail pack, Wipac's offering is available to order with immediate effect from the various distributors listed on the company's website.

Price: £429

wipac-led.com or call 01280 825825

GAZ GHA COMP COILOVERS FOR 924

As a general rule, GAZ GHA coilover kits are usually fitted to fast-road cars which see occasional track use, leaving GAZ Gold coilovers for dedicated racing machines. GAZ has now combined competition suitability with a lower price point in the form of its new GAZ GHA COMP coilover kit for the 924. Comprising springs, front coilovers and rear coilovers as an assist to the host vehicle's torsion bars, each kit is fully adjustable by means of easily accessible knobs at the rear and top adjusters at the front. The main difference between this kit and GAZ Gold coilovers is that the latter features a gas cell in the outer reservoir, filled with a high viscosity index multi-grade oil. In contrast, the GHA COMP kit features adjustable camber bolts on the front struts allowing camber to be dialled in to the required setting without the need for additional parts. Suitable for fast-road, track day and competition use, all units are individually tested, supplied with a two-year warranty and are bright-plated to resist corrosion.

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WEBCON WEBER 32/36 DGEV CONVERSION KIT FOR 914

Webcon is delighted to announce the introduction of a Weber 32/36 DGEV conversion kit to suit 914s fitted with 1.7, 1.8 or two-litre air-cooled engines. Kit part number PPO101 comes complete with all the required parts, including a genuine Spanish Weber progressive 32/36 DGEV electric choke carburettor, manifold set, linkage and air filter assembly. Fitting instructions are also supplied.

Price: £450

webcon.co.uk or call 01932 787100

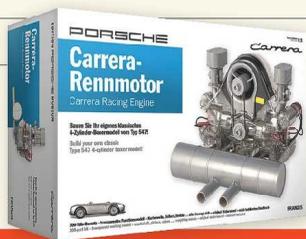


ANTIGRAVITY RE-START LITHIUM-ION STARTER BATTERY

Antigravity has forged a name for itself as a first-rate supplier of lightweight, high performance lithium-ion batteries intended for fast-road and motorsport use. The company continues to innovate, as evidenced by its new Re-Start range. Billed as having "built-in jump starting", the idea is you won't ever be stranded at the side of the road due to a dead battery. Simply press the Re-Start button located on the top of your, erm, Re-Start battery and a special reserve of battery energy will be available for you to take advantage of. Simply fire-up your Porsche and drive away. Hooray! There's also a remote key fob option allowing you to trigger Re-Start functionality without leaving the driving seat. Ideal if your engine bay is less than clean, your car's battery is buried in the engine bay, or if it's raining outside. This clever technology makes Re-Start the first range of lithium-ion batteries featuring a full battery management system. Well done, Antigravity!

Price: From £156

antigravitybatteries-uk.co.uk or call 01702 301664



547 ENGINE MODEL KIT

Porsche's 547 racing engine is one of the reasons for the 356 and 550 Spyder's numerous race victories. With over 300 parts (many of them moving), this detailed transparent engine model brings together small-scale components of the four-cylinder boxer lump for you to assemble at home.

PRICE: £166.66 design911.co.uk



POWER MAXED AIR-CON REFRESH

It's all very well keeping the outside of your motor looking fresh, but what about that pongy cabin space? Power Maxed has the answer in the form of an air-conditioning system refresher which removes the toughest of odours by making use of your pride and joy's air recirculation system. Simply position the car's blower controls to the recommended setting before cracking open the 100ml can of magic mist. Job done! The product is yours (from most motor factors) for less than a fiver.

PRICE: £4.99 powermaxed.com

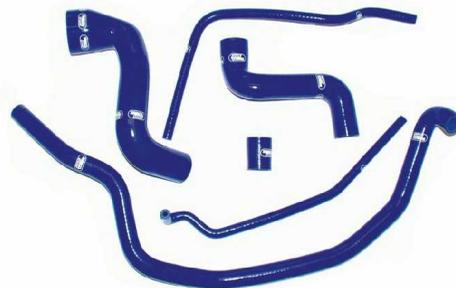
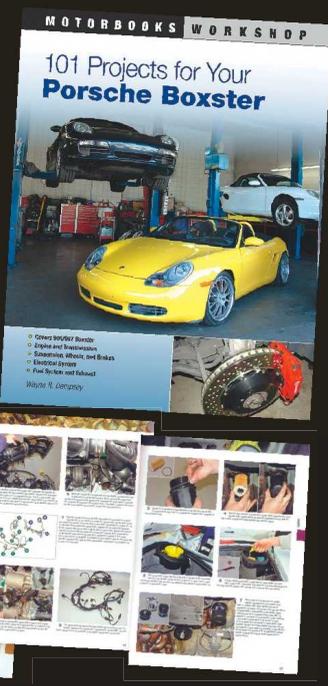
RECOMMENDED READ

101 PROJECTS FOR YOUR PORSCHE BOXSTER

Since its introduction, the Boxster has earned a reputation for being one of the world's greatest sports cars. It's a model with a massive following of enthusiasts, which is why Wayne Dempsey's 272-page tome covering modification and maintenance of the mid-engined marvel has proved so popular. Aimed at owners who want to improve their cars whilst avoiding huge workshop costs, the book is clearly and simply written with the addition of straightforward illustrations. Focusing on 986 and 987 models, Dempsey guides the reader through all the necessary information, including hints, tips, expected spend for each job and the pitfalls to avoid when tackling each task, whether it's swapping out a set of brake pads or performing an ambitious engine swap. A 'must have' for any first or second-gen Boxster owner keen to keep their two-seater in tip-top condition.

Price: £24.99

amazon.co.uk



SAMCO SPORT SILICONE COOLANT HOSES FOR 944S

Samco Sport silicone hose kits are designed to be a direct replacement for your car's ageing rubber pipework. Leading the charge is the firm's comprehensive coolant hose kit for the 944S. Providing multi-layer protection in the form of heat and pressure-resistance, these super Samco silicone products offer superior construction, durability, longevity and resistance to toasty engine bay operating temperatures. They're available to order in variety of colours too, enabling you to personalise your transaxle's under-bonnet appearance. With outstanding quality proven on race and rally circuits worldwide, it's no wonder Samco hoses are the first choice for engineers and enthusiasts demanding total reliability in competition and fast-road environments.

Price: £192

merlinmotorsport.co.uk or call 01249 782101

K&N AIR AND OIL FILTERS FOR BOXSTER 986

K&N's range of high-flow air filters are renowned the world over for boosting horsepower, increasing the rate of acceleration and for being supplied with an astonishing million-mile warranty. A true 'plug and play' performance upgrade, each filter is designed to be a direct replacement for the OEM part. Did you know K&N makes high performance oil filters for road cars too? Often priced far lower than dealer-issue paper filters, these superb service items provide high-flow filtration and can be used with synthetic, conventional and blended oils. As is the case with these Boxster 986 filters, premium filtration media is used for increased capacity, helping to improve engine performance by reducing oil filter restriction.

Price: Air filter £57.59, oil filter £8.39

knfilters.co.uk or call 01925 636950



POWERFLEX ARB LINK ROD BUSHES FOR 928

In response to requests from its loyal customer base, polyurethane bush manufacturer, Powerflex, has released a range of new chassis components for the 928. Wishbone and stabiliser bar bushes make up the lion's share of the offering, ensuring precise geometry is maintained at the same time as eliminating unwanted noise, vibration, flexing or harsh steering feedback. More interestingly, however, the company has introduced a set of rear anti-roll bar link rod bushes to address complaints from owners with cars suffering from deteriorating factory rubber. All Powerflex parts for the 928 are available in the British firm's popular purple fast-road compound, as well as a hardcore Black Series version for track addicts.

Price: £69.80

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New production Weber 40 IDA3C and 46 IDA3C carburettors will be available again from January 2019. These legendary carburettors are being made by Weber in Spain, using original Factory drawings and brand new tooling to ensure OEM levels of performance and quality. Contact us now for further details

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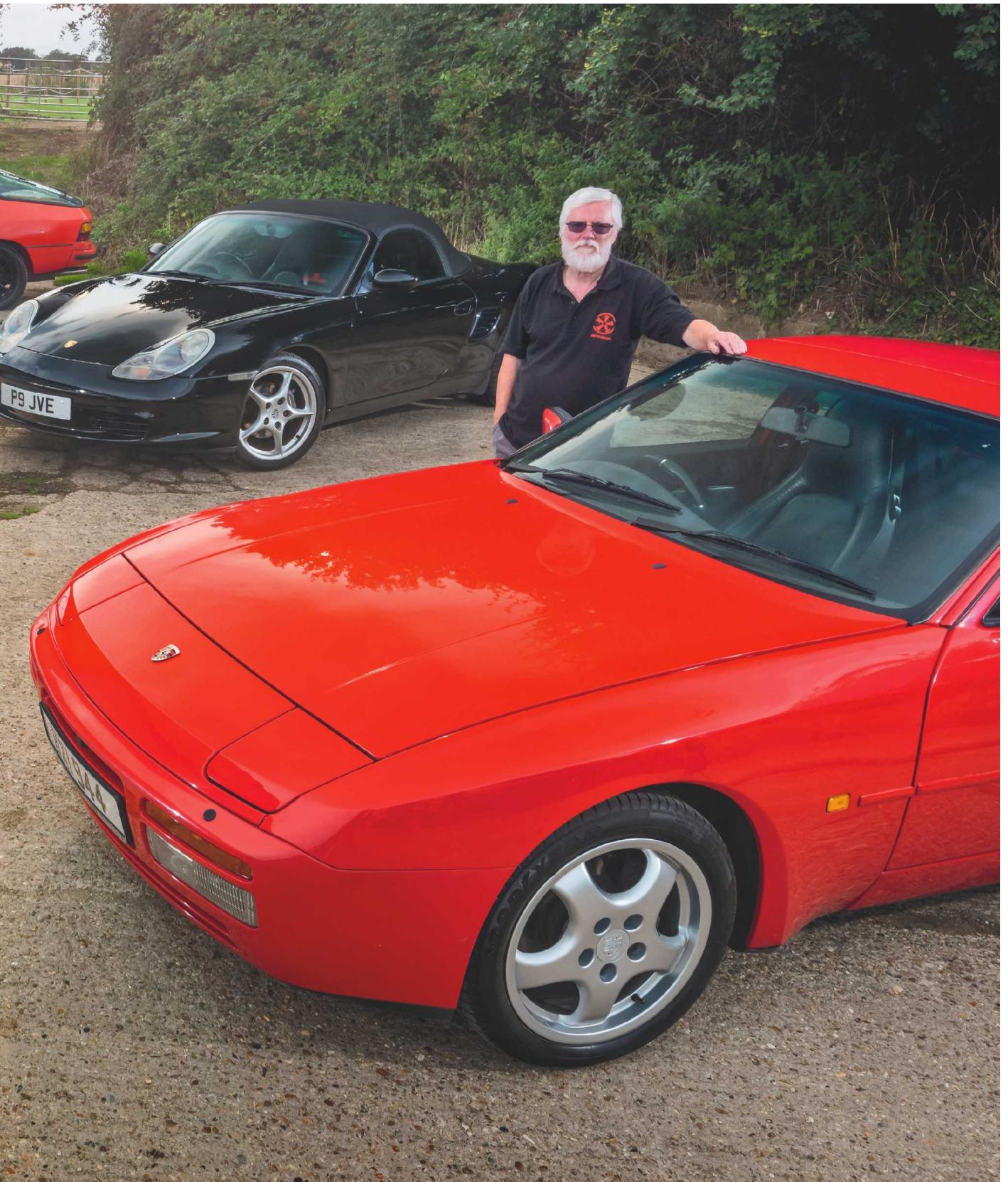
Porsche people



“A magnet wouldn’t hold fast to the sills!”

Frank Rowlands is enjoying a journey of discovery concerning Porsche’s water-cooled classics

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





Porsche people

Imagine spending your days working on or around a single make or model of car. Chances are, when you clock off, the last thing you'll want to hop into is an example of the very same four-wheeler you've just waved goodbye to. If you happen to be an employee of Suffolk-based independent Porsche sales and service specialist, PIE Performance (pieperformance.co.uk), however, your attitude is likely to be very different.

"It all started with a 928," recalls PIE man, Frank Rowlands. "I'd owned the car for a couple of years before taking it for routine maintenance at a garage close to where I used to live. Greeting me on the company's forecourt was a 1982 Guards Red 924. I was immediately smitten!"

His chance encounter with the narrow-bodied transaxle took place a decade ago, yet its effect has been long-lasting. "I ended up buying



the 924. I ran it alongside the 928 for four years. The differences between the two models is stark," he remarks. "Where the 928 is a lazy luxury cruiser with huge power and a gorgeously comfortable ride, the 924 produces a sharper, more immediate response to driver input." The 924 he bought – now wearing a set of gloss black Fox alloys and burbling through a stainless steel exhaust system – lacks power steering, but as the car's proud owner points out, "you don't need it once you get going!"

The two-litre transaxle formed part of a previous owner's private collection of cherished Porsches. A full glass-out respray and a retrimmed interior contribute to the appeal, although after half a decade of enjoying the grunt of a V8 alongside the poke of his smaller-engined speed machine, Frank began to wonder if a sportier four-cylinder, front-engined Porsche would deliver the same level of performance he experienced when putting the pedal to the metal in his 928. To find out, he bought a 968 Clubsport "It was fast, agile and struck me as combining the most engaging features of my 928 and 924," he beams.

Two and a half years of hopping out of one transaxle and tearing away in another was fantastic fun, but even the early 924's cabin felt super-luxurious compared to the Clubsport's track-focused furniture. Sensing the time had come for a shake-up of his gathering of Porsches, Frank announced his decision to part with the 968. It was a move which saw him turn to PIE Performance for assistance. Little did he realise making contact with the company would positively impact both his personal and professional life. "I'd grown tired of my long career in the field of information technology. I remember joking with PIE managing director, Chris Lansbury, about the possibility of me coming to work for him. The idea of being surrounded by Porsches ranging from old 911s to the newest Panameras each and every day seemed like bliss. To my surprise, Chris took me up on my offer!"

SWAP SHOP

Frank joined the PIE team two years ago. Like the proverbial kid in a sweet shop, he suddenly found himself immersed in the world of Porsche.

Above Once dismissed in favour of the wider-bodied 944, the clean, simple lines of the narrower 924 have found fresh favour with a new generation of Porsche fans

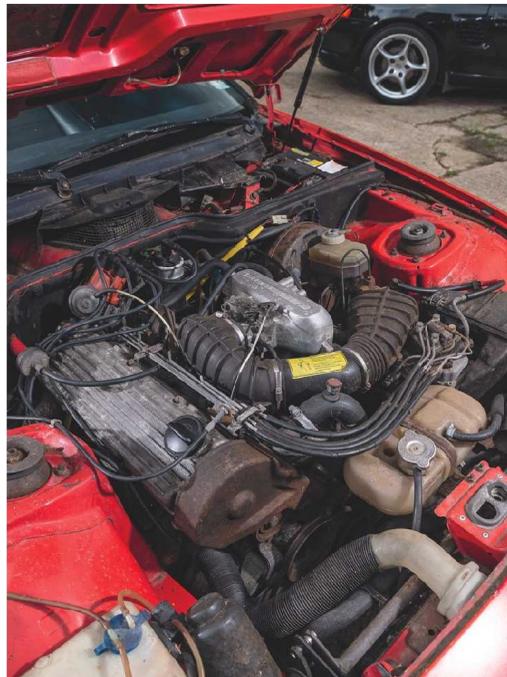


HE FOUND HIMSELF
IMMERSED IN THE
WORLD OF PORSCHE

A dream come true, and one which has afforded him the opportunity to explore more of the manufacturer's modern classics. "Chris's father, John, expressed an interest in buying my 928," he continues. "I didn't fancy being the owner of just one Porsche, which is why I accepted an invitation to experience time in a 986 Boxster. It's not a model I'd ever considered buying, but the 2.7-litre variant I tested totally exceeded my expectations. The car drove brilliantly and tackled twisties with ease. My mind was made up: John took the 928 and I bought the Boxster."

ALL THAT GLITTERS

The mid-engined drop-top proved so popular with the Rowlands family that Frank's son has more or less commandeered it for himself. In danger of being left with only the 924 to play with, Rowlands the Elder recognised the perfect opportunity to try out the transaxle he'd skipped by buying a 968 after acquiring his 924. "I bought a 944. It's a beautiful Glacier Blue S2. I saw it, I loved it, I paid for it. I failed to observe the fact a magnet wouldn't hold fast to the sills! I really should have commissioned an ➤



DRIVER

Q&A



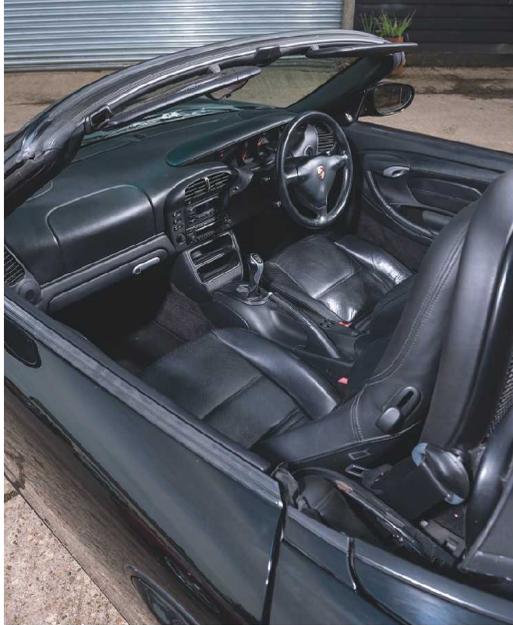
FRANK ROWLANDS

First Porsche
928

Favourite Porsche
928

If you could keep only one?
My Glacier Blue 944 S2

Best thing about Porsche ownership?
The utterly fabulous driving experience



» inspection of the car before committing to the sale,” he groans. As his tone indicates, it quickly became clear the new arrival was in desperate need of inner and outer sills (we feel your pain, Frank!). Furthermore, a subsequent health check highlighted the need for replacement brake pipes, an overhaul of the main braking system, a full service, a new water pump and corrective paintwork. Ouch.

Frustrated at his new toy being laid up while the necessary work was being carried out, Frank spotted the chance to fill the space on his driveway when the sale of a 1990 944 S2 fell through at PIE. Finished in Guards Red, making use of 964 leathers and riding on D90s (recently replaced by Cup alloys), the car features a three-spoke MOMO steering wheel, but remains in standard mechanical configuration. “Having



enjoyed time in the driving seat of my red S2, I’ll probably swap my blue 944’s factory steering wheel with a MOMO part,” he tells us, acknowledging the smaller, sportier look and feel of the Italian automotive styling giant’s offering when compared to the 944’s chunky original steering wheel. Yep, the blue car’s ‘need to haves’ have now been taken care of, allowing this custodian of four fantastic Porsches to enjoy updates best described as ‘nice to haves’, including clear indicators, clear side repeaters and PIE branding in the style of the 944’s original lower rear graphics.

SWIMMING WITH SHARKS

We ask if time Frank has spent in each of the Porsches contributing to his quick quartet has resulted in him having a clear favourite. The answer to our question takes us by surprise. “Of all the cars I’ve owned,” he says, “the 928 is my preferred Porsche. It’s a model which mixes power, style and practicality in equal measure. That’s a difficult combination to beat, and one which served me very well when I decided to take the car to the Nürburgring and back.” Nevertheless, his pair of 944s are the cars he finds himself driving most frequently, with the 924 “currently sitting around until I want to have fun in it again.”

As we get ready to part with Frank and his cool collection, we ask the question we »

Above As indicated in this issue’s look at the Porsche world’s bargain buys (see page 86), the first generation Boxster is a brilliant sports car offering amazing value for money

Facing page Rear lower panel graphics feature the PIE Performance name in the style of the OEM decal



HE WANTS TO TICK A
FEW MORE BOXES WITH
HIS DUO OF 944s



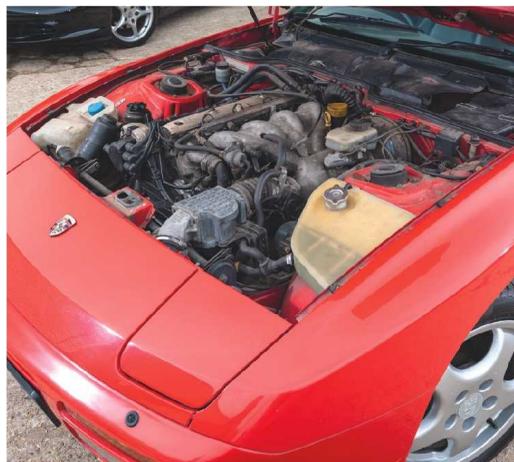
Porsche people



can't resist posing to stars of our Porsche
 >> People features: how long until another car joins the fleet? His eyes light up. "I'd love a 993," he grins, showing no sign of dwindling enthusiasm for Stuttgart-built sports cars, even though he's surrounded by them all day long thanks to his employment at PIE.

Before he considers looking into the possibility of securing an air-cooled modern classic, however, he wants to tick a few more boxes with his duo of 944s. "For a start, I'm longing to use one of them for a return trip around the Green Hell," he reveals. Make no mistake, there's no shaking this PIE man's passion for Porsche!

Above and below Fuss-free tweaks to Frank's red 944 S2 make it a perfectly usable daily drive, and one which may soon be heading to the Nurburgring





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TICKET BOOKING COMING SOON

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Chris Boys

Following thirty-three years spent at JZ Machtech, I'm pleased to be reunited with former colleagues after accepting an invitation to work at independent Porsche specialist, RPM Technik...

Somebody recently asked me about my first Porsche. It was a classic 911. More specifically, it was a right-hand drive 2.2-litre S. A rare car, but not one I ever experienced on the road; bought as a doer-upper close to my thirtieth birthday, the air-cooled restoration-in-waiting remained impotent the whole fifteen years it was in my possession.

I regret not recommissioning the car. More than that, I regret selling it! At least I've been able to indulge my passion for Porsche through my professional life, notably as a technician and sales manager at JZ Machtech, where I spent thirty-three years before my recent appointment to RPM Technik's Special Projects Division.

During the many years I've spent working on fast-road and competition Porsches, I've enjoyed sharing my knowledge with younger technicians, so you can imagine how thrilled I was to be reunited with my former apprentice, Ollie Preston, who now serves as RPM Technik's technical director! I also have previous experience working with senior technician, Simon Maxted, and engine builder extraordinaire, Dave Lee, a technician who started working with Porsches in 1990, kick-starting a career which has seen him gain superior knowledge of classic Porsche powerplants and transmissions.

As you can imagine, I'm more than happy to be in such great company. Moreover, I'm pleased to be involved with the exciting commissions RPM Technik's Special Projects Division is currently working on, including the rebuild of a 911S 2.4's drivetrain, the complete restoration of a Carrera 3.2 Cabriolet's bodywork and the ongoing research and development programme RPM invests in, resulting in the firm's own range of exciting Porsche products, such as the highly powerful, naturally aspirated, 3.8-litre flat-six put to good use in many customer cars.

The team sees a strong number of 964s and Carrera 3.2s being brought in for modification or restoration, but relatively speaking, there isn't



a huge volume of air-cooled Porsches out there, which is, perhaps, why an increasing number of enthusiasts are asking RPM Technik to apply light restoration to water-cooled 911s, primarily the 997. These owners are undoubtedly encouraged by RPM's impressive CSR range of bespoke Porsches, an ever-evolving lineage of specially engineered, limited production, water-cooled cars which can be traced back to the CSR001 Boxster of 2010 and has most recently been bolstered by the launch of CSR022, a 996-based performance package given the tantalising designation, CSR Evo.

RPM Technik is fortunate to have manufacturer support and a team boasting a vast in-house skillset covering all aspects of bodywork, design and engineering. I'm over the moon to bring my years of experience to the table, helping to ensure the long-term survival of Porsches old and new. If only I'd found time outside of work to do the same with my 2.2-litre S all those years ago!

Above Known for its restorations of air-cooled 911s, RPM Technik's customer base is increasingly presenting water-cooled cars for similar treatment

Twitter @RPMTechnik
www.rpmtechnik.co.uk



The team sees a strong number of 964s and Carrera 3.2s being brought in for modification or restoration





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Shane Boland

It's never too late to buy the Porsche you always dreamed about, but if you're having to work with a tight budget, consider the benefits of owning a powerful, practical, naturally aspirated 944...

I've been passionate about Porsche products for most of my life. I promised myself a 944 three decades ago, yet it was only last year when my dream came true. Dressed in Zermatt Silver and equipped with manual transmission, the 1983 build I bought has more than lived up to expectation.

Save for a stainless steel exhaust system, the car retains standard specification; I'm a stickler for Porsches in the mechanical and cosmetic condition the manufacturer prescribed. Previous owners appear to have thought along similar lines, which is why my leather-trimmed transaxle has been maintained to a high standard throughout its life, a condition which fills me with confidence considering my intention to use the car as a daily driver in and around my home town in the state of Victoria, south-eastern Australia.

I've found myself in possession of a very honest car. It was treated to a full respray some twenty years ago, although regular road use means my nippy 944 is unlikely to win a concours competition any time soon! I've applied fresh decals, but with no rust to speak of, plus mechanical componentry operating in excellent working order, I've been fortunate enough to buy a classic Porsche I can simply hop into and enjoy driving.

The 2.5-litre 944 engine is surprisingly torquey. I've driven many different Porsches over the years, but there's something about the responsive steering, optimum seating position and near-perfect front-to-back weight distribution that encourages a 944 to deliver a superior driving experience. It's a car which loves to tackle corners at speed. There's no denying it's a simpler Porsche than much newer models, yet the lack of modern driver aids – even when compared to the beefier brakes and suspension found on late 944s – makes for what I consider to be a far purer sports car.

I'm not alone in my conclusion. I've spoken to many of my fellow 944 enthusiasts about the model's plus points. Even Porschephiles who have owned newer, more powerful Porsches have



Above Shane's Zermatt Silver 944 is being put to use as his daily driver Down Under

agreed there's something special about being behind the wheel of the transaxle. The 944's popularity (it was formerly the most successful Porsche product ever made) means there's a wealth of knowledge and a high number of spare parts available, even here in Australia, where I've been a keen customer of aPorschPart (aporschapart.com), Autohaus Hamilton (autohaushamilton.com.au) and Official Porsche Centre Melbourne.

If you're thinking about buying a classic Porsche, but don't want to spend the vast sums of money currently commanded by air-cooled cars, my advice is to explore the 944 range. There's a wide variety of trim options, body styles and performance configurations for you to choose from, and if you spend time doing sensible research (I was able to refer to the 300 books and brochures about Porsche cars I've amassed over the course of forty-five years!), then there's every chance you'll become the proud owner of a Porsche offering bags of performance and surprising practicality.



It's a simpler car than newer models, yet the lack of driver aids makes for what I consider to be a far purer Porsche





Pip Hammond

71

2017 BRSCC Toyo
Tires Porsche 924
Champion

Races: 22

Wins: 16/22

Lap records: 6/8

Pole Positions: 7/8



Gavin Johnson

9

2018 BRSCC Toyo
Tires Porsche 924
Champion

Races: 23

Wins: 14/23

Lap records: 4/8

Pole Positions: 5/8



2 years in the championship, 2 championship wins.

PDC Racing go back to back with Pip Hammond & Gavin Johnson.

*Congratulations to all of the team with special thanks to The Wood Family,
PDC, SR Electrical, Toyo Tyres, Pin Gin & Howdens.*

Torque Driver

Gavin Johnson

They say success doesn't come easy. That's certainly been true of my gruelling, title-winning season competing in the 2018 BRSCC Toyo Tires Porsche Championship...

As previously documented in the pages of *Ultimate Porsche*, my first experience racing a 924 came three years ago. I bought shared ownership of a car with my friend, Pip Hammond. We campaigned the seasoned racing machine in the BRSCC Toyo Tires Porsche Championship. Having already won the 750 Motor Club's Classic Stock Hatch series, Pip had more experience behind the wheel than I. Needless to say, when we secured support from team sponsor, PDC Racing, and subsequently hit the track in a 924 each, it came as little surprise to see Pip dominate the field and win the competition. I gave a good fight, finishing 2017's driver standings in second place.

Prior to this year's championship, I'd only ever won a single race, but with a strong finish behind me from 2017, plus a huge amount of self-belief, I was confident I could take the top spot. Lady Luck seemed to have other ideas...

The first race of the season at Oulton Park was going well until my car's inlet pipe decided to disconnect itself. I finished last. Despite having to begin from the back of the grid, I put in a strong performance for race two. Climbing all the way to third place, a podium finish awaited. Unfortunately, my car ran out of fuel on the last lap. Bah!

Knockhill was the next round on the calendar. I went into the weekend with a massive points deficit. I needed to pull out all the stops to keep my title dreams alive. Demonstrating determination, I qualified in pole position, finished one of the races in first place and ended the other two in second. I was back in contention, momentum which continued when I started the first race at Cadwell Park in P2 and finished in first place. The second race in Lincolnshire saw my 924's throttle cable snap just as I'd secured a ten-second lead! It was another frustrating DNF, but I managed to claw back a haul of points by winning the third race of the weekend. Phew!

I'd hoped for a smoother run when the



championship arrived at Rockingham. After all, how much bad luck can one driver have?! All was going well when I set a new lap record and won the first two races at the soon-to-be-closed circuit, but a snapped fan belt during the third and final outing at "Europe's fastest racing venue" put paid to my celebrations. I was frustrated by continually inconsistent results, not least of all because I knew there was no further room for error if I was to clinch the title. Not even winning all three races at Castle Combe, doing the same at Anglesey, setting new lap records and winning at Brands Hatch was enough to see me through to victory!

The final weekend of the championship took place at Donington Park. I was twelve points clear of my nearest rival, but there was seventy-five points up for grabs. I won the first two races at the famous Leicestershire site. To win the title, all I had to do was complete the third race without incident. A whining gearbox and a separating inlet manifold gave me serious cause for concern, but my trusty 924 held on long enough for me to finish third. Victory had come down to the final race of the season, but I was finally champion!

Above We've enjoyed shadowing Gavin's progress in the Toyo Tires Porsche Championship

Twitter @gavinjohnson09



I knew there was no further room for error if I was to clinch the title





We paid a visit to the home of BTCC team, Power Maxed Racing, where we met with Chris Dear, technical director at Absolute Alignment. He's a man who knows a thing or two about keeping your car on the straight and narrow...

Align of duty

WORDS Dan Furr PHOTOGRAPHY Dan Sherwood



The problem with this approach is a complete lack of input from the car's owner regarding preferred driving style, tyre choice, modifications and the environment the car is driven in. After all, while factory-prescribed alignment settings might be satisfactory for the majority of drivers, it doesn't necessarily follow that those same settings are suitable for you and your Porsche. Indeed, in the real world, a 'one size fits all' solution is entirely unsatisfactory, especially if you've added upgraded components (springs, bushes, dampers etc.) to your car's suspension system, or if you partake in different types of driving – including track days – from the pilot's seat of the Porsche you hop into for regular road use.

Whether you've smacked a pothole, fitted coilovers, are experiencing vibration through the steering wheel or simply have no evidence of alignment being carried out on your car in the recent past, it's a good idea to seek out an accessible alignment specialist (no, not your local tyre fitter!) who can use factory settings as a starting point, rather than the end goal. With this in mind, we invited 928 S2 owner, Howard Lee-Smith, to join us on a visit to the headquarters of Power Maxed Racing (powermaxedracing.com), the manufacturer-supported British Touring Car Championship team based in Bidford-on-Avon. Waiting to greet us at the Warwickshire workshop was Chris Dear, technical director at Absolute Alignment (absolutealignment.co.uk), the company responsible for the design and manufacture of state-of-the-art 3D, digital and Bluetooth alignment equipment used by top-flight motorsport teams and main dealers worldwide.

At this point you'd be forgiven for thinking we're living in fantasy land, but the truth of the matter is you can have your Porsche's alignment sorted by the very same engineers who work on championship-contending BTCC cars week in, week out. Not only that, but the equipment used on your pride and joy will be the same Absolute Alignment kit used at the track to radically reduce Power Maxed Racing's lap times. And with prices starting as low as £35 for basic front-wheel alignment, there's no excuse not to ensure your car handles flawlessly with your personal preferences taken into consideration.



Optimised alignment is one of the most important factors in ensuring your car performs at its best. Whether the classic Porsche you're driving is heavily modified or retains standard specification, poor alignment can adversely affect tyre wear, fuel economy, handling (including steering response) and general vehicle manoeuvrability.

Influenced by the condition and configuration of suspension equipment, poor alignment can be checked and corrected at low cost, making it one of the most effective ways of improving the way your car behaves on the road or track without you having to spend big bucks. Sadly, most owners wait until their car develops problems – pulling from one side of the road to the other or running on tyres with low tread – before they seek a specialist to correct alignment, and even then, the person charged with carrying out the work is usually a local tyre fitter reading whatever factory settings his computer tells him needs to be dialled-in to the car in question.

THE BASICS

In automotive terms, alignment is essentially the adjustment of your car's suspension components in order to alter the angles of the wheels, thereby influencing how tyres make contact with the road, a condition which will affect overall handling and grip. When a technician checks and adjusts the alignment of your car, there are three areas he or she will be concerned with:

CAMBER

In short, this is the angle of the wheel and tyre when viewed from the front or rear of the car. You may have heard the terms negative camber (inward tilt, where the bottom of the wheel is further out than the top) and positive camber (outward tilt, where the top of the wheel is further out than the bottom) being used during discussions about chassis settings. When correcting camber, the bias towards negative or positive tilt will depend on your suspension setup, your driving style and the intended application. For example, you might request negative camber to aid with extra grip during cornering. Unwanted camber misalignment can occur simply as a consequence of worn bearings, ball joints or incorrectly fitted parts.

TOE

Toe refers to the angle of the wheel and tyre when looking down from above. Toe-in is the term used when a tyre points inwards, toe-out is used to describe a tyre pointing outwards. A commonly used point of reference to demonstrate what's meant by toe is a pair of feet (of course!). Look down at yours. Imagine them as being a bird's eye view of your car's front tyres. Angle your feet inwards. This is a demonstration of toe-in, often requested by owners of rear-wheel drive cars to assist with straight-line stability, albeit at the expense of turn-in response. Now angle your feet outwards. This is the effect of toe-out.

CASTER

You've looked at your car's wheels and tyres from the front (caster) and from above (toe). Now it's time to view them side-on! Caster is arguably the most difficult to understand of the three main areas of concern when getting to grips with alignment. The term refers to the displacement of the steering axis from the vertical axis when viewed from the side of your car. If positive caster is present, the steering axis will tilt towards the driver. Negative caster tilts towards the nose of your car. During alignment, caster adjustment encourages self-centering steering, which helps with straight-line stability at speed.



Si McNally Power Maxed Racing

"The effects of alignment are often vastly underestimated. You can spend thousands on the best dampers, bushes and tyres, but if they don't work together in perfect harmony, you might as well stick with a standard setup. Achieving optimised alignment is inexpensive, yet it remains an aspect of car maintenance overlooked by many drivers, which is a shame when you consider the massive difference it can make to the handling of even the most basic of vehicles. Put it this way, Power Maxed Racing has carried out custom alignment on everything from front-wheel drive road cars to rear-wheel drive competition machinery pumping out big bhp. Every owner or driver has reported back to us with confirmation of improved handling and reduced tyre degradation. Whether you're driving a performance sports car on the road or a dedicated racing machine at the circuit, professional alignment dialled-in to reflect your driving style, your car's unique characteristics and expected road or track conditions and will drastically improve performance."



WHEN TO ADJUST ALIGNMENT

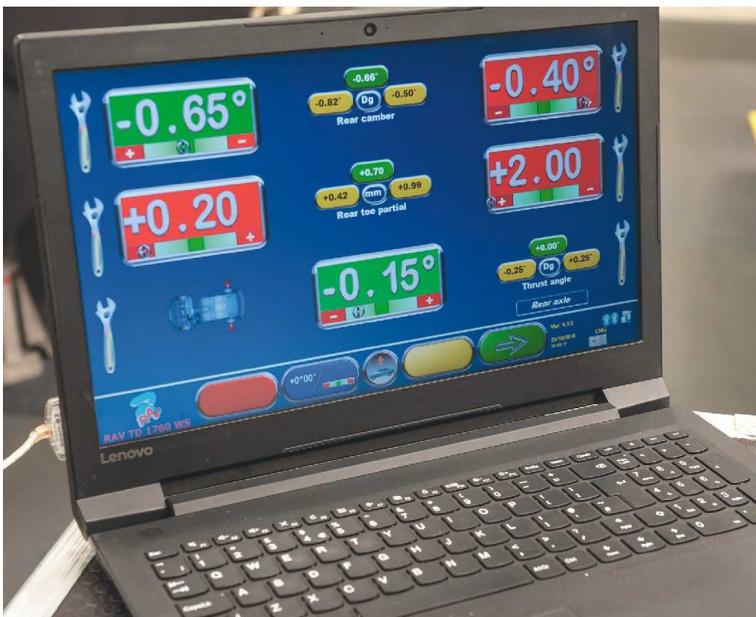
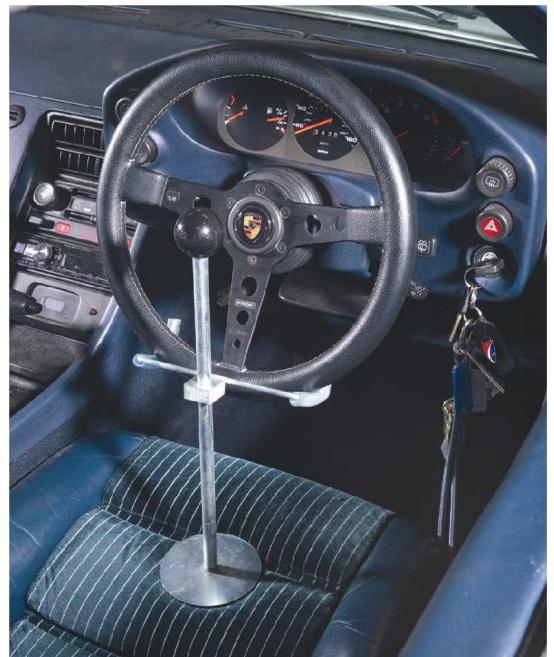
Most aftermarket parts suppliers and manufacturers will recommend fresh alignment shortly after the installation of new suspension equipment. “You might have installed new coil springs, new dampers or a different design of tyre,” muses Chris. “All of this work can have a negative impact on alignment. For example, changing the ride height of your car will alter camber. As a rule for road cars, I recommend correcting alignment after any updates to steering or suspension equipment, although in the ideal world you’d also have alignment checked every six months or after every six-thousand miles covered, thereby ensuring perfect continued operation and maintained safety.”

Standard cars may suffer the impact of poor alignment simply through day to day driving on the public highway, where rough surfaces, potholes and other unwanted conditions are experienced. “All of these factors can adversely change the characteristics of a car,” explains Chris. “Moreover, the way you drive might be totally different to the way someone else in charge of the same model of vehicle takes to the road. It stands to reason that default factory alignment isn’t necessarily going to be suitable for both drivers. If you don’t know when alignment was last checked on your car, or if you have reason to think steering isn’t what it should be, book an appointment with a specialist.”



Chris Dear Absolute Alignment

“Correcting or customising the alignment of your Porsche is one of the best ways to ensure it handles perfectly irrespective of its specification. Of course, prevention is better than cure, which is why I recommend keeping on top of alignment settings by introducing regular checks, a habit which will ensure tyres last longer, mpg will be improved, comfort will be maintained and handling will be kept sharp. Ultimately, you’ll end up saving money and you’ll enjoy a noticeably more pleasurable driving experience.”





HOW IT WORKS

After asking you about the specification of your Porsche, its suspension equipment, how you drive and how you want the car to behave, the Power Maxed Racing boys will check tyre pressures and lift each wheel onto an Absolute Alignment low-friction turn plate before fitting precision wheel clamps and Bluetooth wheel alignment heads. The operator will then refer to the wheel alignment system's data bank, software which provides Porsche's full wheel alignment specification for the car being corrected. As mentioned earlier, a generic tyre fitter will treat this information as a target, whereas it should be considered a starting point to tailor alignment to your needs and personal preference.

The steering wheel is straightened and the Bluetooth alignment heads are levelled. The wheels are then turned ten degrees left and right, allowing the operator to record caster. You will be shown live data on the information system's screen, confirming the 'before' measurements which will be provided to you as a printout when the work is complete.

Each of the Bluetooth heads features a camera, much like an iPhone. These cameras check camber levels by observing three different points on each wheel. Laser technology is deployed and sends signals from head to head, effectively creating a 'virtual' box around the car through the accuracy of light. The dimensions of this box and other gathered information is then fed to the supporting software, resulting in on-screen data highlighting where corrections to alignment are required.

All the out-of-specification angles will be changed until they register 'green'. In other words, precise alignment will be achieved in



Sonia Patmore Eibach UK

"To enjoy the benefits of alteration to your car's suspension, get alignment checked after the changes have taken place. A skilled technician using good quality equipment will be able to finely adjust camber, toe and caster in order to find the perfect balance between these areas and your needs as a driver. In recent years, owners have become more aware of the importance of optimising geometry beyond OEM settings. This is fantastic news for manufacturers of aftermarket performance suspension equipment."





accordance with manufacturer settings. This returns your car to its factory-prescribed alignment regardless of the modifications you've made. It's at this point input regarding your driving style, the desired characteristics of your car and the environments it regularly finds itself in come into play.

"Most garages set alignment to factory specification, but custom settings are vital when it comes to an individual getting the best out of his or her car," says Power Maxed Racing's commercial manager, Si McNally. "An extreme example of this logic in action is the impact of tailored alignment on the cars we race in the BTCC. Aside from the obvious safety benefits, optimised alignment can radically reduce lap times," he adds, acknowledging the team's understanding of sports cars, modifying and tyre design. "Proper alignment is more than just setting angles. It's about altering the characteristics of a car to make it perform brilliantly in any given environment. This is why race teams alter the alignment settings on their cars to suit whichever circuit and track conditions they happen to be working with."

Starting at the rear of the vehicle, adjustments to camber, toe and caster are applied in accordance with the owner's wishes and the specialist knowledge of the operator. The 'squareness' of the chassis is determined and all information is saved as a profile for future reference. A printout showing the final alignment readings is produced, providing the owner with clear 'before' and 'after' data.



Ben Lawson Nankang Tyre UK

"Poor alignment can cause irregular tyre wear and less than desirable handling. Tyres may be scrubbing on the inside or outside edges. This can make your car feel twitchy, as well as encouraging 'tramlining', whereby you find yourself having to correct steering as you're involuntarily pulled towards one side of the road or the other. If these conditions sound familiar, get your classic Porsche's alignment checked and corrected. You'll improve performance at the same time as encouraging longer tyre service life."



**NEXT TIME**

Be sure to grab a copy of our next issue, when we'll be investigating the benefits of specific alignment settings across a variety of driving styles, vehicle layouts and surfaces. The cheapest and easiest way to receive *Ultimate Porsche* is to subscribe. Visit bit.ly/subscribeup

**THE CAR**

"I'm fairly new to the Porsche scene," admits Howard. "I bought my 928 S2 a couple of years ago to qualify for entry into a multi-country European road rally. I absolutely thrashed the car for the duration of the event!" he laughs, acknowledging he "drove it like I stole it" largely due to the fact he intended to sell the 4.7-litre V8 bruiser when his adventures across the continent came to a close.

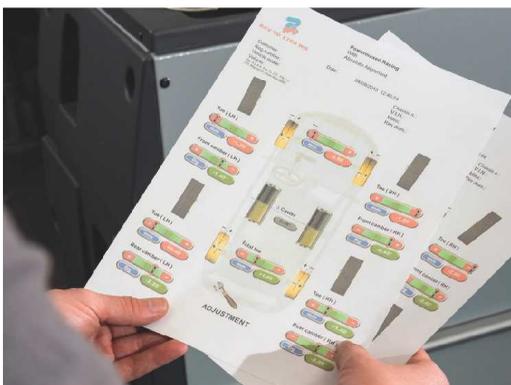
The thing about 928s, though, is they have a way of winning you over. "I knew the S2 would be a comfortable cruiser, but I was taken aback by how capable the model is as a fast-road car, even with automatic transmission," he continues. "The truth of the matter is I fell in love with my 928, which is why I've taken such good care of it since returning from the trip.

Work has involved an engine-out mechanical refresh, new oil seals, all new gaskets and new fuel pressure dampers at transaxle specialist, Retro Restorer (www.retrorestorer.co.uk), in readiness for the car's new lease of life role as Howard's daily driver. "I'm having fun treating it as a rolling restoration," he tells us.

THE RESULTS

"I've definitely noticed feel at the wheel to be sharper and more responsive since the alignment work," he says. "It's funny, but I don't think I realised just how much I was correcting steering prior to Power Maxed Racing's input. My car now delivers a smooth, stable drive the way I always imagined a Porsche would. Additionally, I was pleased to discover the car's chassis is nice and straight."

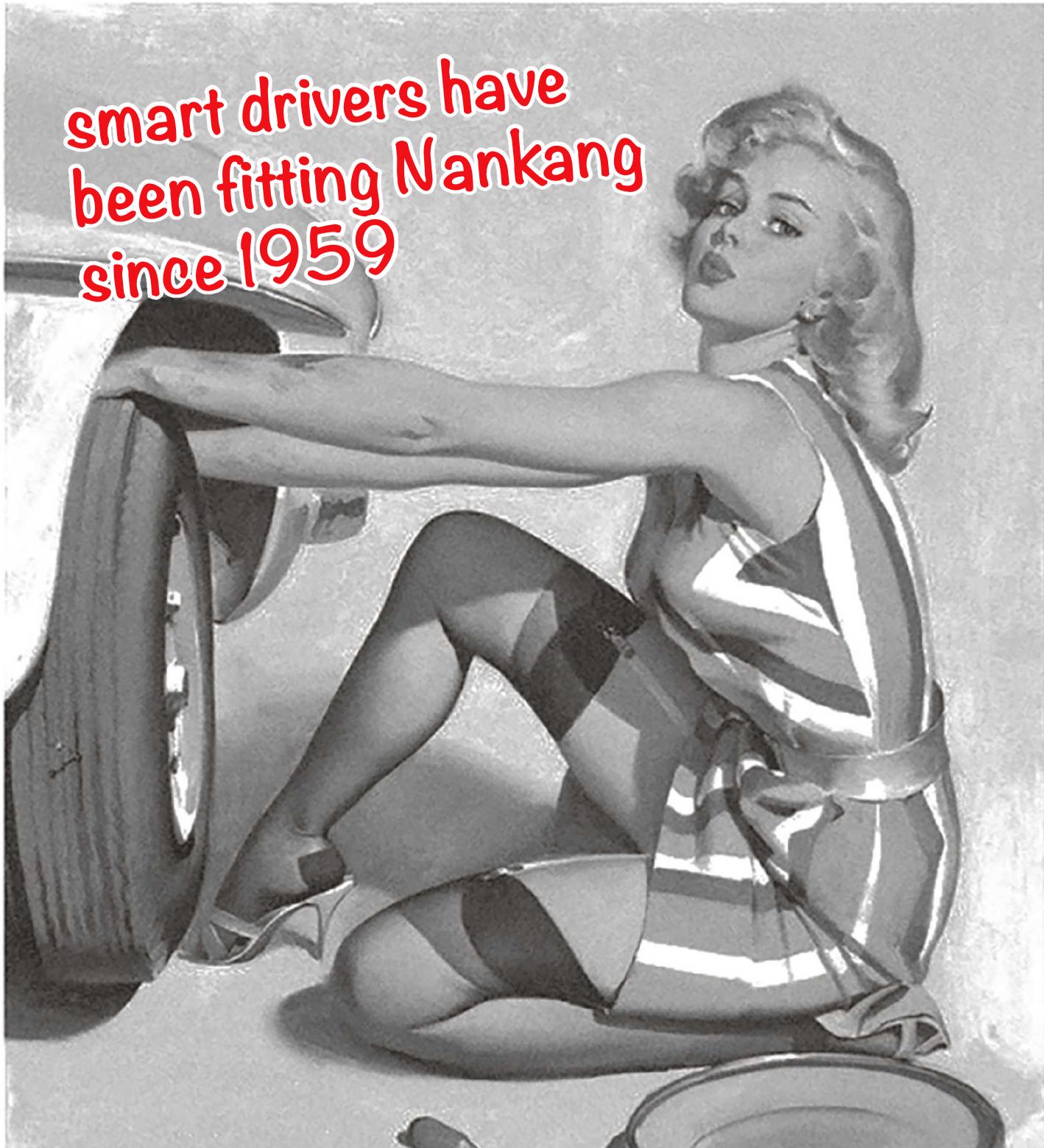
Corrective and custom alignment promises to deliver the elimination of excessive tyre wear (the primary reason for reduced grip), the improvement of fuel consumption, crisper handling, increased stability and better steering response. Not bad for a service starting at £35, and all the more pleasurable for the work being carried out by one of the BTCC's most popular teams.

**Contact**

Power Maxed Racing 01789 330668 powermaxedracing.com
Absolute Alignment 01252 758413 absolutealignment.co.uk

Nankang Tyre UK 0121 500 5010 nankangtyre.co.uk
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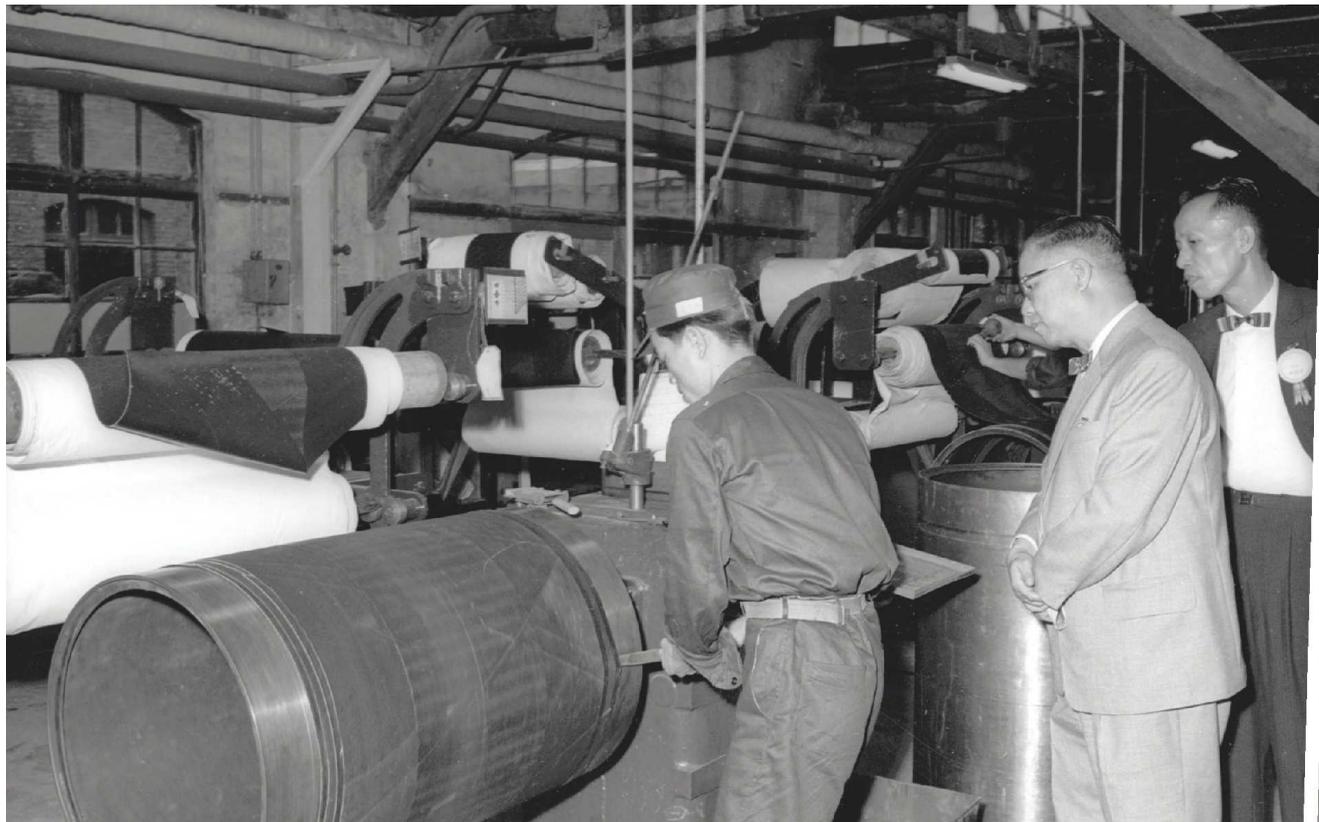
www.nankangtyre.co.uk



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RUBBER SOUL

For almost six decades, Nankang has pushed the advancement of tyre design and technology

WORDS Dan Furr PHOTOGRAPHY Various

We regularly talk about exciting new products in the pages of *Ultimate Porsche*, and though it's great to be able to announce the availability of

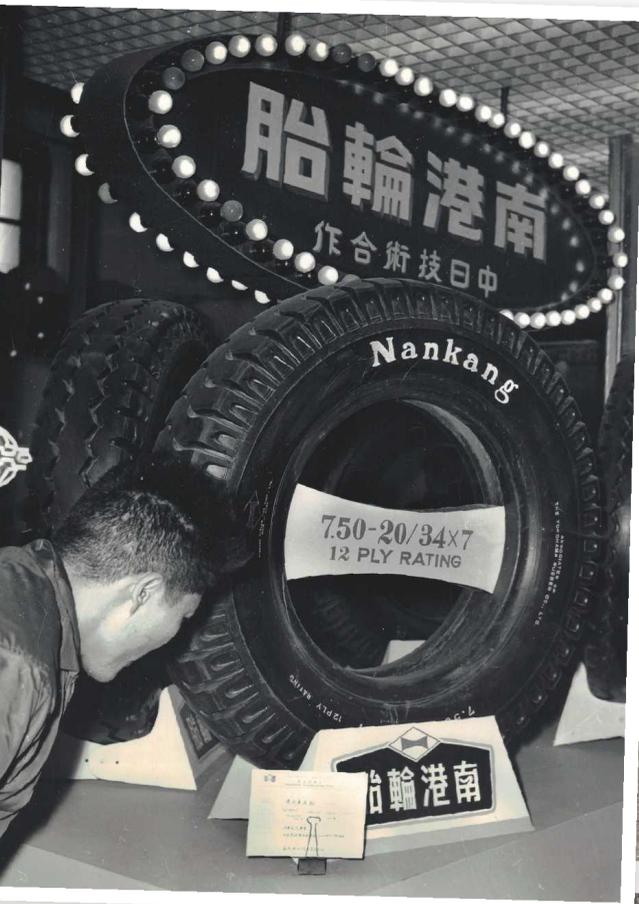
fresh automotive equipment to readers who might otherwise be unaware of its existence, it's important to appreciate the many years of research and development that manufacturers invest in order to bring us the gear we crave.

It's often the case decades of constant technical innovation and real-world testing are behind the realisation of these items. This

is certainly true of the products produced by award-winning tyre manufacturer, Nankang, a company which boasts a history of continuous effort to progress the advancement of tyre technology and product quality control. This commitment to excellence stretches all the way back to when the firm started trading on the 25th February 1959.

Unsurprisingly, fierce competition from the global tyre industry and regular corporate reforms have changed the way Nankang has operated over the years, but a constant remains in the form of the manufacturer's corporate identity. It's a duotone logo designed to reflect the values of a sustainable business philosophy

Above Nankang products in development and on display at the 1959 Free China National Trade Fair in Taipei



and customer care. The red of the branding expresses Nankang's energy, vitality, passion and an unwavering respect for its customers, while the black is intended to highlight the strength and stability of the business, simultaneously promoting the values of generosity, professionalism and trustworthiness.

FAST FORWARD

From its humble beginnings in Taiwan, Nankang has extended its reach across five continents covering more than one hundred countries. Whether adopters of Nankang products spend their time cruising the public highway, doing battle over icescapes, conquering dilapidated off-road tracks or blasting their way around race circuits, drivers can be sure of the company's commitment to delivering innovative products for safe, reliable motoring.

Guided by the corporate motto, *Integrity, Pragmatism and Innovation*, Nankang has persisted in creating performance and growth in the tyre sector. In response to increasingly discerning market demands, the company has strived aggressively towards its goal of product innovation through research and development, differentiation from the competition, product quality improvements, continual reinvestment in staff and manufacturing facilities, customer satisfaction, after-sales support and professional management. The result? A thriving business with a capital of \$260m and a high profile in many exciting motorsport championships.

As regular readers will already be aware, an ever-increasing number of Porsche owners are equipping their cars with Nankang's black circles. Be it air-cooled or from the Stuttgart concern's transaxle range, if you have a Porsche used for fast-road fun, track day hoonery or circuit racing (or all three!), there's a Nankang tyre to suit each application. This rich product portfolio follows a colourful history of technical development, including Nankang being the first Taiwanese tyre maker to develop steel-belted radials and studless snow tyres, as well as the introduction of the firm's oil-free and fuel-saving designs.

2019 marks Nankang's sixtieth anniversary. We expect a wealth of celebratory events and initiatives to take place as the year progresses. Keep in touch with the company's activities by visiting nankangtyre.co.uk, and by following the Facebook, Instagram and Twitter feeds at [@nankangtyreuk](https://www.facebook.com/nankangtyreuk)



Above Matt Roberts and his stunning 993 Carrera 2, an air-cooled classic configured for circuit life and rolling on Nankang rubber

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BOX CLEVER

Based on a 1972 911S 2.4, this S/T evocation's pleasing past is inextricably linked to its fantastic future

WORDS Dan Furr PHOTOGRAPHY John Rampton





Take a leisurely drive through the green, leafy environs of the North Oxfordshire countryside, and there's every chance the quiet of your relaxing journey will be interrupted by the roaring sound of a tuned flat-six screaming its way along whichever ribbon of tarmac you happen to be travelling on. This is Porsche territory. More specifically, there's a one-man Porsche patrol ruling the area's rural roads with his collection of air-cooled classics.

The petrolhead making good use of Stuttgart-crested cars in and around Bicester is Frank Cassidy. His is a name that'll be familiar to many of our readers, not least of all due to the various features we've published focusing on his continually expanding portfolio of classic Porsches. Ranging from mild to wild, each of Frank's extraordinary cars boasts unique characteristics and is an extension of its master's personality. None of these fantastic four-wheelers, however, reflect the theme of his professional life as well as his recently acquired 911 S/T evocation.

"It used to belong to Autofarm founder, Josh Sadler," confirms Frank. As one of Europe's leading independent Porsche restoration, modification, servicing and maintenance specialists, the company was well placed to turn what started life as a 1972 2.4-litre 911S into a wide-arched wonder at the request of a customer after Josh had finished hillclimbing the Tangerine track star. "The client in question owned a genuine S/T, a 2.7 RS Lightweight, a 911T rally car and various other exotic Porsches," says Mikey Wastie, an Autofarm employee of almost twenty years before teaming-up with his colleague, Steve Wood, and buying the business following Josh's recent retirement. "The rising



value of rare 911s meant our customer was afraid of using a genuine S/T in a competition environment. Instead, he commissioned Autofarm to transform Josh's former steed into a race car incorporating many S/T features."

STEELY DETERMINATION

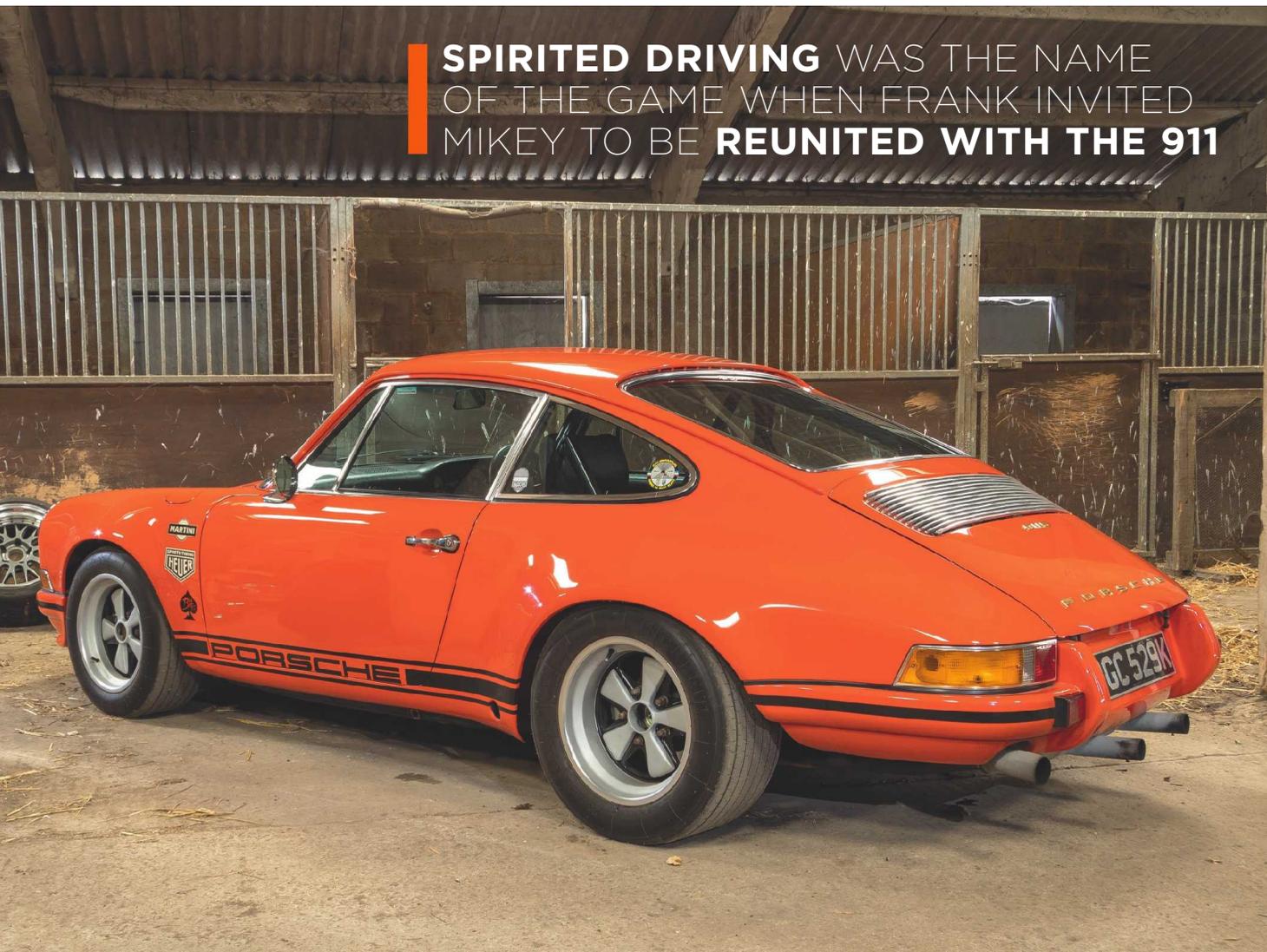
The work took place almost a decade ago. Since that time, an entire industry serving those who wish to modify classic Porsches has been established, but back then, there were few options available outside of making your own bespoke parts. Frank's car's wheel arches are a prime example of specialists having to start from scratch. "They're steel panels made in-house at Autofarm," smiles a proud Mikey. "I remember managing and working on the project. We used the customer's genuine S/T as a template for the bucks required to handmake the custom bodywork. It was a hugely challenging job, not helped by the fact the 911S we were working with is a rare example with an oil filler flap on the offside rear quarter. This feature necessitated a lot of extra work when it came to fabricating the neighbouring wheel arch."



Dream world

Boxengasse is a Porsche-focused automotive destination featuring more than 25,000ft² of bespoke premises for service and hospitality set within 100 acres of outdoor event space, stunning woodland and lakes. Purposefully situated in central England (within ninety minutes of over fifty percent of the UK population and just thirty minutes from what's referred to as 'Motorsport Valley'), this one-stop destination for Porsche enthusiasts has been in the making for more than a year, with further plans for the site to be revealed throughout 2019. To discover more, visit boxengasse.com or email Frank directly at info@boxengasse.com

SPIRITED DRIVING WAS THE NAME OF THE GAME WHEN FRANK INVITED MIKEY TO BE REUNITED WITH THE 911



Working closely with the client resulted in a lot of decision making on Mikey's part, a feature of the build he recognises as providing him with significant personal investment in what turned out to be a competitive hillclimb weapon. He even used the potent Porsche as his wedding car! "I've always said, if there's a Porsche out there I feel closer to than any other, then this brilliant 911 is it," he smiles.

Unfortunately, the car's original engine decided to throw a rod. "It was sticking out of the engine block!" laughs Frank. "Cleverly, the original crankcase was retained when the poorly flat-six was rebuilt to 2.7 RS specification. This has ensured continuation of 'matching numbers' despite a revised list of parts, including displacement-increasing barrels, pistons and a reconfigured fuel injection pump." The 915 gearbox features a limited-slip differential and an early 911S shifter ("changing gears is a much smoother operation with the early part in place"), while a lightweight aluminium engine lid sits above the boisterous boxer.

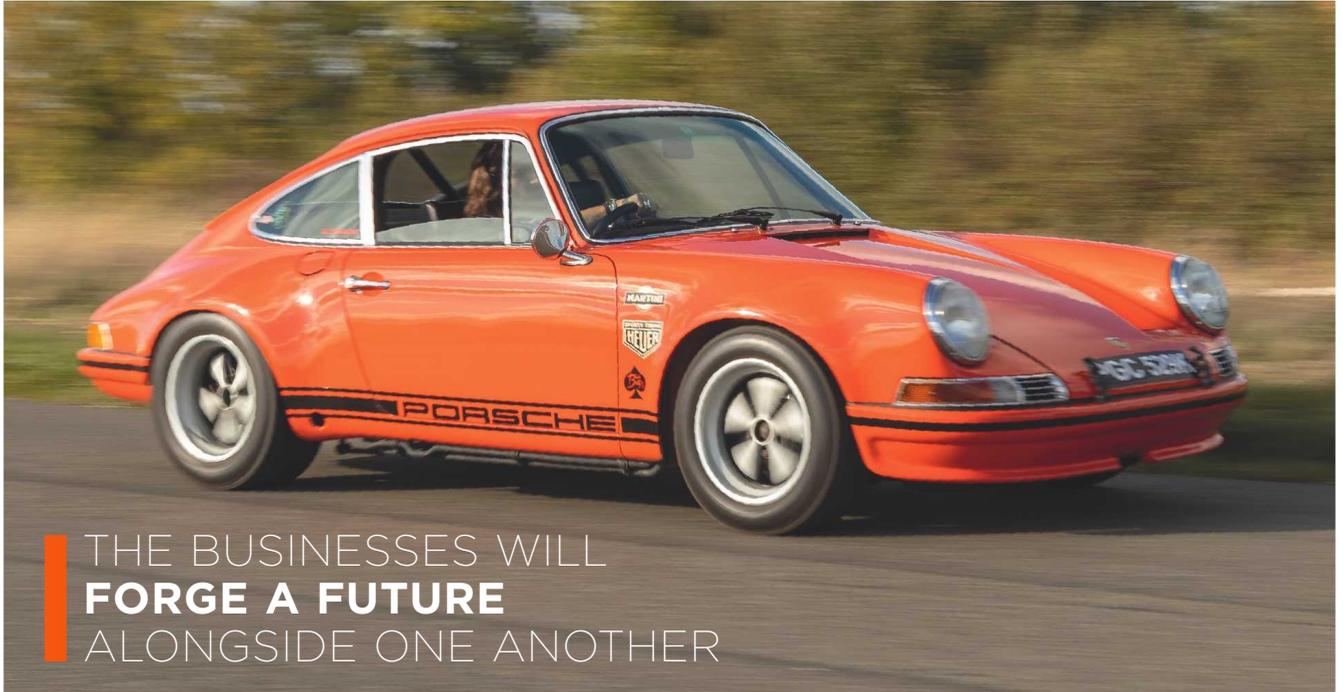
Step inside the car's cabin and you'll spot a 914/6 GT 10,000rpm rev counter, period

correct Recaro sports seats and a MOMO three-spoke steering wheel. There's a Becker Mexico head unit too. "I always loved the idea of owning a genuine S/T, but they're difficult to find and immensely expensive. Besides, using an original S/T as the platform for a restomod project is sacrilege," suggests Frank. "I ended up viewing this car after I spotted it advertised for sale, but the seller wouldn't commit to a low enough purchase price. Nine months later, I spotted the very same 911 in the Autofarm parking lot. There was no way I was going let the car slip away from me for a second time."

TANGERINE DREAM

Now very much a fast-road car, the awesome orange Porsche is described by Frank as "less than perfect" due to the bodywork imperfections it has suffered as a consequence of hard driving, but as he enthusiastically points out, this is all part of the attraction. "I love covering many miles in the car," he tells us. "In a strange way, the more scratches and stone chips it acquires, the better it looks. Each mark is a tell-tale sign this is a classic Porsche subjected to regular road use." ➤

Above This special S/T evocation is an important feature of both Mikey and Frank's past and future personal and professional lives



THE BUSINESSES WILL FORGE A FUTURE ALONGSIDE ONE ANOTHER

» Spirited driving was certainly the name of the game when Frank recently invited Mikey to be reunited with the 911 he worked on at Autofarm all those years ago, but not before important decisions had to be made regarding the company's future under the rule of its new owners. "After much discussion, Steve and I took the decision to relocate the business to purpose-built workshops at Boxengasse, Frank's newly-established Porsche-themed business park a few miles away from where Autofarm has been based for the past twenty-six years. Our plan for the future of the company is very much in keeping with the theme of what Frank wants to achieve with event management at Boxengasse. Realising a need for the Autofarm team to move into workspace that will allow us to serve a wider range of Porsches in a more efficient manner, it made perfect sense for us to occupy the easily accessible, purpose-built facility Frank has been developing."

So where does Frank's orange 911 fit into all this? "Steve, Frank and myself have what you might refer to as an 'aligned' outlook regarding what we want our respective businesses to achieve. This common ground extends to our passion for Porsche, which is why Frank threw

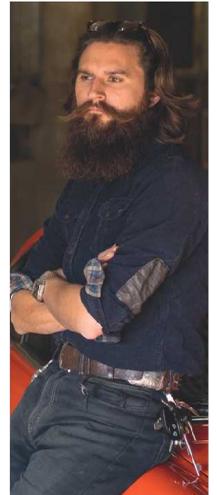
me the keys to the S/T evocation and invited me to join him on the Onassis Tunnel Run in September. I guess the event served as a team building exercise!" Frank echoes the sentiment. "It was a great way for us to get to know each other in an informal setting away from our business dealings. I was pleased to be able to give Mikey the opportunity to enjoy a 911 which means so much to him."

THE RIGHT INGREDIENTS

Bilstein suspension, Carrera 3.2 brakes, an early 911S anti-roll bar and staggered five-spokes wrapped in sticky Michelin rubber proved effective when navigating the event's long-distance course through three countries. Mikey was also able to provide Frank with educated feedback regarding where tweaks to the car's chassis should be made. Not only does this swapping of passion and knowledge define their friendship, the friendly, two-way exchange informs the way their businesses will forge a future alongside one another. And looking at the Autofarm-built S/T evocation Frank now owns, it's clear to see the association between Autofarm and Boxengasse is a sure-fire recipe for success!



DRIVER Q&A



FRANK CASSIDY

First Porsche
964 Carrera 4

Favourite Porsche
Black Betty, the 1990 964 I've owned for more than eleven years

Best thing about your S/T evocation?
The frantic revs, streetable power and sensory handling

Worst thing about your S/T evocation?
The cost of fuel

If you could only keep one of your cars?
Black Betty every time.





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FROM THE
VAULTS

1982 19

NEW LIFE

The original Boxster gave Porsche a much-needed shot in the arm by dominating the open-top sports car sector

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



1983 1984 1985 1986 1987 1988 1989 1990 1991



Porsche may have made its name presenting rear-engined speed machines, but the manufacturer's mid-engined models have peppered its illustrious past. Indeed, the very first Porsche – 356 number one – carried its engine in the middle, while the 914 proved the same configuration was still worthy of attention two decades later.

In the 1980s and 1990s, Porsche's transaxle range provided the entry point into ownership of a Stuttgart-crested car, but a new people's Porsche was required as the turn of the century drew near. The seeds were sown at the 1993 Detroit Motor Show, where the stylish Boxster concept was revealed. Despite being tucked away at a far corner of the main exhibition hall, the new car stole the show, with motoring hacks reporting on low-slung ride height and curves in all the right places. Porsche's shining star evoked memories of the 550 Spyder and its racing success, promising an open-topped vision of the future.

These ripples of excitement came at exactly the right time for Porsche. The start of the 1990s saw the company at an economic low. Only 23,000 Porsches found homes during 1991's fiscal year, less than half the number sold in 1986. A loss of DM240-million was reported in 1992, but just three years after the Boxster concept debuted, the new two-seater sold like hot Swabian apple cake; Porsche sales bumped 32,000 units in 1996, with half of the cars leaving main dealer showrooms wearing Boxster badges on their butts.

Development of the soft-top superstar began in 1991, when plans were announced to replace the 928 and 968. Porsche styling supremo, Harm Lagaay, chose a concept inspired by elements of the 356 Speedster, 718 RSK and 550 Spyder. Penned by exterior designers, Grant Larson and Pinky Lai. Just like the 914, the Boxster adopted a mid-engined layout, but boasted twice the power of its flat-panelled ancestor.

The new car was given the 986 codename, with the Boxster designation being a combination of the words *boxer* (the engine format) and *roadster*. Prototypes took to the road in 1994, with production beginning at the former 928 assembly plant in Stuttgart. Additionally, contract manufacturer, Valmet Automotive, produced Boxsters for Porsche at a factory in Finland. Controversially, the 986 shared many components with the then-unreleased 996. Taking tips from Toyota, this exercise in bin-borrowing was deemed essential to keep the development costs of both new Porsches at a minimum. It worked; the Boxster was instantly recognised as an essential addition to a long list of the manufacturer's lifesaving models. ➤

**FROM THE
VAULTS**

1982 1996



**TODAY, THE BOXSTER IS
CONSIDERED A VITALLY
IMPORTANT PORSCHE**



➤ The front-end structure of the 986 was almost identical to that of the 996. Shared bonnets, wings and dashboards saved valuable coin at the factory, but Porsche purists were miffed. Nevertheless, as the first 'clean sheet' design from Porsche since the launch of the 928 nearly twenty years previous, the Boxster's significance rose above muttered misgivings. So much so that today, the Boxster is considered a vitally important part of the Porsche line-up.

HIT ON SIX

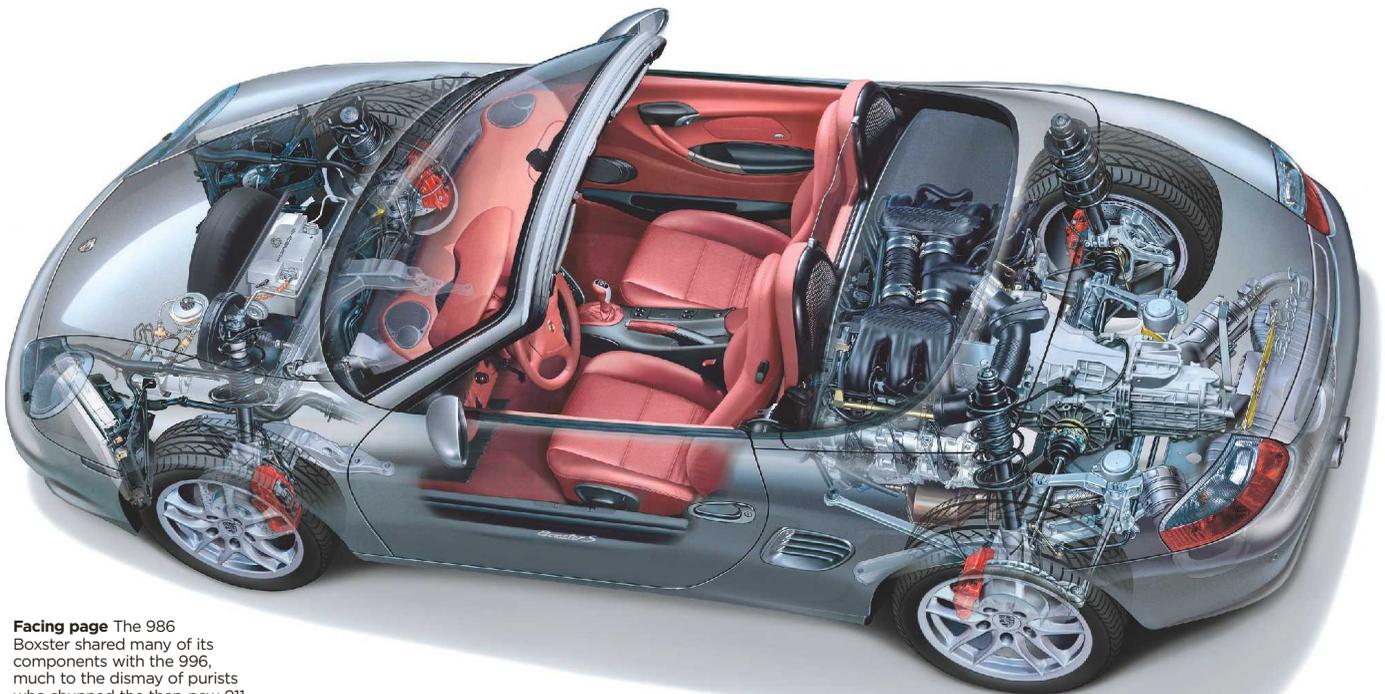
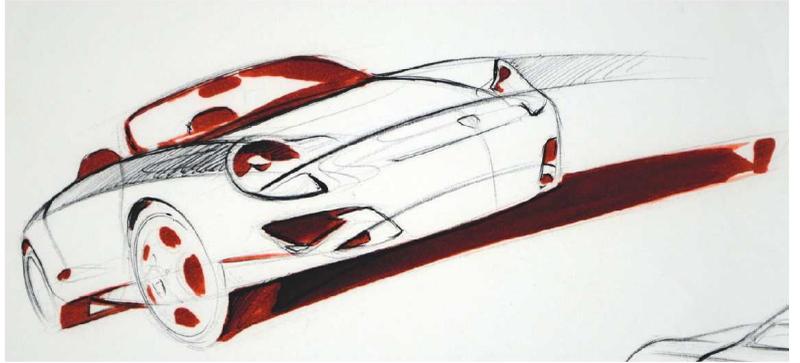
Unlike the 914, the 986 was afforded six-cylinders from the off. The 914/6 proved the inspiration, with the Boxster nabbing a 911 engine from the get-go. The 2.5-litre M96 water-cooled flat-six was the first powerplant to be used, detuned to a modest 204bhp, but adequately providing 'go' to match the 'show'. The 0-60mph dash was seen off in 6.9 seconds with a top whack of 149mph. Of course, the boffins at Zuffenhausen knew the advantages of a mid-engined layout, which is why the 986's low centre of gravity, near-perfect weight distribution and neutral handling ensured it enjoyed limpet-like grip and was able to ➤

1983 1984 1985 1986 1987 1988 1989 1990 **1991**



Boxing match

To celebrate Porsche's seventieth birthday, Official Porsche Centres across the UK have restored and raced a variety of Boxster S models, cars which raced in six rounds of the Porsche Classic Restoracing series. While suspension and engines remained in standard specification, livery aping classic Porsche racing machines decorated each car. A novice driver from each Centre took the wheel among a grid totalling sixteen 986s, with races taking place at Silverstone and Brands Hatch. The team at Official Porsche Centre Bolton took won the championship. Held in partnership with Porsche Club GB, a second Restoracing series will take place in 2019. Meanwhile, Porsche Cars Great Britain has just announced the restoration of ten special 986 Boxsters, each car finished in Liquid Metal Silver, a colour specially developed for the 918 Spyder hybrid "super sports car".



Facing page The 986 Boxster shared many of its components with the 996, much to the dismay of purists who shunned the then-new 911

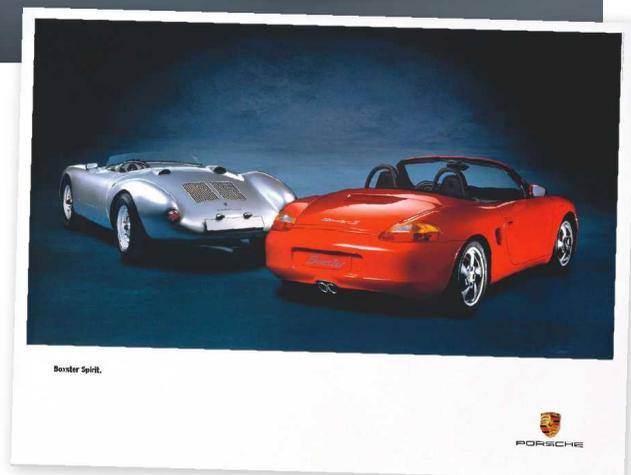

FROM THE VAULTS

skate around corners. No featherweight, it was a phenomenally enjoyable steer, and more than took the fight to established sector rivals, including the Mazda MX-5, BMW Z3, Mercedes-Benz SLK and Toyota MR2. A five-speed manual cog-swapper was standard equipment, with more lackadaisical drivers opting for Tiptronic transmission with steering wheel shift controls.

It may have been less powerful than the 996, but those who thought the 986 neutered were pleased to see a hike in horsepower and displacement in 1999. Coinciding with the 55,000th Boxster produced, the standard 986 engine grew to 2,687cc and 220bhp. If that still wasn't enough, a 3.2-litre lump powered a new Boxster variant; stealing sales away from the 996 Cabriolet, the Boxster S was a 986 range-topper. Additions included an extra gear ratio, uprated suspension and seventeen inch rims nicked from the 996. Larger cross-drilled brakes were also 996 cast-offs, while twin tailpipes, an extra radiator slot in the front valance and a model-identifying badge at the back ensured the new Boxster was easily identified. As was the case with the base 986, reviews were unanimous in their praise for the Boxster S, with one well-known magazine referring to the new arrival as "mind-blowing".

BIG HITTER

Despite being virtually faultless first time around, but the Boxster recipe was revised in 2002. External changes were limited to smoked indicators, clear side repeaters, more defined bumpers and exhaust pipes, fresh wheels and a glass rear window set as standard equipment. The interior gained a glove box and a new



Above The Porsche Exclusive department had lot of fun customising 986s in period

Below Gorgeous limited-run 986 to mark fifty years of the 550 Spyder was launched period to the introduction of the 987 Boxster



steering wheel. A new intake fed the engine with cool air, helping to deliver more power: the entry-level 986 now pumped out 228bhp, while the £38,450 Boxster S delivered 260bhp, 164mph and a 0-60mph sprint of just 5.7 seconds. No slouch!

Ahead of the 986's discontinuation in 2004, a limited-run model designed to celebrate the fiftieth anniversary of the 550 Spyder was launched. Limited to 1953 units, all examples built wore GT Silver Metallic paint, produced 266bhp, were trimmed in cocoa brown leather and featured a BOSE sound system, two-tone eighteen-inch alloys, 5mm spacers, a Boxster S-spec exhaust and M030-option sports suspension. A numbered plaque on the centre console highlighted each car's place in the production run.

Clearly, Porsche pulled no punches with the original Boxster. Consequently, the 986 was a knockout. Like the 914 many years beforehand, the new car proved immensely popular, and with 164,874 units released into the wild, it topped Porsche's sales chart – a position previously held by the brilliant 944 – until the Cayenne socked a killer blow. A pivotal cog in Porsche's wheel of independence, the 986 is a heavyweight piece of Zuffenhausen heritage.



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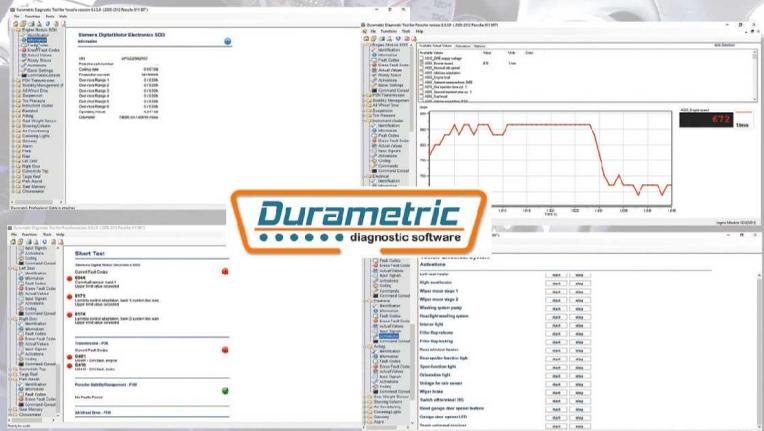
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RETURN OF THE KING

New 700bhp 935 takes heavy influence from the legendary 935/78

Below No more than seventy-seven new 935s will be assembled, with customer deliveries expecting to take place from June next year

Porsche recently unveiled the new 935 on the occasion of the historic Rennsport Reunion motorsport event held at Laguna Seca Raceway in California. The 700bhp racer features a body owing more than a passing nod to the legendary 935/78, a formidable competition car known affectionately as Moby Dick (due to the presence of a giant 'whale tail' rear wing). According to the manufacturer's racing division, the new car is "a birthday present from Porsche Motorsport to fans all over the world."

Celebrating seventy years of Porsche cars, the new racer's technology is based on the 991 GT2 RS and is intended for clubsport and track

day driving environments. Like Moby Dick, most of the new 935's body has been manufactured with composite parts (chiefly carbon-fibre). With its streamlined extended rear, the car reaches a length of just under five metres and width of a smidge over two metres.

Despite being inspired by a retro Le Mans legend, the new 935's spectacular aerodynamic design is a fresh development with distinctive air vents on the front fairings, parts which also feature on the 991 GT3 R. In fact, there's plenty of references to Porsche's famous racing machinery; capped rims are reminiscent of those attached to Moby Dick, LED-trimmed rear wing endplates are lifted from the 919 Hybrid LMP1, side mirrors are borrowed from the 991 RSR and exposed



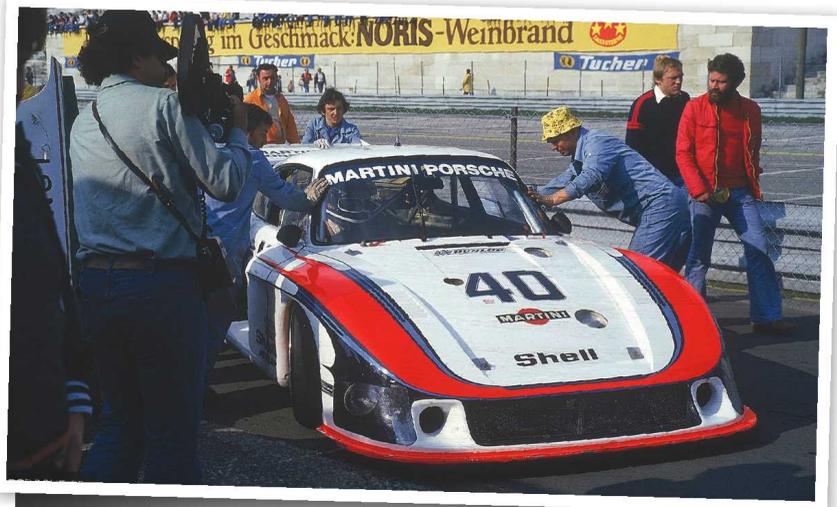
titanium tailpipes are modelled on those of the 908, a competition car first introduced in 1968 and designed under Ferdinand Piëch.

These references to Porsche's successful racing heritage carry through to the cockpit, where a wooden shift knob brings to mind what's seen atop the 917's gearstick. The carbon-fibre steering wheel and full colour information display are 991 GT3 R parts. A massive safety cage combined with a racing bucket seat and a six-point safety harness ensure maximum safety. Air-conditioning cools the cabin, while a passenger seat is offered as an optional extra.

TRACK ATTACK

This amazing chunk of clubsport cool is propelled by a state-of-the-art, 3.8-litre six-cylinder twin-turbocharged engine, largely identical to the high-output unit mounted in the roadgoing 991 GT2 RS. Power is transferred to the road via a seven-speed Porsche Doppelkupplung (PDK) transmission with rigid suspension at the 310mm-wide rear axle. Shifting is managed through paddle controls.

Six-piston calipers with 380mm discs sit at the front, while the rear features four-pot stoppers loaded with 355mm discs. Porsche Stability Management (PSM) provides traction control bolstered by an advanced anti-lock braking system. Switchable maps allow these systems to be deactivated at the user's request.



Top The legendary 935/78 'Moby Dick' provided inspiration for the new car's aerodynamic design

Buying one of the few new 935s being built makes you a member of an exclusive club, but at €701,948 (a number designed to reflect seventy years of Porsche cars since 1948) plus VAT, you'll have to dig deep. Those taking the plunge will accept their Moby Dick-aping racers from June 2019 at private delivery events. 





Builds

CABIN FEVER

The turbocharged transaxle's new interior requires custom dash trim to promote longevity

WORDS & PHOTOGRAPHY **Dan Furr**

With my 944 Turbo freshly painted after significant corrective metalwork at Banbury-based transaxle specialist, Retro Restorer, it was time to return my attention to the car's interior. Regular readers will remember the devilishly masterful plan I cooked up in partnership with the boys at automotive upholstery outfit, Awesome. In short, pretty much anything which can be covered in custom leather is in the firing line, including a brand new MOMO Prototipo steering wheel.

The car's original dashboard, however, is due to be trimmed in sumptuous Alcantara, but a challenge exists in the form of the part's windscreen air vent recess; leather and vinyl can be heat-treated to ensure manipulation around awkward shapes, but the same can't be said of Alcantara. Furthermore, the greenhouse-like heat generated by sunshine blasting onto the

surface through glass is likely to encourage the material to lift if adhesive is the only solution relied upon to hold the suede-esque stuff in place. A way of maintaining a pristine finish was required.

Awesome brothers, Greg and Glenn Ward, decided the way forward was to design a discreet recess insert which will securely fasten the Alcantara into place, thereby ensuring the material remains bonded to the dashboard in extremes of temperature. Precision laser-cut, the resulting piece of trim fits like the proverbial glove and will now be put into production with a matte finish to ensure the avoidance of unwanted glare when the sun is shining.

As visitors to the Lancaster Insurance NEC Classic Motor Show (see page 70) can attest, the past few weeks have been busy for Awesome, primarily due to launch of Comet, the new four-wheeler from Dowsetts Classic Cars, a company founded by designer and television host, Ant Anstead. The self-proclaimed "professional cake eater" used the show as a way of promoting ➤





Facing page Much to Glenn's disappointment, MOMO hasn't launched its own range of pizzas

Right Greg sends himself into a hypnotic trance by staring at swatches for seventeen hours without a break





Builds



» his new creation, which features a bespoke interior produced by – you guessed it – Awesome. Crowds gathered to see the bulging-bodied two-door and its superb custom leatherwork while it was on display.

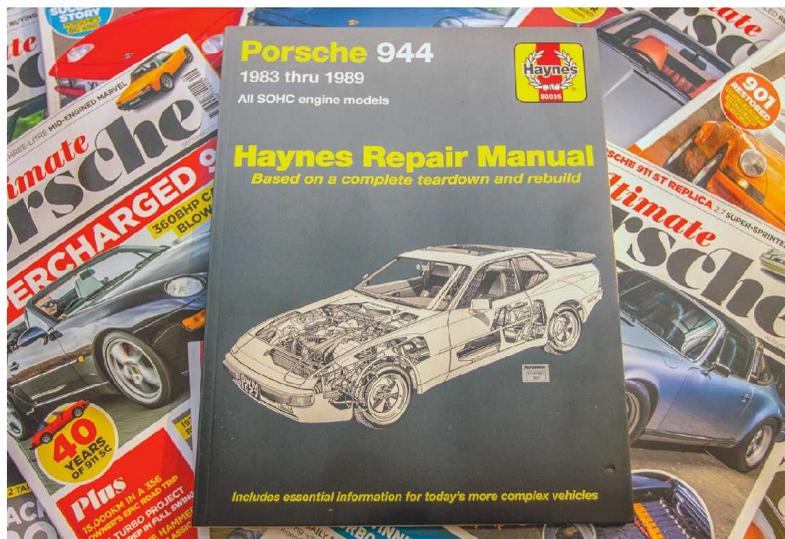
Meanwhile, I received an update from eBay to tell me the ‘scripted’ offside door handle I ordered had been despatched. I bought the rare part to replace the snapped handle present on my Porsche when I first laid eyes on the car. Switching the new item’s lock barrel to the original handle should be straightforward enough. Besides, if I run into trouble, I have my recently acquired Haynes repair manual to give me “essential information for today’s more complex vehicles”.

The next step will be to carry the car on a trailer from Retro Restorer’s workshop to Awesome’s premises, where work can begin fitting the freshly trimmed cabin furniture. I’ll report back with project progress in the next issue of *Ultimate Porsche*.



Above Laser-cut dash trim will be used to hold Alcantara tight in awkwardly shaped windscreen vent recess

Right Porsche script door handles are surprisingly difficult to come across in good condition



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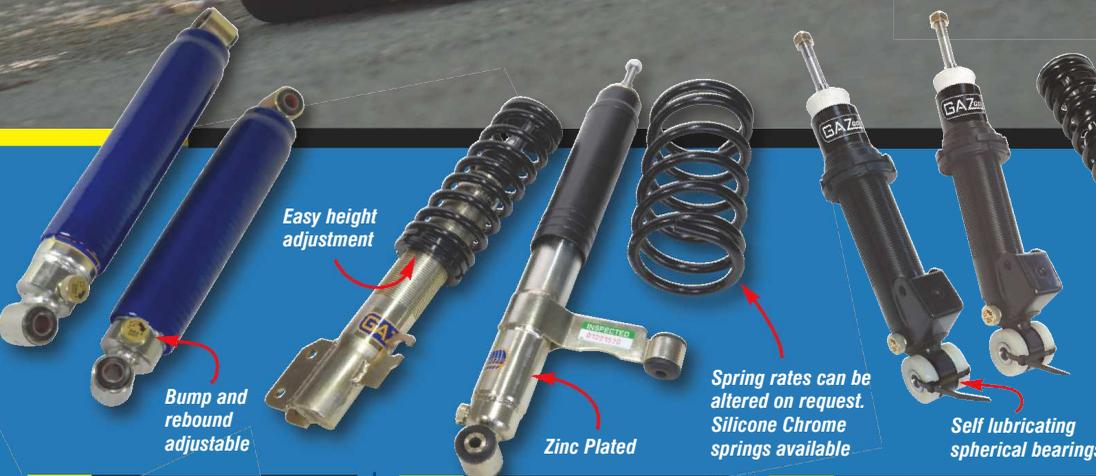
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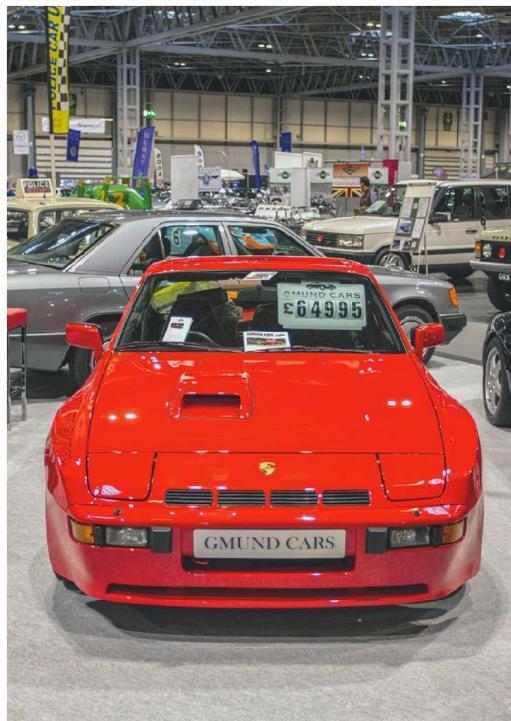
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NEC CLASSIC MOTOR SHOW

Amazing classic Porsches were the highlight of the UK's biggest and best indoor presentation of vintage vehicles

WORDS & PHOTOGRAPHY Dan Furr



Above and facing page
Cherished Porsche cars of all varieties were on display in each of the show's club, sales and auction areas

The second weekend of November saw Birmingham's National Exhibition Centre taken over by the Lancaster Insurance Classic Motor Show, an event bringing together lovers of vintage cars from all over the UK. Covering more than one million square feet (approximately eighteen football pitches), the show played host to over three thousand iconic retro rides, including a high number of tasty air-cooled and transaxle Porsches.

Three hundred clubs presented a diverse mix of cars, vans, motorcycles and tractors (hello to all you Porsche-Diesel fans!), affording show-goers the opportunity to discover rare motors spanning a century of automotive history. ➤➤



»» A huge autojumble, a highly anticipated multi-marque Silverstone Auctions sale, Meguiar's 'best of the best' showcase and more than five hundred specialist exhibitors also provided much to marvel at.

Ultimate Porsche readers who were able to get to the three-day event delighted in the huge footprint Porsche had in hall number one. Porsche Club GB's stand included ALB 223A, the immaculate 1960 356 B Coupe we featured in our April 2018 issue (order a copy at bit.ly/issuesup), as well as a Fuhrmann-engined, fibreglass-bodied 904 Carrera GTS, a formidable race car which marked Porsche's return to sports car racing in the mid-1960s.

ROAD AND RACE

Meanwhile, The Independent Porsche Enthusiasts Club (TIPEC) marked its twenty-fifth anniversary with a special display of silver stunners, including a 356, various 911s, an early 928 and a 944. Fans of 924s were treated to a carefully selected quartet of Turbos (including a magnificent GTS) as part of a superb display organised by the 924 Owners Club, while those interested in more modern race-inspired machinery enjoyed the brightly coloured







➤ Boxsters lined up on an imitation grid as part of Porsche Classic Services' celebration of cars which competed in this year's Classic Restoracing motorsport competition.

Earlier in the year, twenty special restorations were commissioned by Porsche Cars GB in recognition of the manufacturer's seventieth birthday. Spanning a fifty-year period, the front-engined, mid-engined and rear-engined cars chosen for the project were worked on by Porsche Centres and Porsche Recommended Repairers across the UK. Painted in Liquid Metal (a colour developed for the 918 Spyder) and trimmed in black leather, each car is equipped with manual transmission and the latest Porsche Classic parts and accessories, a move intended to underline Porsche sports car character and tradition.

Most of the finished cars were displayed on a commemorative stand at the show. Highlights included one of ten 3.2-litre 986 Boxsters, a

Above Motorsport machinery and fast-road cars were available or all to see

1981 924 Turbo, a 1982 911 SC, a 1.7-litre 914, a 1990 964 Carrera 4, a 1996 993 Carrera 4, a 928 GT and a 1986 944 Turbo. Each car was being advertised for sale, and most found new homes before the weekend's fun came to an end.

Not to be outdone, the on-site Silverstone Auctions sale offered a selection of classic Porsches to prospective purchasers. Three rare Flachbau 911s, a DP-tuned 911 Turbo wearing 964 body parts, a 993 Carrera 2, the penultimate right-hand drive G-series 911 Turbo (recently restored by Porsche Centre Glasgow) and a 968 Sport featured on the sale's huge lot list. Icon Engineering's faithful 917 replica – a seven-year labour of love – also attracted a lot of attention across the weekend.

Huge thanks to all participating clubs and their members for wheeling out brilliant builds. We're looking forward to next year's show already. Fingers crossed for the appearance of a certain Guards Red 944 Turbo...



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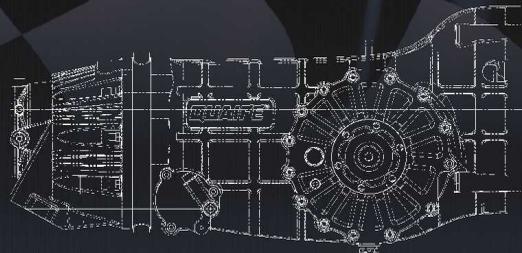
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Five minutes with...

Dale Phillips



Who are you and what do you do?

I'm Dale Phillips, Chief Operating Officer at transmission specialist, Quaife Engineering Ltd.

How long have you been with the company?

I joined Quaife in 2001. Engineering has always been my passion, but I opted to study for a degree in food chemistry. Inevitably, I was unhappy in my chosen field, which is why I seized the opportunity to apply for a job at Quaife when the opportunity arose almost two decades ago.

We're guessing you didn't walk straight into one of the company's top jobs?!

No! I spent my first eighteen months at Quaife de-burring gears in advance of moving into the firm's machine shop. I then went on to work in the sales department. A stint in the fitting department followed before I found myself getting involved with the technical development of Quaife products. Later, I managed front of house operations. As you can see, over the course of close to twenty years, I gained a comprehensive understanding of Quaife, its products and the way all aspects of the business work, meaning I was well placed to help Michael Quaife and his sister, Sharon, with the running of the company's commercial activities when they announced their decision to take a step back from day-to-day involvement.

Above Read about different types of differential, how they work and the benefits of Quaife's ATB offering by ordering a copy of the Oct/Nov edition of *Ultimate Porsche* at bit.ly/issuesup

How many people work alongside you at Quaife?

The team comprises eighty employees responsible for the design, development, manufacturing, fitting and servicing of Quaife products in-house. The roles covered by the team also include marketing and administration duties.

What's your favourite Porsche?

It has to be the 919. I'm a huge fan of endurance racing. What Porsche achieved with the 919 at Le Mans is nothing short of amazing. To then further develop the car and knock a minute off a Nürburgring lap time which has stood for more than thirty-five years was even more impressive!

What are Quaife's most popular products for Porsche cars?

Porsche owners tend to be the kind of drivers who like to upgrade and improve upon factory specification. Quaife ATB limited-slip differentials make a huge difference to cars fitted with open differentials as standard. We sell ATBs to owners of transaxle cars, 911s dating back as far as the late 1960s and more modern, water-cooled Porsches. We also manufacture quick-ratio steering racks for the G-Series 911 and a six-speed sequential gearbox for the 996 and 997.

Why should an *Ultimate Porsche* reader upgrade their car's transmission with a Quaife ATB differential?

Porsches are known for delivering plenty of torque. When used in anger, this power can take its toll on transmission components. A 'fit and forget' Quaife ATB limited-slip differential will deliver confidence in the form of reliability and longevity whilst vastly improving the driving experience, especially if you're looking to take a fast-road car onto the track. The resulting increased grip and better handling will also enable you to get the best out of typical performance-enhancing engine upgrades.

Can we follow your adventures online?

Ultimate Porsche readers are invited to visit the Quaife Facebook page, to follow us on Twitter and to view our website, which can be found by pointing your browser at quaife.co.uk

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

A red Porsche 911 RUF CTR 'Yellowbird' is parked on a gravel driveway in front of a brick building. The car is shown from the rear three-quarter view, highlighting its distinctive rear spoiler and multi-spoke wheels. The brick building has a gabled roof and a security camera mounted on the wall. In the background, there is a wooden fence and a dense forest of green trees under a blue sky with light clouds.

RUF RIDE

The RUF CTR 'Yellowbird' changed the way sports cars are produced, yet few Porsche fans are aware of the availability of genuine 'CTR Look' styling components for the G-Series 911

WORDS Dan Furr PHOTOGRAPHY Dan Sherwood





The last issue of *Ultimate Porsche* showcased the magnificent Ruf CTR2 currently being offered for sale by the German manufacturer's UK outpost in West Sussex. Based on the 993 Turbo and one of only sixteen examples of its kind, the mega-rare, four-wheel drive, twin-turbocharged powerhouse of performance stands as a fantastic example of what's listed as the second-fastest production car of the 1990s.

The CTR2 follows in the tyre tracks of the legendary CTR 'Yellowbird', a Ruf creation released back in 1987. Respected the world over for delivering blistering power from a highly modified Carrera 3.2 flat-six, the ground-breaking sports car outperformed almost every exotic four-wheeler it was tested against, including the Ferrari Testarossa and Lamborghini Countach. There was only one problem: Ruf limited CTR production to just twenty-nine units, meaning the 463bhp beast proved difficult for interested parties to get hold of. To 'satisfy' demand, a similar number of standard Carrera 3.2s (911s owned by Ruf

customers) were converted to CTR specification at the company's Pfaffenhausen headquarters.

Exclusivity remains a desirable aspect of Ruf ownership; the rarity of factory-built CTRs has resulted in surviving examples fetching in excess of \$1,000,000 at auction. While not currently commanding the same amount of cash when the hammer drops, CTR2s are rarer still thanks to production volume half that of the CTR. This makes owners of the lesser-known Ruf arguably more privileged than those bombing around in their very own 'Yellowbird'.

RUF JUSTICE

It's clear to see Ruf-built classics are in short supply. Moreover, those that do present themselves as available for purchase attract a high price tag. With this in mind, how do you go about introducing Ruf magic to your ride?

"Most Porsche owners are unaware of the availability of individual Ruf styling components," says Ruf Automobile UK commander-in-chief, Richard Sekula. A quick browse of the company's online store (rufautomobile.co.uk) reveals Ruf body kits



Above Well-worn factory leather has made way for brand new Recaro Pole Position seats similar to the original CTR's bum-huggers



with a choice of bumper styles (vented and non-vented). Individual exterior upgrades are readily available, as are Ruf alloys suitable for narrow and wide-body Porsches ranging from the G-Series 911 all the way through to the Panamera. Regardless of whether you want to give your Stuttgart-crested car a full Ruf makeover or a selection of subtle styling tweaks, Richard has you covered.

"We offer everything from genuine Ruf floor mats through to complete 'CTR Look' kits," he smiles, recognising the potential for owners of old-school 911s to transform the look of their cars into full 'Yellowbird' evocations. Suddenly, seeing a CTR parked on your driveway doesn't seem so far-fetched!

To demonstrate the fact genuine Ruf parts can be ordered outside of purchasing a complete car, Richard recently bought a gorgeous 1986 Guards Red Carrera 3.2, a left-hand drive 911 currently being subjected to the Ruf stuff. "It's a wonderful Porsche imported from America," he tells us. "Primarily, the car's job is to serve as a demonstrator highlighting the availability of Ruf equipment on a per-item basis, hence

the appointment of seventeen-inch CTR-spec staggered alloys, a Ruf three-spoke leather steering wheel, Ruf drilled alloy pedals and a Pfaffenhausen bonnet badge." Just as we were about to go to print, he fitted a pair of Recaro Pole Position buckets ("just like the CTR's seats") to replace the tired black leather you see on the pages before you.

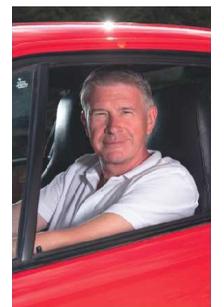
RUF AND READY

In stark contrast to low Ruf production figures, the number of miles covered by the radiant red Carrera during the past thirty-two years is high. Some might be wary of investing time and money in a classic 911 that's seen so much action, but not our man from Sussex. "The car has covered more than 170k miles, but its accompanying paperwork dates back decades and illustrates perfect service history. This is clearly a classic Porsche much-loved by its previous owners. Besides, as the new seats and RUF parts I've happily fitted demonstrate, I have little concern for the preservation of this car's originality."

A trip out to the recent Luftgekühlt gathering at Bicester Heritage proved the car's ability to perform well in all weather and driving conditions. "I spent much of the day stuck on the M25 and the rest of it travelling to and from Bicester in the pouring rain!" laughs Richard, fondly remembering the peculiar day-long downpour which took everyone by surprise during the summer's long heatwave. "I'm pleased to report the car behaved itself when sitting on idle for long periods, and that it pulled like a train when I opened up the throttle in the dry. The Bicester bash was a lot of fun, and ➤➤



DRIVER Q&A



RICHARD SEKULA

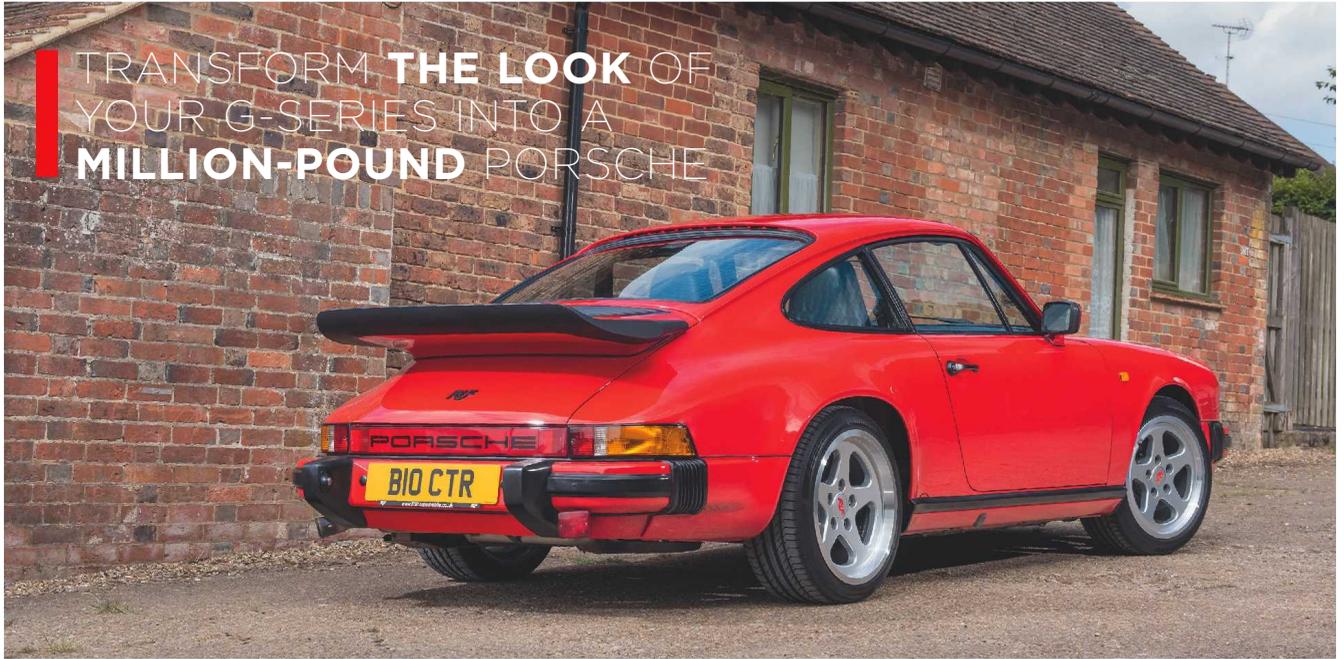
First Porsche
1981 911 SC Targa

Favourite Porsche
The 993 Turbo always pulls at my heartstrings!

Best thing about your Carrera 3.2
I love the glossy finish of the Guards Red paintwork!

Worst thing about your Carrera 3.2
Many fans of older Porsches will disagree with me, but the 915 isn't the most enjoyable of factory gearboxes to live with

TRANSFORM THE LOOK OF YOUR G-SERIES INTO A MILLION-POUND PORSCHE



► I was glad to see how many people enjoyed learning about the availability of Ruf wheels and styling parts right here in the UK,” he adds. Not that he’s going to limit the scope of his pet project to the aesthetic...

“Next year marks eighty years of Ruf as a company,” he reveals. “In recognition of this milestone, my intention is to take what I hope will be a freshly painted and fully CTR-kitted Carrera 3.2 to Pfaffenhausen for Ruf’s technicians to carry out a full mechanical upgrade. The engine will be bored out to 3.4-litres and fed with forced induction, the brakes and suspension will be upgraded to CTR specification and the car’s original 915 gearbox will make way for Ruf-built CTR five-speed transmission,” he confirms, acknowledging the skill of company owner, Alois Ruf Jr, in designing and manufacturing bespoke drivetrain equipment.

RUF STUFF

There are, however, more immediate updates on the cards. “Like any older car, there are areas of wear and tear in need of attention,” sighs Richard. He cites the introduction of a glovebox and the need to fix broken centre console trim as priorities, although lets slip he couldn’t resist

buying a set of red safety belts to go with the car’s new Recaros. He’s also sourced a European rear reflector panel due to the original American part lacking fog lamp features.

“I’m really enjoying my time with this car,” he grins. “The Ruf parts I’m applying throughout are a tribute to the CTR and its significance in the world of sports car production. Of course, the true value of a Ruf can only be explored through the power and performance generated by the manufacturer’s extraordinary mechanical work, but the availability of CTR styling kits, wheels and interior trim mirroring what was fitted as standard equipment to one of the world’s most exhilarating sports cars goes some way towards introducing the Ruf spirit to an otherwise standard classic 911.”

At the time of writing, a full ‘CTR Look’ kit for your Carrera 3.2 or 911 Turbo will set you back less than ten grand. The package comprises a set of staggered seventeen-inch five-spokes, door mirrors and bumpers. That’s not a lot of coin to transform the look of your G-Series into a million-pound Porsche. And if our reckoning is anything to go by, you won’t have to wait anywhere near as long for the parts as you might if trying to pin down an available example of the lesser-spotted ‘Yellowbird’!

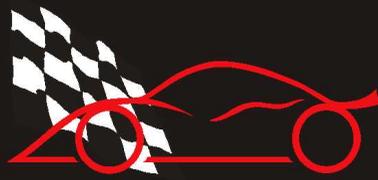


Ruf passage

CTR stands for Group C Turbo Ruf. Based on the Carrera 3.2, the model was released in 1987. Ruf boss, Alois Ruf Jr, deemed the 3.2 to be a better choice than the 911 Turbo (930) as the platform for his new creation, a decision influenced by the 3.2’s lower weight and more effective drag coefficient. All detachable Porsche panels were replaced with aluminium parts, further reducing weight by more than 200kg. Engine modifications included increasing displacement to 3.4 litres, adding updated fuel injection and a switch to the same ignition system used on the 962 race car. Instead of opting for the 3.2’s five-speed gearbox or the 930’s tougher four-speed, Ruf developed its own five-speed transmission capable of withstanding massive bhp and torque.



Far left Much like the cars Ruf produces as a listed manufacturer in Germany, the company’s crest is inspired by the work of Porsche



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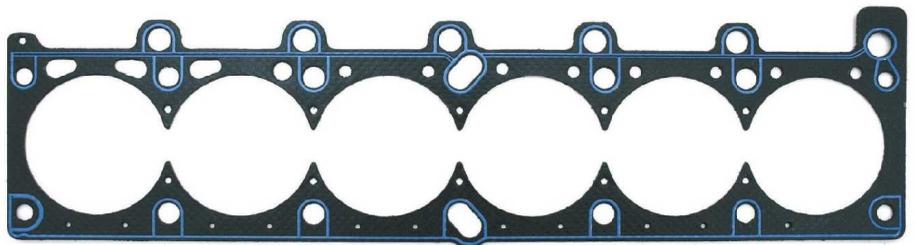
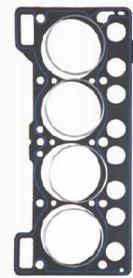
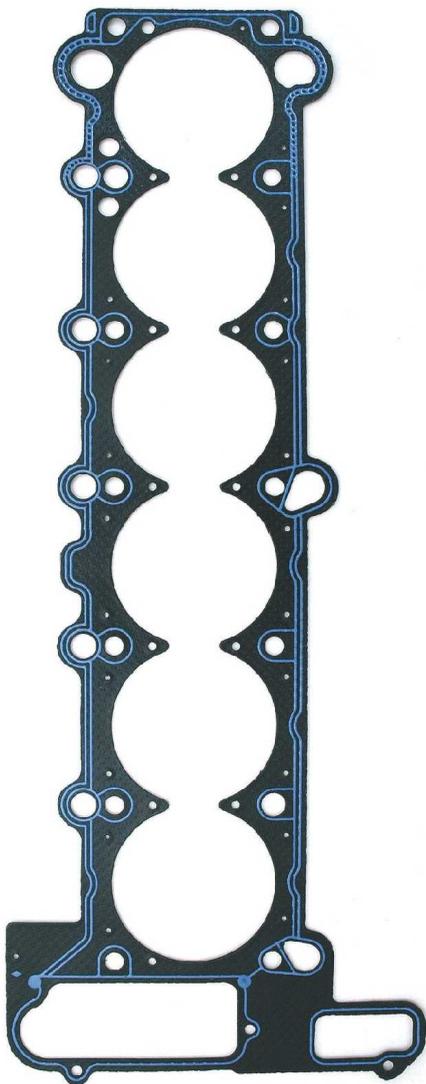


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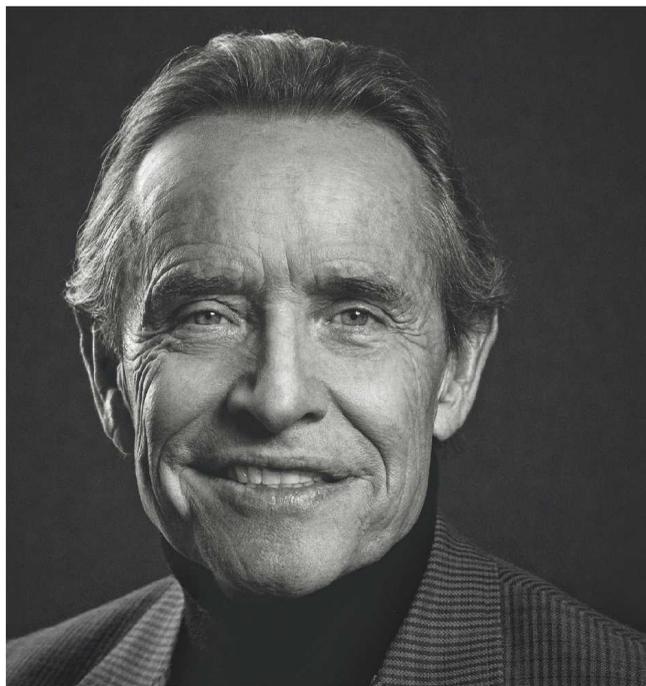
One of the fastest men on four wheels

WORDS **Timothy Pope** PHOTOGRAPHY **Variou**s

Born in Belgium on the 1st January 1945, Jacques Bernard Ickx was brought up on a diet of high-octane action thanks to his father's profession as a motoring journalist. It was racing on two wheels which first excited the young Jacky, an interest leading him to compete in the 50cc class of various European motorcycle racing competitions before an eventual move to touring cars. He won his home country's national saloon car championship in 1965, piloting a Lotus Cortina before winning the Spa 24 Hours from behind the wheel of a BMW 2000TI in 1966.

Formula One was the young Ickx's target, and the win at Spa – as well as experience competing in endurance racing at Nürburgring – secured him a seat with Tyrrell in the F2 class of the 1966 German Grand Prix. Sadly, his first outing in the championship wasn't the dream start he'd hoped for; a regrettable collision with British driver, John Taylor, caused both men to retire from the race on the first lap, with Taylor subsequently dying from the injuries he sustained.

Ickx returned to the Nürburgring to compete



to that year's championship winner, James Hunt, Ickx concentrated his efforts almost exclusively on endurance racing. He'd already won the 1969 24 Hours of Le Mans, outperforming the then-new Porsche 917 with the Ford GT40, and achieved victory in the same race in 1975 with teammate, Derek Bell, and the Mirage GR8. Porsche was so impressed with Ickx's performances behind the wheel, he was employed as a works driver in 1976.

His appointment was a shrewd move. Not only did he win the 1976 competition for Porsche at Sarthe when partnering with Gijs van Lennep in the 936, the man known as *Monsieur Le Mans* managed the same again in

A move to Ferrari in 1968 brought him his first F1 win, a victory secured at the French Grand Prix

for Tyrrell in the F2 class of the 1967 German Grand Prix. He drove a Matra MS7. Despite his steed being down on power compared to the purpose-built F1 machines it was competing against, the plucky Belgian managed to hammer his Cosworth-powered track weapon hard enough to beat all but two

of the drivers (Denny Hulme and Jim Clark) on the grid during qualifying. F2 cars were required to start Grand Prix races at the rear of the grid regardless of qualifying times, but within four laps, Ickx had overtaken no fewer than twelve F1 cars!

A move to Ferrari in 1968 brought him his first F1 win, a victory secured at the French Grand Prix. Ickx finished the season in fourth place. He returned to Ferrari in 1970 after spending a year with Brabham, going on to secure further wins in advance of a stint with Lotus, but after losing out on the 1976 McLaren F1 seat

1977 with teammates, Hurley Haywood and Jurgen Barth. Reunited with Bell, Ickx's third victory at Le Mans with the 936 came in 1981 before the pair were put in charge of the mighty Rothmans 956, securing the win in 1982.

In between racking up six Le Mans titles and eight F1 wins, Ickx won the 1977 Bathurst 1000, the 1979 Can-Am Championship and went on to win the 1983 Dakar Rally. He retired at the end of 1985, but is regularly seen at historic race events, usually as an ambassador for Porsche. His daughter, Vanina, has competed in DTM and GT racing.





Bag a bargain

Unlike offerings from most supercar manufacturers, used Porsches are available at low cost. Here's our pick of what £5,000 buys you...

WORDS **Dan Furr** PHOTOGRAPHY **John Colley**

For many years, the 924 ruled the roost as the entry point to affordable Porsche ownership, but with the cost of buying a first-gen Boxster falling to rock bottom in recent times, prospective owners working to a limited budget are now in the fortunate position of being able to pick and choose a totally different style of Porsche to suit their tastes in style and performance. Of course, if you're

on the hunt for a project car in need of work, there are big bargains to be had outside of the models we've highlighted across the following pages, but for those of you who wish to remain sympathetic to your bank balance while living life along the lines of Magnus Walker's mantra, "get out and drive", the good news is that a five-grand budget is currently enough to secure you a tidy, fully operational example of the cars we've identified here as our 'Porsche picks'.

986 Boxster S

THE CAR

The news you can buy a first-gen Boxster in exchange for a low number of coins is hardly the stuff of headlines these days, but the ability to buy a range-topping 3.2-litre S for just £5,000 (and have change for fuel!) might come as something of a surprise to many readers expecting us to cite a 2.5-litre 986 as our budget pleaser. We're not denying 2.5 and 2.7-litre Boxsters are more readily available, but providing you do your homework, a late first-generation car with desirable mileage can be yours for less than you might think.

The 986 Boxster shares many of its components (mechanically and cosmetically) with the 996-generation 911, a move intended to save money on production costs at a time Porsche's finances were in trouble. Again. As the 986 proved increasingly popular (going on to eclipse the 944's status as the most successful Porsche product), advances in the quality of construction and specification were introduced, making a later 986 more desirable than its predecessors. Like any older car, however, there are problem areas to watch out for, but you'll be pleased to know rust is a rare sight on Boxster bodywork.

The 986 suffers a reputation for being prone to cracked liner bores. This is a complaint mostly concerned



with early cars (pre-2001) and can be difficult to spot. Porsche attempted to address the problem with an update to its casting process in 1999, a move intended to result in the elimination of porous engine blocks. Our advice would be to focus your attention on finding a late Boxster S (2002 onwards), but if in doubt, have a specialist check over the 3.2-litre, mid-engined marvel you're thinking about buying.

A glass rear hood window replaced the plastic part in 2002. In fact, the

Boxster range as a whole was treated to a minor facelift, including a glovebox, a new electric hood mechanism, an updated steering wheel and new airflow pipework. The most obvious change was the elimination of amber indicators and side repeaters, new wheel designs and sharper bumpers. The Boxster S was treated to a small-but-welcome hike in horsepower, helping the 0-60mph dash to be completed in just 5.7 seconds when loaded with manual transmission.



THE PRICE

Here's what we found online:

2002 986 BOXSTER S

71k miles, grey, black leather, manual gearbox, complete toolkit, new keys, new thermostat and housing, new brake discs and pads, aftermarket head unit with built-in satellite navigation system
£4,100

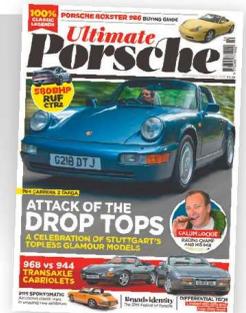
2002 986 BOXSTER S

96k miles, grey, black leather, Tiptronic gearbox, new hard top, new genuine radiators, new genuine exhaust system, full main dealer service history, long MOT, unmarked alloys, new tyres
£4,900



THE GUIDE

You can find our comprehensive 986 buying guide in the Oct/Nov 2018 issue of *Ultimate Porsche*. Order a copy of the mag at bit.ly/issuesup



THE EXPERT

"The Boxster S is a fantastic car offering a lot of bang for your buck," says Russ Stanley, head of independent Porsche sales, servicing, maintenance and restoration specialist, Revolution Porsche. "Ideally, the car you're looking at will have been maintained by Official Porsche Centres or reputable independent specialists. If non-specialist garages have been used, then this may be a sign the car hasn't been correctly cared for. If in doubt, ask a specialist to give the car a thorough pre-purchase inspection."

CONTACT

Revolution Porsche Specialists Brighouse 01484 717342 revolution-porsche.co.uk Instagram: [revolution_porsche](https://www.instagram.com/revolution_porsche)



Buying guide

924 (non Turbo)



THE CAR

For far too long, self-proclaimed Porsche 'purists' needlessly got their knickers in a twist following the manufacturer's decision to launch a line of front-engined, water-cooled cars alongside the ageing air-cooled 911. The model on the receiving end of unnecessarily harsh reviews was the 924, a car which started life as a joint Volkswagen-Porsche project before the big-wigs at VW decided to jump ship in favour of developing the Golf-based Scirocco. Porsche carried on with the 924, a move resulting in more than 150k units sold in the eleven years following the model's release into the wild in 1977.

Early two-litre cars were mocked for performance more in keeping with a VW than a Porsche, yet the rear-mounted transaxle and front-engined layout of the 924 delivered superior weight distribution, focused handling and enviable brake balance. These features formed the basis for the development of the 944, a pure Porsche designed to replace the 924. Refusing to go down without a fight, however, the older car stuck around for five years after the 944's arrival.

Two-litre 924s built after 1981 are considered by many to be the 'sweet

spot' thanks to the introduction of a five-speed gearbox without dog-leg shifting, tider trim (updates including a smooth fuel filler flap in place of the cog-style locking cap seen on early cars) and revised switchgear.

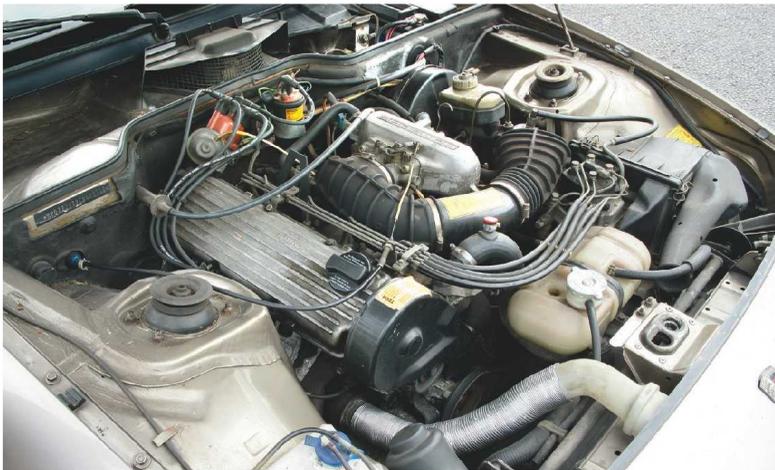
In 1984, VW stopped making the two-litre engine blocks used in the 924. Eliminating the model would have left Porsche without an entry level offering (a new 924 cost considerably less than a new 944). The solution was to fit a detuned version of the 944's 2.5-litre engine into the comparatively narrow-bodied 924. The resulting 924 S arrived in dealer showrooms in 1986.

If you prefer the narrow-bodied looks of the 924, but desire the power of a naturally aspirated 944, then the 924 S is the car for you. 150bhp (compared to the 944's 163bhp) was accompanied by five-stud wheels, bigger brakes and revised suspension. The interior of the S continued to use the 'square dash' of early four-cylinder transaxles (as opposed to the 944's curvaceous cabin furniture), but the transaxle formula remained true, producing the kind of perfectly balanced handling and power 911 owners could only dream of.

924 bodies were galvanised from factory, meaning they're not known for suffering tinworm. Unless the car you're looking at has been in an accident, the fully protected chassis should have kept factory metal in excellent condition. In fact, 924 bodywork seems to resist corrosion better than the 944, but if in doubt, check jacking points, suspension panels and sills.

If you're handy with a set of spanners, you'll love working with the 924's simple mechanical components and electrics. These are great cars to play with and are well-served by a number of model specialists, Porsche's own extensive range of genuine spares and a thriving owners club happy to help those new to the wonderful world of transaxles.

The 924 S was given a further boost in power in readiness for the 1988 model year, when engine output was increased to 160bhp. The changes resulted in a 924 quicker than the base model 944 thanks to less overall weight and better aerodynamics, but it was a short-lived triumph: Porsche favoured its premium models, signalling the end of 924 production later that year.



THE PRICE

Here's what we found online:

1984 924
77k miles, full respray in Guards Red, black/striped half-leather seats, newly refurbished wheels, new tyres, new exhaust, recent timing belt change
£3,995

1986 924 S
80k miles, metallic red paintwork, Herringbone upholstery, new dashboard cap, fifteen-inch Teledial wheels, new genuine ignition and timing components, new exhaust, new clutch, new brake hoses, long MOT, massive history file
£4,250



THE GUIDE

You can find our comprehensive 924 buying guide in the August 2017 issue of *Ultimate Porsche*. Order a copy of the mag at bit.ly/issuesup



THE EXPERT

“Whatever 924 tempts you to part with hard-earned cash, rest assured the model’s narrow body and super handling means you’ll have just as much fun at slow speed as you will driving with the pedal to the metal,” says 924 Owners Club publications editor, Pete Saysell. “Porsche’s influence is clear to see with the 924 S, where heightened levels of refinement, sound deadening, improved performance and better mechanical specification make the model more comfortable and more capable than earlier 924s cut from VW’s cloth.”

CONTACT

924 Owners Club porsche924.co.uk Instagram: [924oc](https://www.instagram.com/924oc) Twitter: [@924oc](https://twitter.com/924oc) Facebook: [porsche924OC](https://www.facebook.com/porsche924OC)



Buying guide

944 2.7



THE CAR

Porsche was ready to give its phenomenally successful 944 range a facelift in 1990, heralding the introduction of Turbo styling across the entire family of 944s. Slapped with S2 badges and following hot on the heels of the 944 S, the newer, sleeker, naturally aspirated sixteen-valver reflected a departure from the tired styling cues shared with the nose end of the 924 and 928.

But wait! Between 944 S and S2 production came a short-lived 944 powered by a 2.7-litre engine. Earlier cars made use of 2.5-litre lumps, while the later S2 was powered by a sixteen-valve inline-four packing three-litres of displacement (making it the largest production four-cylinder engine of its time), but in early 1989, the 944 2.7 introduced a significant increase in torque, a few extra ponies, a big-valve cylinder head and a revised block to the eight-valve 944 line-up. Nice!

Motoring commentators noted the newer engine's changed performance characteristics, where midrange pull was noticeably improved over the 944 S, a variant of the transaxle which failed to sell in high numbers. In contrast, well over ten thousand 2.7-litre 944s were built and sold in 1989, the model's only year being shipped to main dealer showrooms from Porsche's assembly line at Neckarsulm in Germany.

The 944's high volume production and the availability of interchangeable parts across the range means owners have nothing to worry about when it comes to sourcing spares or tuning equipment. New, used, genuine and aftermarket parts are in plentiful supply, and servicing costs are comparable with your neighbour's Ford Focus.

Forgetting that all-important engine for a moment, the car we're talking about is a 944 and must be

viewed in the same way as all other 944s when it comes to the inspection of bodywork. The chassis may be galvanised, but thirty years have passed since the car you're considering buying was built, so look for corrosion along the sills, door bottoms and wing bases. Check those wide wheel arches for trapped dirt and moisture which might cause problems down the line. Inspect the inside of the car for evidence of water leaks, especially around window and sunroof seals.

944s built after 1986 feature aluminium control arms designed to allow for an updated wheel offset. Folk who have experience driving both early and late cars say the change negatively affects the quality of the 944 driving experience, but in practice, whatever 944 you end up with will provide brilliantly balanced handling, smooth engine operation and impressive overtaking abilities.



THE PRICE

Here's what we found online:

1989 944 2.7

125k miles, red paintwork, black half-leather seats, full MOT history, fifteen-inch Teledials, new tyres, long MOT, Cat D repaired after damage to rear quarter
£3,995

1989 944 2.7

96k miles, metallic blue paintwork, blue half-leather seats, full service history, recent timing belt change, fifteen-inch Teledial wheels
£4,995



THE GUIDE

You can find our comprehensive 944 buying guide in the October 2017 issue of *Ultimate Porsche*. Order a copy of the mag at bit.ly/issuesup



THE EXPERT



"I'm the proud owner of a 944 2.7 bought as a personal project," says Nash Hunter, owner of the UK's leading 944 service and restoration specialist, Retro Restorer. "The 2.7-litre engine is my favourite of the eight-valvers due to its torque curve and higher output when compared to earlier engines, but whatever your requirement from a sports car, the 944 can satisfy your demands. In truth, if you're on the hunt for a brilliantly built, good-looking, comfortable, high quality performance car happy to be used as a daily, then pretty much any 944 will do the job. Go buy one!"

CONTACT

Retro Restorer 01295 477108 retrorestorer.co.uk Instagram: [retro_restorer](https://www.instagram.com/retro_restorer) Facebook: [porsche944resto](https://www.facebook.com/porsche944resto)

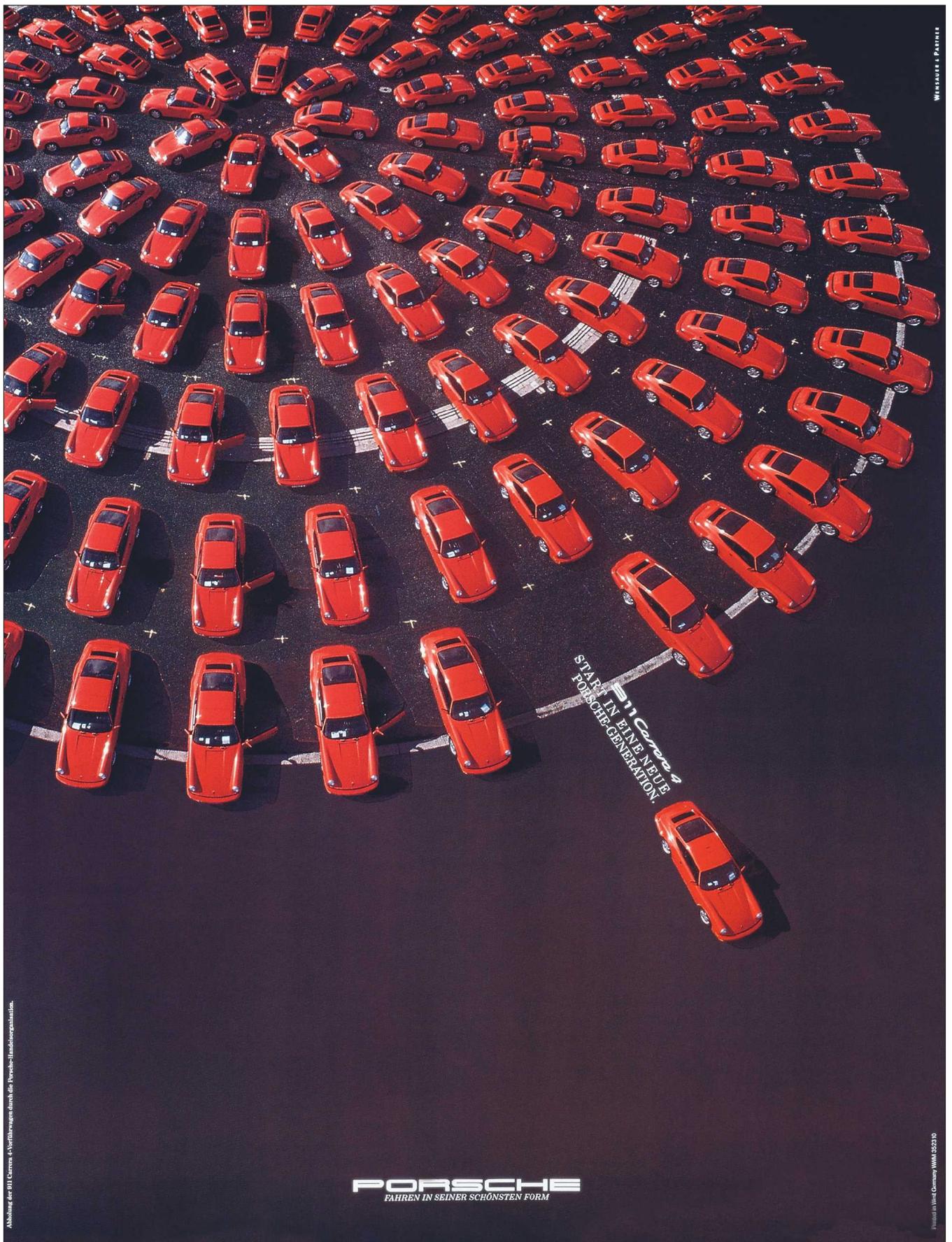


Abbildung der P11 Carrera 4 Viertürerwagen durch die Porsche-Händlergesellschaften.

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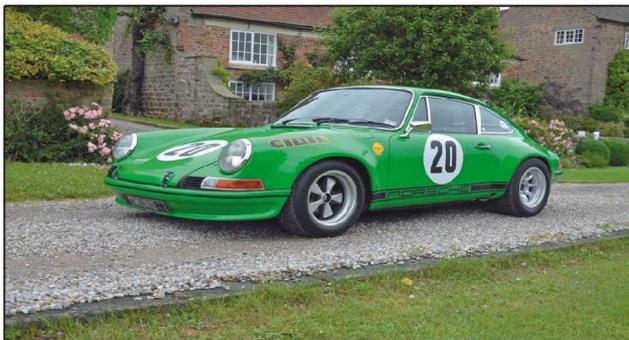
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1974 Porsche 911 2.7 Carrera Targa
One of only 2 cars in this colour of Magenta,
Concours condition, 110k miles. £155,000



1997 Porsche 993 Carrera 4 Varioram
Beautiful condition. Black w/Black interior, 65k miles.
£72,495



1972 Porsche 911 S (S/T 2.8)
2.8 RS MFI Engine producing 246 BHP, S/T Bodywork,
Viper Green, 101k miles. £159,995



1980 Porsche 924 Turbo
Mocha Black w/Brown pasha, Full respray, Mechanical
overhaul. £18,495



1956 Porsche Standard AP16
Fully Restored. 2 Cylinder, 16 BHP. £15,000



1983 Porsche 911 Carrera 3.2 Sport Targa
Guards Red w/Black, 112k miles. £37,495



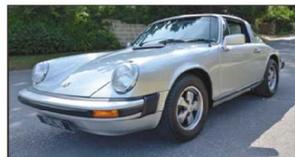
1994 Porsche 993 Carrera - Tiptronic
Midnight Blue, 51k miles. £55,995



1981 Porsche 924 Carrera GT
Guards Red, 75k miles. £64,995



1986 Porsche 911 3.2 Sport Cabriolet
White w/Grey, 141k miles. £39,995



1977 Porsche 911 S 2.7 Targa
Metallic Silver w/Black Leather. £74,995



1961 Porsche Diesel 329
Fully restored, 3 Cylinder, 35 BHP. £25,995



1988 Porsche 911 3.0 RS Homage
Huge Spec, G50, 145k miles. £69,995



1960 Porsche Diesel 218 Standard
Museum quality, 25 BHP. £18,995



1985 Porsche 911 Carrera 3.2 Sport
Silver w/CanCan Red Leather. 65k miles. £52,995



1987 Porsche 930 Turbo Cabriolet, First RHD
Turbo cab to be produced, 50k miles. £109,995



1989 Porsche 930 Turbo Cabriolet
Baltic Blue, G50, 70k miles. £119,995



Under the hammer

Hammer time!

A look at what tickled our fancy when Silverstone Auctions presented The Porsche Sale at the annual event's new home, Dallas Burston Polo Club, last month...

WORDS Dan Furr PHOTOGRAPHY Charles Foster Kane

SOLD FOR
£34,875



1996 993 CARRERA 2

We reckon this Arena Red 993 Carrera 2 may well be the auction's biggest bargain. A UK car supplied new by Riverdale Porsche to a Mr Hugh on 30th August 1996, this fabulous example of the last air-cooled 911 features a variety of cost options, including a rare sliding metal sunroof. The seller was in

possession of the car for more than fifteen years, keeping the grey-trimmed stunner in dry storage for the majority of his custody. Distance covered from new is a respectable 64k miles, while recent recommissioning work includes new braking equipment, drive belts and a full service, delivering peace of

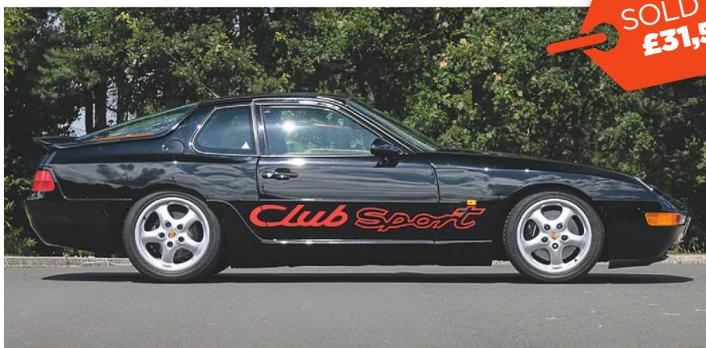


mind those interested in bidding on this cool coupe. A history file packed full of main dealer stamps and all old MOT certificates formed part of the package, as did grey

leather in fantastic condition. There can be no doubt this is a cared-for Porsche, and one we were sure would fetch a much higher sale price. Congratulations to the car's new owner.

1994 968 CLUBSPORT

A low number of right-hand drive, Clubsport-badged 968s were built during the special edition's two-year production run, making this black beauty something of a rarity. Complete with a Porsche Certificate of Authenticity, invoices totalling £18,000, a complete toolkit, a verifiable mileage of less than 61k miles, all factory handbooks, an original spare wheel, a new alternator, new belts, uprated gearbox mounts, a fresh windscreen, a new clutch and flywheel, a new steering pump and an overhauled rack, this terrific transaxle represents another of The Porsche Sale's brilliant bargains. A superb car.



SOLD FOR
£31,500

SOLD FOR
£82,125



1958 356 A

This left-hand drive 356 A has been owned and raced by the same petrolhead for more than two decades. Road-rally focused with period modifications carried out by marque specialist, Barry Curtis, the car has been meticulously maintained by PR Services in recent years. At the heart of the beast is a 1720cc flat-four rebuilt using oversized forged pistons and barrels, Zenith NDX

carburettors and a stainless steel sports exhaust. Plexiglass, uprated electrics, aluminium seats, trick timing gear and paperwork highlighting participation in the Liege-Rome-Liege, Coupes des Alpes, Monte Carlo Classic Marathon and Classic Malts also proved irresistible to bidders when the car was presented at The Porsche Sale. Purple reign? You betcha!

SOLD FOR
£19,833



1958 SUPER TRACTOR

Porsche launched the Super 308 as a high-end farmland workhorse in 1957. Replacing the P133, the newer tractor's optimised engine delivered significantly more power with the same displacement and fuel consumption than that of its predecessor. Of course, the Super retained the typical Porsche look: red paint and a sleek, inclined engine hood. This beautiful 308 Super is powered by a 2466cc three-cylinder air-cooled diesel and has been completely restored, both mechanically and cosmetically. Many new parts have been fitted, complemented by a top-drawer respray and those awesome cream-coloured wheels.





Under the hammer



1978 928

Those of you who have been reading *Ultimate Porsche* since our launch issue will remember our first cover feature, a celebration of the 928's fortieth anniversary. The star car was Jonathan Stevenson's early 4.5-litre V8, complete with spotless Guards Red paintwork, Pascha interior and single door mirror. Save for aftermarket silencers, the car remains in completely original specification and has been looked after for Jonathan by Porsche Centre Hatfield in the two years since his name appeared on the tidy transaxle's logbook. Despite 95k miles covered, the immaculate condition of the car had us certain the final sale price would be much higher when the hammer finally fell.



ESTIMATE
£135,000
- **£155,000**



SOLD FOR
£92,625

1977 911S (1974 RSR EVOCATION)

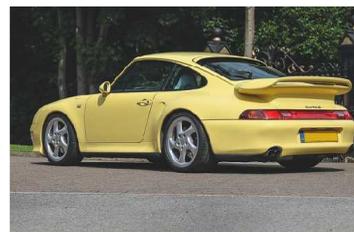
This wide-arched wonder started life as a 1977 911S before being backdated to 1974 RSR specification in the early 1980s. Equipped with a tuned three-litre flat-six, the car was raced throughout its life, with recent participation in the Spa 6 Hours and competitions in Spain and Portugal. In 2013, the engine was rebuilt by AWS Engineering, before the appointment of 917

brakes, remanufactured RSR suspension, twin-spark ignition and the correct mechanical fuel injection. HTP papers (signed by ex-works driver, Jurgen Barth) valid until 2028 mean this white track monster - complete with its new Avon slicks, Corbeau bucket seat, Willans fuel bladder and stainless exhaust - can compete in historic racing series for many more years to come.

1986 930 SE FLACHBAU

This Minerva Blue minter was ordered for its first owner by Monarch Porsche of Birmingham. Boasting heated seats, a limited-slip differential, heated mirrors, a Blaupunkt Toronto head unit, electrically operated sports seats and a registration plate reflecting its right-hand drive (option code C16) turbocharged SE configuration, the car was originally bought by Alexander Patrick of Patrick Motors, who entered it into The Patrick Collection, a collection of classic and modern vehicles, Dr Who memorabilia and a library of motoring magazines and manufacturer brochures. We're keen to see the final sale price when the car goes to auction at the Lancaster Insurance Classic Motor Show in November.

ONE TO
WATCH
OUT FOR



SOLD FOR
£185,625

1998 993 TURBO S

One of only twenty-six examples produced for the UK domestic market in this configuration, the not-so-mellow yellow 993 Turbo S (complete with its twin-turbocharged flat-six) you're looking at was supplied new by Porsche Centre Wilmslow on 16th March 1998. Pastel Yellow with full black leather, the 450bhp fast-road racer shows 71k miles on its odometer and was in the possession of the seller for more than sixteen years. One of the most powerful Porsches to wear the 911 designation, this hugely desirable product of the Porsche Exclusive department is littered with carbon-fibre and has always been looked after by Official Porsche Centres. In fact, all but two of the stamps in the car's service book were put there by the wizards at Wilmslow!

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- 1957 T1 A Cab, LHD, aqua blue / red
- 1958 T2 A Coupe, RHD, silver / red
- 1960 T5 B Coupe, RHD, silver / red
- 1960 T5 B Roadster, LHD, light met blue / red
- 1961 T5 B Coupe, LHD, silver / black
- 1962 T6 B Cab, LHD, silver / red
- 1962 T6 B Super 90 Coupe, LHD, silver / blue
- 1964 T6 C Coupe, LHD, mid sky blue / black
- 1964 T6 SC Coupe, RHD, signal red / black



FOR SALE

- 1965 911 Coupe, LHD, signal red / black
- 1965 911 Coupe, LHD, ivory / black
- 1965 911 Coupe, LHD, irish green / black
- 1965 911 Coupe, LHD, sky blue / black
- 1973 911 S Coupe, LHD, blue / tan
- 1975 911 2.7 Carrera, LHD, viper green met
- 1975 911 Rally car, LHD, white
- 1976 911 3.0 Turbo, LHd, bronze / tan
- 1987 911 3.2 Carrera Targa, RHD, Maurve met
- 1994 964 3.6 Turbo, LHD, blue / black



FOR SALE

- 1958 Porsche Junior Tractor, mid, red / rust
- 1959 Porsche Junior Tractor, mid, red / rust
- 1961 Porsche Junior Tractor, mid, red / rust
- 1965 912 Coupe, LHD, white / black

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