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One of the things separating *911 & Porsche World* from other Porsche titles is the fact everyone contributing to this magazine, almost without exception, owns and runs a Porsche. In fact, most of us bringing you “the world’s biggest-selling monthly Porsche magazine” are in possession of multiple Porsches. For my part, I’m the owner of a 997 Carrera 4S, a 968 Sport and a 944 Turbo, but across our fast fleet is a fine mix of Stuttgart-crested sports cars, including two showcased for the first time this month: an RS-kitted 996 GT3 and a 981 Cayman GT4.

With this in mind, I reasoned showcasing the cars dotted on by the people bringing you the words and pictures you devour each month would serve

to reinforce the fact we don’t just write about and photograph Porsches, we live and breathe them, too.

This passion for Porsche is what binds us to you, our loyal readers. As Karl Meyer describes in his op-ed piece this month, our work is more of a calling than a job, and even though we motoring journalists are lucky enough to drive all manner of Porsche products, nothing quite beats pride of ownership and the deeply personal relationship we have with our cars. We practice what we preach. Enjoy the magazine.



Dan Furr Editor
 @DanFurr

911 & Porsche



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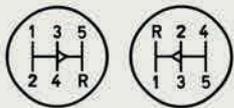
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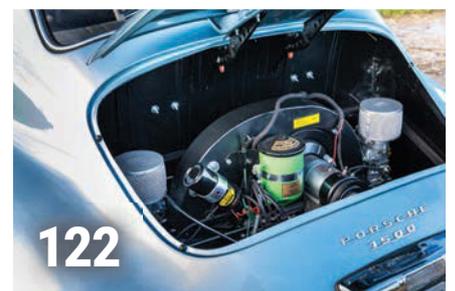
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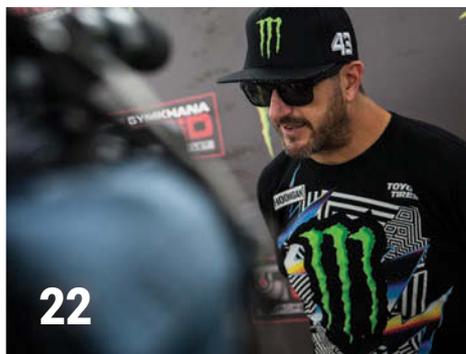


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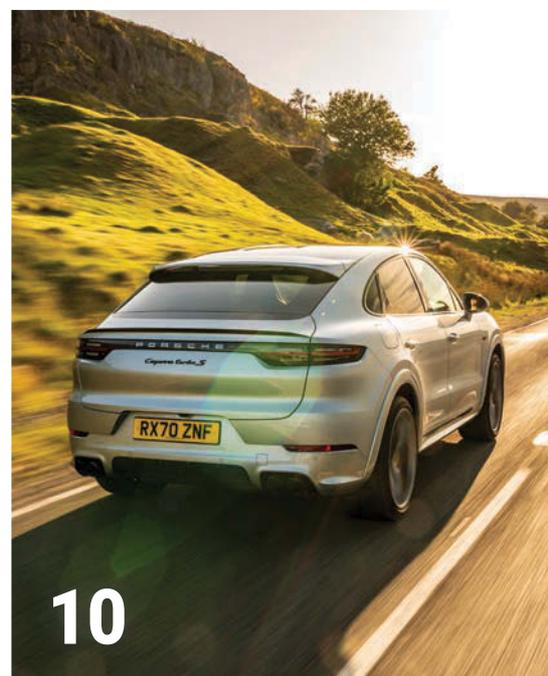
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A top-down view of a dark classic car, possibly a Jaguar, parked on a cobblestone street. The car is centered in the frame, and the cobblestones create a textured, circular pattern around it. The car's interior, including the steering wheel and dashboard, is visible through the windshield. The rear window and trunk area are also visible.

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A PORSCHE FOR ALL SEASONS

Those unfamiliar with the Cayenne Coupe range might be forgiven for thinking the Turbo GT is the most powerful model in the current line-up. They'd be wrong – the Turbo S E-Hybrid not only comes with a rip-roaring V8, but also an eco-friendly plug-in hybrid system boosting power to almost 680bhp...

Words James Fossdyke Photography Barry Hayden





Let's jump straight in. The Cayenne Turbo S E-Hybrid Coupe is essentially a Cayenne Turbo loaded with the plug-in hybrid system found on the V6-powered Cayenne E-Hybrid, meaning there's a four-litre V8 and a 100kW electric motor (fed by a 19.4kWh battery pack) to play with. Officially, this means the Turbo S E-Hybrid Coupe will cover forty kilometres on electric power alone. Recharging the battery using a 7.2kW domestic 'wallbox' charging system takes less than three hours. Theoretically, then, if you work twenty miles from home, and providing you can charge your Porsche when you get to your place of employment, you need never use a drop of petrol on the commute to and from the office. And, if you want to travel further afield, you've always got the flexibility – and the five-minute refuelling time – of the internal combustion engine to fall back on.

All of which means the Cayenne Turbo S E-Hybrid Coupe's plug-in hybrid system could radically reduce your fuel costs. Indeed, Porsche claims the model is good for between 68.9 and 74.3mpg, but you'll have to be very sparing with use of the petrol engine to achieve as much. Admittedly, with the electric motor producing 134bhp all by itself, getting around on silent electric power doesn't feel like too much of a hardship, though it's hardly the most exciting way of travelling from A to B.

Irrespective of whether you stick

to using battery power, plug-in hybrid Cayennes provide certain tax advantages making them very appealing to drivers of company cars. With official carbon dioxide emissions of between 87 and 92g/km, the Turbo S E-Hybrid may not be as eco-friendly as the V6-engined E-Hybrid, but it isn't too far behind. And the UK's Benefit-in-Kind (BIK) company car taxation system means you're looking at a twenty-two or twenty-three percent tax bill when most other V8-powered SUVs hit the top rate of thirty-seven percent.

Frankly, though, while all this stuff is very worthy, it isn't very awe-inspiring. Moreover, it feels unfair to view the Turbo S E-Hybrid through such an uninteresting lens, especially when we're talking about a Cayenne Coupe that's supposed to appeal to the heart, rather than the head. After all, if you're buying a Cayenne solely

on the basis of facts and figures, you'll probably end up with the conventional SUV body shape and the slightly more efficient V6 E-Hybrid.

The Turbo S E-Hybrid, meanwhile, has only half an eye on economy. Performance is still very much the name of the game, which is why, when you combine output of the electric motor and the twin-turbocharged V8, you've got near 680bhp to play with. For reasons unknown, that's twenty ponies less than you get from the Panamera Turbo S E-Hybrid, which has much the same setup, but doesn't matter one bit – there's more than enough power at the disposal of your right foot, and though the Cayenne Turbo S E-Hybrid weighs more than two and a half tonnes, it'll still get from rest to 62mph in less than four seconds, accelerating all the way to a lofty 183mph.

Below Cabin is little different from standard Cayenne fare, save for green flashes reminding you you're in charge of a Porsche hybrid model





Right Fold the rear seats down for a useful 1,400 litres of luggage space

Below Combustion engine takes the form of a four-litre V8 loaded with twin turbochargers

This might not sound all that impressive by modern Porsche standards, but the Turbo S E-Hybrid is still faster than plenty of 911s. And you can't fail to be thrilled by that fabulous V8, which sounds utterly glorious when pushed. It snarls and growls its way up the rev range in aristocratic-but-aggressive manner, exuding menace without ever feeling yobbish or uncouth. What's more, the engine has an uncanny knack of knowing when to be quiet and when to be loud. If you're minding your own business on the motorway, delivery is smooth and hushed, with only a faint burble of menace coming from behind the back

seats. In contrast, when you open the taps, all hell breaks loose. It's brilliant.

The Turbo S E-Hybrid makes alarming progress along the road, too, pinning you into your seat and catapulting you along the asphalt. Ordinarily, an automatic

IF YOU WANT A CAR WHICH WILL TAKE YOU TO THE ALPS IN RECORD TIME, BUT CAN MOOCH SILENTLY IN TOWN, THEN THIS IS THE PORSCHE FOR YOU

(or semi-automatic) sports SUV might spend a few moments getting its ducks in a row after you press the accelerator, whereas the Turbo S E-Hybrid uses its electric motor to fill the void, offering moderate surge before the V8 smashes you in the back like a petrol-powered sledgehammer.

For such a big car, the drive is mighty impressive, but there's no hiding the enormous bulk at play. The Turbo S E-Hybrid Coupe might have forty horsepower more than the Turbo GT, but it's more than three hundred kilograms heavier. It shows, too.

Where the Turbo GT feels like a thoroughbred — all eager and alert — the Turbo S E-Hybrid feels like more of a bruiser. A kind of heavyweight prize-fighter packing a mighty punch.

Despite the sensation of weight, this Cayenne Coupe is still epic in bends. Of course, it doesn't feel as nimble as the Turbo GT, but were it not for that Urus-rivalling range-topper, we'd be heralding this as the Cayenne to beat. In fairness, the Turbo S E-Hybrid doesn't try to mask its weight, instead choosing to ignore it, as if it simply isn't a problem. Somehow, it isn't.

STICKY PATCH

The steering is, of course, sublime, and the whole car responds remarkably quickly to your commands. Naturally, there's a bit of body roll when you tip the car into a corner, and although the stiffer suspension modes do a good job of minimising the effect, even they can't defeat physics. What they will do is keep the Cayenne stable and ensure those massive tyres stay in touch with the asphalt below, which means this Porsche always feels planted and rooted to the road.

Although it feels much heavier and





less dynamic than the Turbo GT, the Turbo S E-Hybrid feels agile in its own way. It isn't exactly a flea hopping from corner to corner, but it's capable of carrying outrageous speed through surprisingly tight bends. And because it's so big, it doesn't feel as fast as it really is, meaning you experience surprise when you look down at the dash dials and realise you didn't take the corner quite as slowly as you thought.

For all its stability and body control, though, the Turbo S E-Hybrid is a magnificently comfortable machine. Most cars of this ilk, including the Turbo GT, come with a trade-off seeing handling played against comfort. There's none of that here. The Turbo S E-Hybrid is remarkably comfortable, even in its sportier suspension settings, although the softest ride makes you feel as though you're driving on a bed of pillows. The odd bump makes its presence felt, but

for the most part, the Cayenne glides down the road. It's an astonishing feat for a vehicle so heavy and so rapid.

It's quiet. Of course, the electric motor doesn't make a massive amount of noise, and we've already discussed the discretion of the V8, but the way this car can waft along at breakneck speed is something to behold. It's as hushed as you expect from a luxury saloon, even when cruising down an A-road at a vast rate of knots. This, combined with the excellent ride, makes the Turbo S E-Hybrid an absolutely fantastic long-distance tourer. Put it this way, if you want a car which will take you from the UK to the Alps in record time, but can mooch silently in town at either end of the journey, all the while carrying a huge amount of luggage and passengers, then this is the Porsche for you.

It should cope in snow, too, and not just because all-wheel drive is standard.

While every version of the Cayenne is configured primarily for road use — they are Porsches, after all — even the Turbo S E-Hybrid has a modicum of off-road capability. With adaptive suspension, it can be raised and lowered for extra ground clearance or improved handling, while the optional rear axle steering helps to reduce the turning circle. Porsche Traction Management (PTM) is standard equipment, sending power to whichever wheel has the most grip. If you so wish, Porsche will sell you a spare set of wheels with winter tyres and a set of Cayenne-specific snow chains. And if towing's your thing, the Turbo S E-Hybrid will pull three tonnes.

Not that you're likely to need a trailer, given the amount of space inside a Cayenne Coupe. Of course, this particular body shape does somewhat reduce boot space when compared with the capacity of the standard Cayenne — the fastback

Above At 2,535kg, the Turbo S E-Hybrid is no featherweight, but it'll still romp to 62mph from standstill in less than four seconds

TECH SPEC

Model	Cayenne Turbo S E-Hybrid Coupe
Price	From £136,400
Engine	4.0-litre twin-turbocharged V8 petrol plus electric motor and 17.9kWh lithium-ion battery pack
Transmission	AWD, eight-speed dual-clutch PDK with PTM
Economy	68.9-74.3mpg
CO ₂ emissions	87-92g/km
Top speed	183mph
0-62mph	3.8 seconds
Power	671bhp
Torque	664lb-ft at 2,100-4,500rpm





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models offer 180 litres less luggage capacity than their conventionally shaped counterparts. Equally impactful is the hybrid system, which cuts the space available close to a hundred litres – where a Cayenne Turbo Coupe offers 565 litres of load space, the Turbo S E-Hybrid Coupe makes do with 460 litres. Even this should be more than enough for most buyers, particularly given the ability to fold down the rear seats, resulting in 1,400 litres of luggage space. Still left wanting? You can always fit a roof box – although there are no roof rails, cross bars can be fitted to the Coupe's tin-top.

SAME DIFFERENCE

As well as being relatively practical, the Turbo S E-Hybrid Coupe's interior is also remarkably well appointed. There's little in the way of special treatment for this model, testament to the brilliance of all current Cayenne cabins, but there are eighteen-way adjustable front seats and a tell-tale identifier in the form of hybrid-specific green details on the part-analogue, part-digital driver display. As you'd expect, everything feels superbly engineered and all materials are first-rate. And Porsche's latest-generation infotainment system is a clear improvement on its predecessor, delivering a more modern design and simpler menus. We aren't sold on the single-panel switchgear on the centre

console – it quickly becomes covered in grubby fingerprints – but it's better than the buttons which used to line up either side of the gear lever.

While Porsche may not have added too much to the Turbo S E-Hybrid's interior, there are notable exterior upgrades. E-Hybrid badging is in place and green brake calipers are fitted as standard, but the front end is also subtly different, featuring larger intakes and air blades. All this comes with one drawback, though: the price.

The cost of a Cayenne Turbo S E-Hybrid Coupe starts at £136,400, making it twenty grand more expensive than the Turbo Coupe and only fourteen less than the faster Turbo GT. And this is before you consider any optional extras, which you'll almost certainly want to add. Standard specification is reasonable, of course, but some useful features are missing, including privacy glass, keyless entry and wireless phone charging, as well as the 360° camera and adaptive cruise control, the latter pitched at £1,200. Then again, menu buying has always been the case with Porsches.

The Turbo S E-Hybrid Coupe is little different, but even in standard trim, it's an astonishing piece of equipment making long-distance travel a breeze. It's understandable some will consider a coupe-styled Cayenne with an electric motor somewhat compromised, but the Turbo S E-Hybrid is nothing short

of tremendous, rewarding drivers with silent, efficient motoring in town, ample cruising ability and sports car handling when you reach more exciting roads. For the majority of buyers (who don't want or need the aggression of the Turbo GT), this is arguably the best Cayenne Coupe in production. It's certainly the greatest all-rounder. ●

Above If you're looking for a Cayenne blending the best of the range into a single package, there's a strong argument for this being it



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News from the world of Porsche

EVERRATI COMPLETES BUILD OF FIRST ELECTRIC 964 FOR US MARKET

Everrati Automotive, one of the foremost technology companies specialising in the redefining and futureproofing of automotive icons through the integration of cutting-edge electric vehicle powertrains, has completed the build of its first 911 for the US market. Featuring a state-of-the-art OEM-grade electric powertrain designed and developed at the firm's global headquarters in Oxfordshire, England, the full build of the redefined 964 has been carried out to the highest standards by Everrati's technical partner, Aria Group, based in Irvine, California.

Regular readers will recall our review of Everrati's 964 Gulf Signature Edition EV, which graced the cover of the January 2022 edition of *911 & Porsche World*. This proved to be our biggest-selling issue of the year, highlighting how interest in converting classics to electrification is at an all-time high, even if Porsche purists balk at the idea of a once air-cooled model now running on battery power. Whichever side of the fence you sit on, there's no denying automotive electrification's continually evolving engineering is truly fascinating.

Aria Group has peerless expertise in low-volume, high-end vehicle engineering production supporting world-leading OEMs and reimagination specialists, an arrangement which enables Everrati to manufacture on both sides of the Atlantic – with multiple 964 models in build, demand for the British brand's products is surging in North America. The first completed US-built cars are now ready for delivery and signify Everrati's continued growth in all global markets and momentum as a go-to creator of dream car electrification, a reputation bolstered by the popularity of the company's Range Rover Classic, Land Rover Defender, Land Rover Series, Superformance GT40 and Mercedes-Benz W113



SL 'Pagoda' EV restoration builds. "It is a huge milestone for us to see the completion of our first US customer car, which will now undergo final pre-delivery testing before handover to its owner," says Everrati founder and CEO, Justin Lunny. "This is both a sign of our rapidly growing presence in markets around the globe, especially North America, and a representation of the shifting paradigm in car ownership for a conscious, progressive, and responsible generation of classic vehicle enthusiasts."

LEADING THE CHARGE

Everrati's Signature wide-body 911 is based on a fully restored 964 featuring carbon-fibre body elements and a fully electric powertrain with a 62kWh battery pack and advanced power management system, capable of delivering an emission-free range of more than two-hundred miles and the sprint from rest to 60mph in less than four seconds. Combined AC and DC fast charging is key to the high-tech specification.

"Our Signature 911 is a truly sustainable supercar. I'd like to thank Aria Group in showing just why it is the leader in low-volume, high-end vehicle engineering and production," Lunny remarks, whilst revealing the owner of the first US-built Everrati 911 specified the car in OEM Mexico Blue over Bridge of Weir Dark Blue leather. Bronze HRE split-rims also feature.

To find out more about Everrati's range of electric classic cars, head over to the company's website, which can be found at everrati.com.





PORSCHE MOTORSPORT EXPANDS FACTORY COMMITMENT FOR 2023

Porsche has outlined how it intends to tackle the coming motorsport season with ambitious goals, extensive works commitments and new options for customer racing. To this end, in the FIA World Endurance Championship (WEC) and the North American IMSA WeatherTech SportsCar Championship, the Porsche Penske Motorsport works team pursues overall wins with two 963 hybrid prototypes fielded in each series. In the ABB FIA Formula E World Championship, the TAG Heuer Porsche Formula E Team has set its sights on claiming top honours with the new 99X Electric Gen3. Meanwhile, many Porsche customer teams will race the 992-generation 911 GT3 R on GT stages worldwide.

The 2023 agenda is rounded off by a long-term expansion of factory commitment to the Esports sector. "Motorsport has always been extremely important for Porsche. It's an integral part of the brand's DNA," declares Michael Steiner, Member of the Executive Board for Research and Development. "We use it as a development platform for future technologies and to showcase the potential of our production sports cars. We want to continue pursuing this."



Also set to make waves in 2023 is ongoing development of the Cayman GT4 e-Performance experimental race car. "Sustainability and electrification are hugely important for a sports car manufacturer like Porsche. Our 2023 motorsport activities reflect this," says Thomas Laudenbach, Vice President Porsche Motorsport. "The new GT4 e-Performance is an example. This highly innovative prototype represents our vision for a fully electric customer race car. The 963 hybrid prototype, the 99X Electric Gen 3 racer and the GT4 e-Performance experimental car rely on electric or fully-electric drive concepts. Additionally, during the 2023 season, the 911 GT3 Cup cars participating in the Porsche Mobil 1 Supercup are scheduled to switch to eFuels from the pilot facility of our partner, HIF Global, in Chile. All this shows we're making big progress toward sustainability in motor racing, and there's more to come."

In addition to securing the WEC title, Porsche Penske Motorsport has set its sights on another

big goal: in June, the squad aims to clinch the twentieth overall victory for Porsche at the 24 Hours of Le Mans. Away from the French classic, which will celebrate its hundredth anniversary in 2023, the year's WEC will be contested in Portugal, Belgium, Italy, Japan, Bahrain and the USA. Ten works drivers will share driving duties in the four 963 cockpits. In its maiden season,

the 963 will also be available for customers to compete in both endurance series. At the time of writing, confirmed teams campaigning the

THE TAG HEUER PORSCHE FORMULA E TEAM HAS SET ITS SIGHTS ON CLAIMING TOP HONOURS

car are JDC Miller MotorSports (IMSA), Jota Sport and Proton Competition (both WEC).

The 992-based 911 GT3 R will make its debut at the 24 Hours of Daytona at the end of this month. Reigning IMSA champion, Pfaff Motorsport, aims to defend its title with Porsche's contractual drivers, Klaus Bachler, Patrick Pilet and Laurens Vanthoor. Porsche expects to see at least six GT3 Rs line up on the grid for the GTD class alone in what is the season-opening round of the IMSA series.



HIF GLOBAL'S HARU ONI EFUELS PILOT PLANT IN CHILE OFFICIALLY OPENS

In the presence of Chilean Energy Minister, Diego Pardow, the Haru Oni pilot plant in Punta Arenas, Chile, was officially opened on the twentieth of December. Porsche Executive Board members, Barbara Frenkel and Michael Steiner, performed the ceremonial fuelling of a new 911 with the first synthetic fuel produced at the site. The goal? To produce eFuels made from water and carbon dioxide using wind energy to enable near CO₂ neutral operation of all petrol engines, including not only new internal combustion engines, but also those already in operation on the world fleet.

"Porsche is committed to a double-e path: e-mobility and eFuels as a complementary technology," says Frenkel, Member of the Executive Board for Procurement at Porsche AG. "Using eFuels reduces CO₂ emissions. Looking at the entire traffic sector, the industrial production of synthetic fuels should keep being pushed forward worldwide. With this eFuels pilot plant, Porsche is playing a leading role in such development," she added.

"The potential for eFuels is huge," smiles Steiner, Member of the Executive Board for Development and Research at Porsche AG. "Worldwide, there are currently more than 1.3 billion vehicles powered by combustion engines.



Many of these will be on the roads for decades to come. eFuels offer the owners of existing cars a nearly carbon-neutral alternative to currently available fuels. As the manufacturer of high-performance, efficient engines, Porsche has a wide range of know-how in this field."

During the Haru Oni facility's pilot phase, eFuel production of around 130,000 litres per year is planned. Initially, the fuel is to be used in lighthouse projects, such as the Porsche Mobil 1 Supercup and at Porsche Experience Centres. After this pilot phase is complete (and captured data is analysed), the first upscaling of production will take the plant to a projected fifty-five million litres per year by 2025. In 2027, capacity is expected to be 550 million litres.

The south of Chile offers ideal conditions for the production of eFuels, with wind blowing for around 270 days a year, enabling the site's turbines to operate at full capacity. Punta Arenas is also located close to the Strait of Magellan. From the port of Cabo Negro, the synthetic eFuel can be transported all over the world, just like traditional fuels, and can be distributed using existing infrastructure.

Porsche is working towards a CO₂-neutral balance sheet across the company's entire value chain, with ambition to achieve its goal by 2030. Efforts include a CO₂-neutral usage phase for future all-electric Porsche vehicles. It should be noted, synthetic fuels supplement electromobility and are part of the sports car manufacturer's sustainability strategy. Even so, Porsche has already invested more than \$100,000,000 in the development and production of eFuels – \$75,000,000 was invested in HIF Global LLC in April 2022. This company plans,

builds and operates eFuel plants in Chile, USA and Australia.

"We will continue to build modern combustion

engines," says Porsche CEO, Oliver Blume. "eFuels are an effective, complementary solution to electromobility. They can enable all vehicles to play a role in reducing CO₂, regardless of powertrain type. Combustion engines can be powered with eFuels in a virtually carbon-neutral manner and don't have to be converted for the fuel to work. Importantly, eFuels can be offered as an admixture or as a standalone product at all existing fuel filling stations."

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DC SHOES CO-FOUNDER AND GYMKHANA STAR, KEN BLOCK, DEAD AT 55

Not long before this issue of *911 & Porsche World* went to press, the motorsport world was shocked by the news of Ken Block's passing. The rally driver, gymkhana star and 'Head Hoonigan in Charge' died near his ranch in Woodland, Utah, in a snowmobile accident. He was fifty-five.

Block co-founded skateboarding and snowboarding footwear and apparel brand, DC Shoes, in 1994 and used his fortune to realise a long-held ambition to compete in international rallying. His driving career kicked off in earnest in 2005, competing in Group N in a specially prepared Subaru WRX STi, though his best-ever finish would come eight years later, when he scored seventh overall at the Rally México.

Though Block's rally career didn't hit the dizzy heights he'd hoped for, he achieved greater success in rallycross, both in the USA and mainland Europe. This led to the development of his now legendary Gymkhana series of films, combining elements of racing, rallying and drifting in flamboyant style with eye-popping stunts, including jumps, 360° spins, parking boxes, figure-eights and other advanced manoeuvres. It was this series of films, running



from 2008 to 2018, which gained Block much wider recognition for his skills behind the wheel, helped by increasingly lavish production values, best exemplified by *Gymkhana Four*, filmed on the Universal Studio backlot.

After a decade of producing *Gymkhana* films, Block switched his attention to *Climbkhana*, where he once again wowed audiences (primarily on YouTube) by taking on some of the world's most challenging hill climbs, such as Tianmen Mountain (China's most dangerous road) and Pikes

Peak. Though he spent most of his career heavily associated with the Subaru and Ford brands — as demonstrated by the various Impreza, Fiesta, Escort, F-150 and Mustang *Gymkhana* machines custom-built to his specification — he recently forged an association with Porsche products, not least through the build of *Hoonipigasus*, a 1,400bhp hill climber, which started life as a 912. Built by the team at BBi Autosport in Huntington Beach, California, specifically for Block's 2022 attempt to conquer *The Race to the Clouds* (and

subsequently showcased in the July issue of *911 & Porsche World*), the car came hot on the heels of Block's participation in the 2022 East African Rally, where he partnered with 911 rally car preparation outfit, Tuthill Porsche.

As founder of the Monster Rally Team, Block also devised *Gymkhana GRID*, an irregular single-weekend competition — each time hosted in a

different country — inviting winners and runners-up of WRC, Formula G, various drift championships and rallycross to go head to head in a *Gymkhana*

AS A MARK OF RESPECT, THE NUMBER FORTY-THREE WILL BE RETIRED FROM THIS SEASON'S WRC

contest. Most recently, after a billion views across ten wildly successful *Gymkhana* films (setting the current bar for automotive action movies), Block returned to the series driving an entirely bespoke machine developed and built by Audi. Armed with the 800-volt, twin-motor, all-wheel drive S1 Hoonitron EV, Block's team arranged to shut down large areas of Las Vegas for filming. In the wake of his death, as a mark of respect, the number forty-three will be retired from this season's World Rally Championship.



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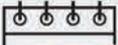
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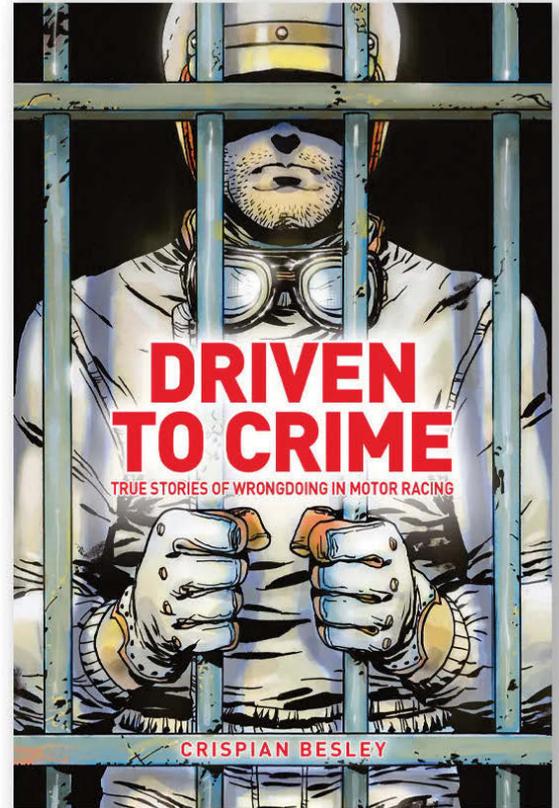
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RENNLINE CARBON-FIBRE SPOILER FOR 991

Constructed from high-quality carbon-fibre using the latest manufacturing methods, this lightweight 991 spoiler from Rennline is a direct replacement for the host Porsche's factory spoiler, ensuring an OEM fit and finish. Enhancing the style of the already fantastic-looking 991, the part promises easy installation – simply pop off the car's standard covers and snap on your new carbon-fibre parts! Suitable for all 991 models, this lightweight spoiler is the latest item to join Rennline's catalogue of 991 carbon components, which includes door handle backing plates, replacement rear louvres, front grille blades, centre console surround panels, paddle shifters and an arm rest.

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WAVETRAC G50 ATB LIMITED-SLIP DIFFERENTIAL

Offered through the new 9M online store established by renowned independent Porsche restoration, maintenance and tuning outfit, Ninemeister, this Wavetrac all-torque biasing limited-slip differential for Porsches equipped with the legendary Getrag G50 gearbox (Carrera 3.2, 930, 964, 993), as well as the 968, features a patented design improving grip in low traction conditions, delivering quicker acceleration and a lifetime of maintenance-free operation, meaning no rebuilds will be required. A 'clean sheet' design using state-of-the-art engineering, Wavetrac's offering differs from other popular limited-slip differentials insofar as it provides faster cornering by driving both wheels instead of just one. Additionally, the unit gives improved no-load performance when compared to other helical gear differentials on the market. Featuring 9310 steel gears in case-hardened billet or forged steel bodies, as well as industry leading ARP fasteners throughout, this superb limited-slipper can be ordered for immediate despatch. Fitting at Ninemeister's Warrington workshop is available at extra cost.

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Price: \$1,549

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ROHLER MONOBALL TOP MOUNTS FOR 996/997

Early water-cooled 911s are getting to an age (and, likely, mileage) where their suspension supporting components need to be replaced. Rubber bushes, drop links and other serviceable items are chief among tired parts, but beefier hardware, such as shock top mounts, can also give up the ghost, having a detrimental impact on the quality of the host Porsche's ride and handling. New from aftermarket brand, Rohler, are these monoball front top mounts for the 996 and 997 (available for two- and four-wheel drive models). Compatible with OEM and aftermarket struts, each top mount features a mounting hole allowing for more than one degree of negative camber. CNC-machined from 6061 aluminium and featuring stainless steel supporting hardware, the parts will reduce front wheel camber changes during hard cornering.

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Exclusive from EMPI are these 356 spindle assemblies from Treuhaft. Forged like the originals, Treuhaft's spindles are dimensionally accurate, a result of being based on computer-aided design modelling from original Porsche samples. Naturally, this means you should have no concerns regarding fitting and seamless operation. Developed in partnership with world-famous 356 restoration and tuning firm, Emory Motorsports, these spindles address the need for replacement parts no longer offered by Porsche. Pre-loaded and complete with supporting bow assemblies, each spindle is precision assembled on CNC jigs to exact tolerances, ensuring the suspension and steering feel of the host 356 is as it was when the car was new. Exclusive to EMPI dealers worldwide, the spindles are sold separately (search for part number 22-3024-0 when looking for the left assembly, 22-3025-0 for the right). From the street to the drag strip, from desert to dunes, there's every chance components fitted to enthusiast-owned historic Volkswagens and Porsche sports cars are making use of EMPI componentry. The EMPI family of iconic brands continues to grow and includes Auto Haus, BugPack, JayCee, Race-Trim, PMO and Treuhaft. In 2019, EMPI formed a sales partnership with JP Group, parent company of Porsche parts manufacturer, Dansk, leading EMPI to become the largest warehouse distributor of JP Classic Porsche and Volkswagen parts in the USA. Visit the EMPI website to find your nearest stockist.

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This new Porsche Classic tool bag for four-cylinder transaxle models is made from patterned fabric, typical of Porsche production in the 1980s. The contents have been remanufactured in accordance with technical drawings from the original tool supplier. The kit comprises double open-ended spanners (8x9/10x11/12x13/14x15/17x19), wheel nut spanner, towing lug, pliers, crosshead screwdriver PH2, flat-head screwdriver, hexagon socket for emergency seat operation, brass test lamp, five safety fuses, hook for the locking wheel nut cover and a Porsche cleaning cloth. Search for item PCG94472110.

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NEW MAXILITE CLASSIC-STYLE WHEELS FOR 924

Inspired by the limited edition 1980 924 Le Mans Edition (not to be confused with the 1988 924 Le Mans Edition), this beautiful fifteen-inch latticed alloy from Swiss wheel manufacturer, Maxilite, has been designed as a direct fit to the 924. Measuring 6x15 inches and with an offset of ET20, the four-stud stunner is sold as either a complete silver wheel or, as seen here, gloss black with a diamond-cut lip and face. As you'd hope, OEM Porsche centre caps and lug nuts fit, and this new wheel has been approved by German TÜV, the toughest wheel certification test anywhere in the world. With 25,000 wheels in stock, Maxilite offers excellent availability, short delivery times and is continually expanding its range to cater for demand from owners of classic Porsches. As a case in point, a range of Fuchs-style wheels in various sizes is also available to plunder on the Maxilite website. The latest size to join the roster is a 4.5x15-inch Fuchs-alike, making it the perfect fitment for late-model 356s, the 912 and 911s manufactured up until the 1969 model year.

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TIM HARVEY

With this issue of *911 & Porsche World* dedicated to cars owned by the magazine's contributors, I've been reflecting on time with my 991 Gen II GT3 RS, a car benefiting from performance-enhancing Manthey-Racing upgrades. Nothing quite beats driving your very own Porsche...

As I reflect on two and a half years of owning of my current 911 GT3 RS, a car that has been featured extensively in this magazine, I can honestly say it's been the best period of Porsche ownership I've experienced to date. The only other Porsche to deliver as much enjoyment was my Carrera 3.2, which I bought back in the 1980s. This was my first 911, which automatically makes it one of my favourites, but I also loved the car because it taught me how every journey in a 911 is special. To put it another way, a 911 never becomes mundane transport.

During the time I raced in Porsche Carrera Cup Great Britain, I was lucky enough to secure two years of free 911 motoring due to winning the championship twice — with each victory came use of a new 911 courtesy of Porsche Cars Great Britain. In fact, these cars were changed at six-month intervals, meaning I actually had the use of not two, but four brand-new 911s during that period! Now, you may think free 911 use would be an unbeatable experience. Financially, it was certainly most welcome, but something was missing. Yes, the driving pleasure was as good as ever, but what I missed was pride of ownership — that deeply personal relationship we have with our own pride and joy, so-called for good reason.

I have since been lucky enough to own several

911s, both new and used. I've enjoyed every one of them. Nothing quite comes close to the thrill of new car collection day, seeing that silk cover slide off your gleaming new Porsche in the dealership. In recent years, I've owned a couple of new GT3s. Those first drives home from the showroom will live long in my memory bank, certainly longer than all the things I'm supposed to remember!

I absolutely loved GT3 ownership. Originally, I owned a comfort-spec manual example for pure road driving, with occasional trips to the track. As my relationship grew with independent Porsche sales, maintenance and tuning specialist, RPM Technik, however, I got involved with more and more trackdays, leading me to switch to a PDK-equipped Clubsport model better suited to the sort of driving I was doing.

And so, to my current GT3 RS, a second-generation 991. I always wanted an RS. To me, this is the finest expression of a 911. I guess it was only a matter of time. I didn't buy my RS new, though. I was too late and there were far too many more important people in the queue ahead of me! I did, however, know the car's previous owner, a friend of old who had really looked after this stunning Porsche from new. I've not for a single moment regretted taking the car off his hands. I look forward to every drive out in it.

During my ownership, and with my RPM Technik work moving more and more toward

Tim Harvey is best-known for being 1992 British Touring Car Champion and for being crowned Carrera Cup GB victor in 2008 and 2010. He's contested the 24 Hours of Le Mans four times, competed in British GT and currently serves as a presenter for ITV4's extensive BTCC coverage. Find him at @timbo_harvey



trackdays and promoting the Manthey-Racing products offered by the Hertfordshire company, it was inevitable my RS would get modified into the track weapon it has become. The racing driver in me is always looking for improvements in a car. I've really enjoyed the process of modifying, as well as seeing and feeling the very real benefits, all of which were detailed in the April 2022 issue of *911 & Porsche World*. I wanted the best combination of performance and practicality, whilst still retaining the all-important Porsche warranty. The Manthey-Racing kit did it all. I've also enjoyed the visual changes I've made to the car by way of some cleverly installed vinyl wrap. It certainly stands out and makes this 911 look very aggressive on track.

Since buying the RS, I've had it fastidiously maintained by RPM Technik, along with the added measure of the company's careful regular trackday inspections. You'd be amazed how much debris ends up in the air box!

I've only had one warranty issue to speak of, a complaint concerning a rattling nearside door card. This is a common 991 problem. Along with programmed servicing to maintain the factory warranty and service history, the fault was quickly sorted by Porsche.

My only regret is that I don't use the car on the road anywhere near as much as I'd like. This is for several reasons. For starters, I have concern regarding piling on extra mileage, but I'm also acutely aware of how the striking livery attracts a bit too much unwanted attention away from a race circuit. Additionally, the fairly extreme geometry settings I personally selected are for track use. I do still drive the car to and from trackdays in the UK, but I use a trailer for European trips, thereby keeping the mileage down. Covered transport also means I can take two sets of wheels when venturing abroad. This is great, but regular road use has really tailed off, much to my disappointment.

With this in mind, and — if all goes to plan — an incoming 992 GT3 RS later this year, I may put the car back to standard specification. I quite like the idea of removing the livery and enjoying this Porsche on the road once again. Whatever I end up doing, I know I've loved every second of driving my 991 GT3 RS. I'll continue to do so as long as I'm lucky enough to be its owner. ●



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Presenting this low mileage one-owner 1987 Porsche 911 Carrera Targa featured with matching numbers and only 9,103 miles on the odometer. This Carrera Targa is finished in its factory color Guards Red (G1) complemented with a black interior and distinctive "Porsche" script diagonal pattern cloth seats. Equipped with a five-speed G50 manual transmission, 3.2-liter flat-six engine, four-wheel disc brakes, single exhaust outlet, VDO instruments, removable black Targa roof panel, black Targa bar, wraparound rear glass window, Bosch-branded headlights, fog lights, four-spoke steering wheel, rear rubber bumperettes, Fuchs wheels with Yokohama tires, tool roll, and a spare tire fitted in the front trunk. Amenities include power side mirrors, automatic speed control, dashboard analog clock, Blaupunkt radio, lockable glove compartment, power windows, power-adjustable front seats, sun visors with vanity mirrors, door pockets, and a dashboard lighter with an ashtray. Both the color code and options sticker are still in place under the hood. In addition to the equipment, this 1980s classic comes with the owner's manual booklet, maintenance booklet, a clean Carfax report, and service receipt copies dating from 1988 through 2012. An extremely low-mileage Carrera Targa in exceptional condition that is mechanically sound. **For \$139,500**



1986 Porsche 911 Carrera Coupe #15753

Presenting this 1986 Porsche 911 Carrera Coupe featured with 78,041 miles on the odometer and finished in its factory color Meteor Metallic (96) combined with a Gray Beige interior. This original California car is equipped with a five-speed manual transmission, Flat 6 Cylinder 3.2-liter engine, four-wheel disc brakes, single exhaust outlet, VDO instruments, Bosch front fog lamps, Sylvania Halogen headlights, four-spoke steering wheel, rear rubber bumperettes, front spoiler, Fuchs wheels with Continental tires, tool roll, jack, and a spare tire fitted in the front trunk. Amenities include air conditioning, automatic speed control, sun visors with vanity mirrors, power-adjustable side mirrors, power windows, power-adjustable front seats, door pockets, lockable glove compartment, analog clock, Alpine radio, and a dashboard lighter with an ashtray. In addition to the equipment, this 1980s classic comes with the owner's manual booklet and a clean Carfax report showing history only in California. The color code and options sticker are both still in place under the hood. Do not miss your opportunity to get behind the wheel of this highly desirable air-cooled Porsche in a phenomenal color combination that has also been with the same owner since 1989 and is mechanically sound. **For \$74,500**



1986 Porsche 930 Turbo Coupe #15396

Presenting this stylish 1986 Porsche 930 Turbo Coupe featured with matching numbers and 38,100 miles on the odometer. This 1990s classic is finished in a color scheme of Grand Prix White combined with a tan interior. Equipped with a 4-speed manual transmission, 3.3-liter engine, four ventilated disc brakes, dual exhaust outlets, sunroof, five-spoke steering wheel, Gemballa Avalanche aftermarket body style kit, pop-up headlights, salvage title, chrome wheels with Porsche Stuttgart wheel center caps, Michelin tires, jack, tool roll, and a spare tire fitted in the front trunk. Amenities include climate control, power-adjustable sport seats, power mirrors, VDO Quartz-Zeit analog clock, JVC radio, sun visors with vanity mirrors, door pockets, and a locking glove compartment. An eye-catching 930 Turbo that is running and driving, however, it will benefit from some current servicing to be roadworthy. **For \$59,950**



1980 Porsche 911SC Weissach Coupe #15652

Presenting this limited edition 1980 Porsche 911SC Weissach Coupe (1 out of 408 ever produced) featured with matching numbers and finished in its factory color Black Metallic (705) combined with Doris Gray interior with Burgundy piping. Equipped with a five-speed manual transmission, Flat 6 Cylinder 3.0-liter engine, four-wheel disc brakes, single exhaust outlet, VDO instruments, fog lights, halogen headlights, "wide tail" rear spoiler, front spoiler, three-spoke steering wheel, rear bumperettes, sunroof, Fuchs wheels with Kumho tires, and a spare tire fitted in the front trunk. Amenities include air conditioning, center console, door-mounted radio speakers, dual-side mirrors, power windows, analog clock, sun visors with vanity mirrors, Kenwood radio, glove compartment, and dashboard lighter with an ashtray. In addition to the equipment, this 1980s classic comes with service receipt copies dating from October 2000 through September 2020. Do not miss your chance to jump into the ownership of an extremely collectible one-year-only 911SC Weissach limited edition that is mechanically sound. **For \$67,500**



1989 Porsche Carrera Cabriolet G50 25th Anniversary Edition #14256

Presenting this limited edition 1989 Porsche Carrera Cabriolet G50 25th Anniversary Edition (1 out of 200 cabriolet special editions). Featured with matching numbers and is available in its factory color code #900 Silver Metallic with a silk gray interior. The vehicle comes equipped with a 5-speed G50 manual transmission, Flat 6 Cylinder 3.2-liter engine, air conditioning, automatic speed control, spoiler (front and rear), intensified windshield washer, power windows, headlamp washer, soft top, 4-wheel disc brakes, Fuchs wheels, jack, and spare tire. Both the color code and options sticker are still in place under the hood. Also includes a receipt from June of 2021 for a major service at the cost of \$12,000. An excellent opportunity to jump into the ownership of this Anniversary Edition air-cooled Porsche that is mechanically sound. **For \$64,500**



1985 Porsche Carrera Coupe Turbo Look M491 #14637

This rare limited production 1985 Porsche Carrera Coupe Turbo Look M491 featured with matching numbers and 28,182 miles on the odometer is available in its factory color code #700 black with a black interior. The vehicle comes equipped with a 5-speed manual transmission, Flat 6 Cylinder 3.2-liter engine, air conditioning, automatic speed control, limited-slip differential, central locking system, steering wheel with raised hub, sports seats, power windows, sunroof, 4-wheel disc brakes, Fuchs wheels, and spare tire. Also included are receipts copies totaling over \$3,000 which included a major service done on September 2, 2021 at a cost of \$2,595. An excellent opportunity to jump into the ownership of this original California car. An extremely collectible and well-equipped factory Turbo Look Porsche that is mechanically sound. **For \$135,000**



1978 Porsche 911SC Coupe #15088

This matching numbers 1978 Porsche 911SC Coupe featured with 70,774 miles on the odometer and is available in its factory color code #027 Guards Red with a black interior. The vehicle comes equipped with a 5-speed manual transmission, Flat 6 Cylinder 3.0-liter engine, sunroof, 4-wheel disc brakes, Cook's Cutter wheels, spare tire, tool kit, and jack. Also includes the original Owner's Manual, Warranty/Maintenance booklet, Window Sticker copy as well as service documents and receipts copies totaling over \$10,000. An excellent original California car with lots of history, documentation, and a fantastic addition to any collection. Do not miss your chance to jump into the ownership of this 911SC Coupe that is mechanically sound. **For \$59,950**



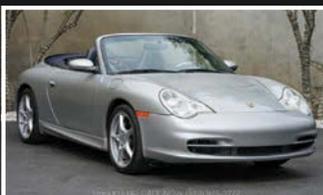
1979 Porsche 911SC Targa #15754

Presenting this 1979 Porsche 911SC Targa featured with matching numbers and finished in Black over a Brown interior. Equipped with a 5-speed manual transmission, Flat 6 Cylinder 3.0-liter engine, four-wheel disc brakes, single exhaust outlet, VDO dash gauges, removable black Targa roof panel, black Targa bar, wraparound rear glass window, front fog lights, front spoiler, three-spoke steering wheel, rear rubber bumperettes, Fuchs wheels, and a spare tire fitted in the front trunk. Amenities include dual-side mirrors, a glove compartment, sun visors, door pockets, Kenwood radio, an analog clock, and a dashboard ashtray with a lighter. A highly desirable and original California car that is mechanically sound. **For \$39,950**



1996 Porsche 993 Turbo #15340

Presenting this 1996 Porsche 993 Turbo Coupe featured with 37,613 on the odometer and finished in a gorgeous color combination of Polar Silver Metallic with a black interior. Equipped with a 6-speed manual transmission, Flat 6 Cylinder 3.6-liter engine, 4-vented disc brakes, air conditioning, power side mirrors, power windows, front seats w/electric height, automatic speed control, sunroof, Porsche Twist wheels with Bridgestone tires, tool kit, air compressor, Alpine radio, Quartz VDO clock, and a spare tire. Also includes the owner's manual booklet and warranty booklet. An extremely sought-after and well-equipped air-cooled 993 Turbo that is mechanically sound. **For \$208,500**



2003 Porsche Carrera 4 Cabriolet #15192

Presenting this well-equipped 2003 Porsche 911 Carrera 4 Cabriolet that is available in its factory color code #92U Arctic Silver Metallic with a black interior. This 911 comes equipped with an automatic transmission, 3.6 engine, air conditioning, power steering, power windows, sports seats, automatic cruise control, tool kit, jack, soft top, and a spare tire. Also includes the original owner's manuals and maintenance booklet. A very clean and presentable Carrera Cabriolet that is mechanically sound. **For \$26,500**



1969 Porsche 912 Coupe #14927

Presenting this long-wheelbase 1969 Porsche 912 Coupe featured with matching numbers and is available in its factory color code #803 Oasi Blue with a black interior. The 912 Coupe comes equipped with a 5-speed manual transmission, dual carburetors Porsche hub caps, 4-wheel disc brakes. A gorgeous color combination air-cooled Porsche 912 that is mechanically sound. **For \$52,500**



1975 Porsche 911S Sunroof Coupe #15112

Presenting this 1975 Porsche 911S Sunroof Coupe that is available in black with a black interior. The vehicle comes equipped with a manual transmission, upgraded with a 1975 Flat 6 Cylinder 2.7-liter Carrera engine, power windows, sunroof, 4-wheel disc brakes, and spare tire. An original blue plate California car that is mechanically sound. **For \$49,950**



1988 Porsche 944 Coupe 5-Speed #15912

Presenting this 1984 Porsche Carrera Targa is available in its factory color code #027 India Red with a black interior. The vehicle comes with a clean Carfax and is equipped with a 5-speed manual transmission, Flat 6 Cylinder 3.2-liter engine, air conditioning, power windows, 4-wheel disc brakes, aftermarket wide-body Turbo look kit, and spare tire. Also includes receipts copies for a major service done in January of 2022 at a cost of \$3,740. A well-priced air-cooled Carrera Targa that is mechanically sound. **For \$47,500**

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KARL MEYER

Perhaps you've bought this magazine because you're considering Porsche ownership? It's an interesting time to be part of the ever-passionate Porsche scene, but it's also a time of great change, not only in the context of alternatives to traditional fuels, but also a changing global marketplace...

If you're reading *911 & Porsche World*, it's a safe bet you're a Porsche enthusiast. Maybe you already own the dream setup of an off-grid heated oak barn housing everything from a Porsche tractor to an off-market 992 GT3 RS, the building's double-insulated walls decorated with artistically placed pictures of James Dean?! Or, perhaps, like many of us, you're furiously squirrelling away every penny with a structured savings plan and an encouragingly named banking app tracking progress to ownership of your first Stuttgart-crested sports car? Wherever you are on your personal Porsche journey, rest assured you're not alone. Moreover, we enthusiasts are known amongst the rest of the car world as somewhat unique — we tend to be fastidious owners, treating detailing as just another part of routine maintenance. We are also notoriously specific buyers, plus we have one of the highest loyalty change rates of any modern car brand. Indeed, according to available data, owners of new Porsches in the UK change cars every thirteen months (on average). Owners of Approved Used Porsches switch up every fourteen. In other words, once in, we tend to stay.

Having enjoyed a career selling Porsches inside the main dealership network for many years, and through owning a company specialising in buying Porsches from retail

customers and dealerships alike, I can say with confidence Porsche owners are among the most informed of all buyers. This is confirmed by a multitude of dealers. I must admit, this makes me genuinely proud. I like the fact we Porschephiles are a largely professional bunch who take our passion seriously. Porsche is not just another vehicle option for us. We love this brand. We study it. We have engaging forums and wonderful car clubs across the globe. Even those who work in the field will tell you their employment is more of a calling than a job.

If you're thinking about buying a Porsche, ask anyone already enjoying ownership and they'll quickly and sincerely tell you our corner of the automotive scene is as much about its people and their passion for the brand as it is the cars. They're right, of course, but when it comes to buying and selling, Porsche folk are among those conducting the highest amount of research. Put it this way, I have never met anyone who bought a Porsche by accident. As buyers of these cars, we study hard and know exactly what we want.

I remember my first sales manager telling me nobody needs a Porsche. "They want a Porsche," he stressed. He was politely trying to warn me Porsche buyers know their stuff. With all this in mind, I can't help but reflect on the sheer amount of research one needs to consider when buying a modern Porsche today. By comparison, in

Karl Meyer is a UK-based independent Porsche buyer advising OPCs and specialists. Buying everything from 986s to Carrera GTs, he is a trusted name in the space of moving off-market and premium Porsches. If buying, selling or part exchanging, call Karl first. Visit theporschebuyer.com



the 1980s, acquiring a Porsche was a relatively simple affair. You armed yourself with a review published in a respected car magazine and visited your local main dealer. It probably took half a day to get there — you had only ten official Porsche sales centres to choose from. You grabbed your business card and wore your favourite-coloured braces to show the salesperson you were serious. You picked from a four-car line-up. Guards Red Carrera 3.2? Job done. And like any self-respecting Porsche buyer in the 1980s, you either promptly fell off the road within minutes of handing over your hard-earned cash, or you gave the car back a year later and the dealer rewarded you with a part-exchange value amounting to most of what you'd spent.

In the 1990s, Porsche buying was just as much fun. Having taped your favourite motoring TV review, you now had a few more dealerships to choose from. Out with the air-cooled, in with a Porsche product line-up centred around new water-based lifeforms, chiefly the 996-generation 911 and 986 Boxster. Long lead times and high demand meant you'd do well when you came to swap thirteen months later. If you liked life on the edge, you might have been one of many UK owners who bought their 911 in mainland Europe and did very well out of the grey import market after bringing their new car home.

We Porsche owners have a long-enjoyed tradition of sensible maintenance costs. Two-year service intervals and predictable minimal depreciation has, naturally, attracted a discerning buyer to the brand. Things are very different today, though. My thinking is we may be heading into the biggest change the industry has ever endured. The astute among you will have noticed we're not merely amid some minor changing factors — we are monitoring multiple converging lines signalling the end of an era. Obviously, there's the continuation of production supply issues, but also a rise in global energy prices, which will affect manufacturing costs and therefore pricing of new Porsches in 2023. Couple this with the current cost of living crisis and it's easy to predict a decrease in sales transactions. And has the rapid rise in the value of used Porsches finally come to an end? Time will tell. It's certainly an exciting time to be a Porsche enthusiast! ●



OUR FAST FLEET

DOUBLE ACT

We're lucky enough to have not one, but two 996s on our fast fleet. They might be cut from the same cloth, but make no mistake, these are two very different examples of the first water-cooled 911...

Words Dan Sherwood and Seán Matthews Photography Dan Sherwood







DAN SHERWOOD
996 GEN II GT3



Though often far removed from the confusing world of algebra, arithmetic and geometry many of us struggled to wrap our heads around in school, an innate ability to use man maths when weighing up financial decisions seems to be hard-wired into every male-born being. The phenomenon is used in all areas of life, but perhaps none more so than when debating the viability of a new motoring purchase. A perfect example of this mathematical anomaly in action is where a car — or often an *additional* car — is bought, with the very real intent of either saving or making money. To a petrolhead's significant other, this scenario can seem borderline insane, but looked through the lens of man maths, all becomes crystal clear and utterly infallible. This was the very situation I found myself in when handing over the money to purchase my very first Porsche a few months ago.

Having worked as a photographer for this fine tome for many years, I was used to pointing my lens at Stuttgart's finest fare, but I'd never dipped my toe into the well of ownership. I'd long debated the issue — what better way to truly understand and get ingrained in the culture of the subject of your art than to practice what you preach? Sadly, the right

car, the right time and, most importantly, the right price, always seemed to elude me. "What changed?" I hear you cry. "Why splash out now, on the brink of global recession?!" Well, this is where man maths enters the fray.

After receiving a chunk of equity from a recent house sale, but subsequently realising I wasn't in a position to purchase another property, I had a veritable furnace burning a sizable hole in my pocket. Not a terrible problem, I'll give you, but with the current cost of living crisis and inflation pushing prices of, well, everything into the stratosphere, my savings were effectively eroding before my eyes. I needed to invest to retain my capital.

Without a background in the likes of the stock market, art, watches or the latest and greatest crypto currency to fall back on, I felt the best thing was to play to my knowledge base and emphatically ignore the many people who advise never to invest in cars. And so, the search for a suitable motor was on. A Porsche seemed the obvious candidate, both from a financial standpoint, as well as in terms of smiles-per-mile.

I wasn't interested in buying just any Porsche, though. It needed to be one that would increase its value. At worst, it had to maintain its financial worth, even after I'd enjoyed plenty of seat time. When questioned, the many specialist Porsche dealers and tuning houses I came across on my travels all arrived at the same conclusion: the 996-generation 911 GT3 was the car to buy.

Their reasoning seemed sound. As the

model heralding the introduction of the water-cooled era of 911 production, plus a more slippery body shape and deviation from the traditional oval headlights to those ever-so-subjective 'fried eggs', the 996 had suffered a pretty bad rep in Porsche circles following model launch, with many enthusiasts feeling it was too radical a departure from the air-cooled cars they had grown to love and respect. Add in the M96 engine's reputation for mechanical failure and, for many years, you could pick up a 996 at a bargain price. The GT3 variant, however, suffered none of the reliability issues of its siblings, thanks to the use of the excellent competition-proven 'Mezger' dry-sump flat-six derived from the 962 and GT1 endurance racers. Even so, this wasn't enough to stop the 996 GT3 being tarred with the same brush as its Carrera-badged stablemates, resulting in values

Above and below
RS parts, coupled with trick chassis upgrades not limited to KW coilovers and Alcon brakes, hint at the car's regular track use under the former owner's rule

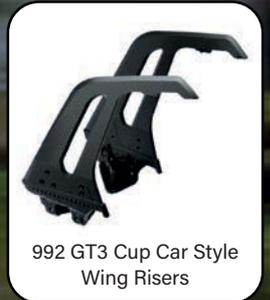
Previous spread
True 911 fans dress like their cars, right?!



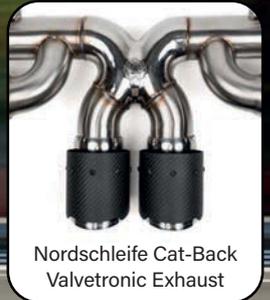
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remaining relatively stagnant while prices of other GT-badged Porsche models, including the later 997 GT3, had long since shot through the roof.

Introduced in 1999, the 996 GT3 (the first GT3-badged 911) was devised as a homologation model for cars entered in the FIA GT3 Cup. Based on the stiffer Carrera 4 shell, this motorsport machine was more akin to the RS models of yore, with many components chosen for their suitability

for racing, rather than for their appropriateness for use on the public highway. This led to items such as sound deadening and the rear seats being deleted. Luxuries, such as a radio and air-conditioning, were installed on customer request as no-cost options.

Lowered and re-tuned suspension, uprated brakes, lighter wheels, a downforce-inducing front bumper, side skirts and a swoopy rear spoiler identified the GT3 from its more road-biased brethren. The optional Clubsport trim added bucket seats, harnesses and a half-rollcage to the mix, along with a lighter single-mass flywheel and a fire extinguisher in the passenger footwell. Those troublesome fried eggs remained, though. Critics bemoaned they too closely linked the GT3's likeness with the entry-level Boxster. Things would change with the launch of the facelifted 996 GT3, launched in 2004. The model swapped

its predecessor's eggy 'eyes' for the more hawkish lights from the facelifted 996 of 2002. A new front bumper and less flamboyant (yet more functional) rear wing also marked the new arrival out from its forebear, while ten-spoke wheels hid more powerful six-piston calipers at the front. The flat-six, meanwhile, saw a

PAPERWORK HIGHLIGHTS HOW THE CAR WAS ALWAYS PREPARED FOR CIRCUIT ACTION WITH WHATEVER SERVICING AND UPGRADES WERE DEEMED NECESSARY

host of upgrades increasing output from 355bhp to 381bhp.

In my eyes, the later 996 GT3 has the edge over the original, both in terms of performance and aesthetic presence. Plundering the classifieds, my heart began to sink when I saw only a handful of second-gen survivors for sale, all of which had price tags placing them squarely out of my reach. Many of these cars were pampered garage queens with scandalously low mileages and had obviously been bought more for their investment appeal than for the love of driving, but whether they were low mileage minters or seasoned track machines, the trend in values remained consistent, with the asking price of all 996 GT3s slowly but surely increasing over the previous twelve months.

It was at this point I considered I was aiming too high and should set my sights on a more affordable 911. I was

contemplating ownership of a 996 Carrera 4S, but none of the cars I saw presented either the emotional thrill or potential financial reward I saw in the GT3. I kept looking.

It was around this time Porsche released the 992 GT3 RS, which wowed the motoring press with its otherworldly

performance and wild aero-derived looks.

I was also aware of the new LMGT3 class scheduled for next year's World Endurance Championship.

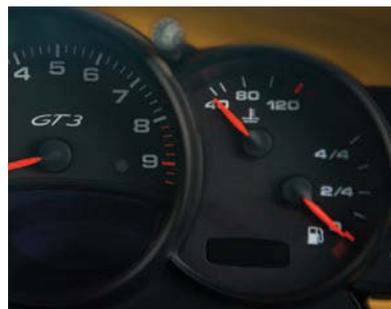
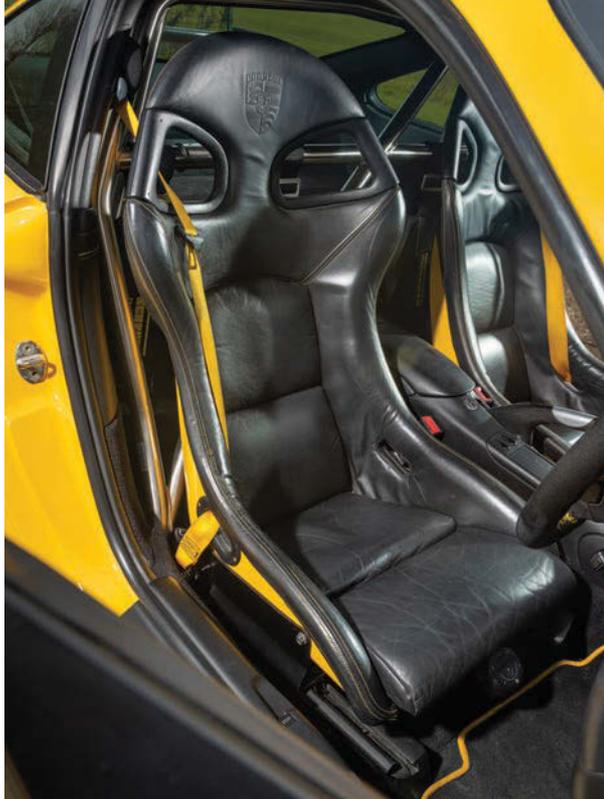
Add in this year

being the 911's sixtieth anniversary and it becomes clear interest in Porsche's race-bred models will soon be reaching fever pitch. It really was a case of 'now or never' if I was to get behind the wheel of a GT3 before even the 996 variant

Above Speed Yellow is one of Porsche's best colours and suits Dan's GT3 to a tee

Below Genuine Equipment stainless cage populates the rear cabin and serves as a harness bar for Schroth safety belts





Above Not likely to let you slide around during cornering

Below Man maths was largely responsible for Dan buying the GT3, which he acquired from Rindt Vehicle Design

fell into the realms of unobtainium. And then it appeared. Resplendent in the eye-popping shade of Speed Yellow, a 2004 996 GT3 was offered for sale and, to my amazement, was within my price range. It's thought only 141 right-hand drive 996 GT3s were imported into the United Kingdom by Porsche Cars Great Britain. A low number of these cars were finished in the lurid buttery hue, which in my opinion, is the best colour for this track-tuned flying machine.

NUMBER CRUNCHER

With 78,000 miles on the clock, many of which likely accrued while being driven on track, this GT3 was a little leggie than other examples I'd seen, but the car's use was completely commensurate with that which it was built for, a theory confirmed by extensive service history littered with receipts from well-known marque specialists, including Autofarm, Cath

Burrows, HP Porsche and Ninemeister. The paperwork highlights how the car was always prepared and ready for circuit action with whatever servicing and upgrades were deemed necessary.

Aside from the stunning colour, which is shielded with a layer of paint protection film, the front bumper had been swapped to a vented RS item, while the larger carbon rear wing blade is also a Rennsport part. These not only give the car a more hardcore look, but add extra downforce at speed.

What wasn't instantly obvious was modification under the skin. The GT3's suspension is already firmer and lower than that of the Carrera models, but this particular 911 had been treated to a set of KW's excellent Clubsport adjustable coilovers. Additionally, the beefy six-pot front brakes house a set of Pagid RS29 pads clamping onto uprated Alcon rotors. The rear limited-slip differential has been

upgraded with a G50 carbon-fibre unit, while the gearshift has been improved with Cup-spec linkage and cables.

Opening the driver's door reveals a genuine Porsche Tequipment stainless steel half-rollcage, as well as Scroth five-point racing harnesses adding to the circuit-slaying drama, an effect enhanced by the steering wheel, recently retrimmed in Alcantara. This was exactly the car I'd been looking for: one that could be used, abused, pampered and improved, all at the same time.

It was offered at a price reflecting its slightly elevated mileage, but with plenty of scope to either retain that value or (hopefully) see it rise as the market for these models gathers pace. Either way, my plan for the car was not just to maintain the standard, but to improve as best I could, an endeavour which could be followed in these very pages.

There I was, signing away more money than I'd ever spent on something that didn't come with a kitchen, bathroom and a tiled roof. It was a nervous moment for sure, but buying through respected Porsche restoration and sales specialist, Rindt Vehicle Design, gave me reassurance. Besides, my trusty man maths had convinced me this was the right move.

Payment made, the car was mine. It was a surreal experience to slide into the black leather wing-back buckets for the first time, knowing I wouldn't have to give this 911 back at the end of the day. A feeling heightened further the first time I twisted the ignition key and fired the engine to life. Having recently been





serviced by the Rindt team, the 3.6-litre flat-six roared to life before settling to the trademark spritely and clattering idle. Gripping the wheel and feeling the texture of the nap on my fingertips, even before I've moved an inch, the GT3 felt utterly alive. Unlike air-cooled 911s, where the pedals are wildly offset in a right-hand drive example and the whole seating position completely alien to anyone who hasn't previously experienced this ergonomic idiosyncrasy, the 996 felt 'right' straight from the off.

When the engine had warmed slightly, I pushed the stick forward and engaged first gear. The shift was slightly longer than expected, but felt very precise and slotted home with satisfying weight. The clutch was as heavy as you probably imagine it to be, but was no worse than many other high-performance sports or race cars I've driven with a manual gearbox. Just pulling away, the GT3 felt special — easy to drive at low speed, but with the feel of being behind the wheel of a race car aching to be let off the leash. Finally out on the open road, it was time find out what the fuss is about when it comes to GT3-badged 911s.

Having been in the hot seat of a number of fast cars over the years, including Porsches, I'm no stranger to speed, but this was my first time experiencing a drive in a Porsche of my own — there's nothing quite like jumping in at the deep end! Before I opened the

throttle fully, I could sense this was a car built with purpose. Every control is razor sharp, from the throttle response to the steering, with even a millimetre of travel on the accelerator equating to a noticeable change in velocity. But now was the time.

As a series of fast, open sweeping bends lay out in front of me, I smashed my right foot to the floor and let the rev counter needle whip around the dial and bury itself into the redline. The sound was simply astonishing, with the metallic wail of the normally aspirated engine unlike anything I'd heard before. Accompanying the noise was immense thrust, which pinned me into the supportive bucket seats and repeatedly fired me at the snaking tarmac, gear after gear.

The precise steering gave feedback in abundance, which if you're not used to, can feel a little sketchy at first, but I soon learned to trust in the incredible levels of grip on offer — helped in no small part by Rindt's decision to fit fresh Michelin N-rated rubber prior to my purchase — and simply let the wheel writhe and jink in a loose grip, the GT3 guided by my palms. The KW coilovers are definitely set a little lower than stock, and a rogue deep compression saw the front splitter skim the black top, but although firm, the suspension remained compliant enough to see speeds rise confidently into licence-losing territory.

After a while at the controls, my initial

nervousness subsided (even if the adrenaline hit remained) and I began revelling in the GT3's ballistic cross-country pace. It wasn't the outright speed or even the eye-popping braking power that impressed me most — it was the complete package of pace, steering, suspension and braking, as well as that undefinable quality of simply feeling

Above and below
Heightened interest in Porsche's GT3 lineage has seen prices of early models rise significantly during the past two years





911 GT2RS (997)

Jet Black • Black Half-Leather Carbon Bucket Seats • 19" Centre Lock Wheels Porsche Ceramic Composite Brakes Rear Roll Cage • No. 159 of 500 Cars Produced • 8,802 miles • 2010 (60)

£299,995



911 Turbo (993)

Arena Red • Black Leather Sports Seats 18" Turbo Wheels • Electric Sunroof Full Leather Interior • Air Conditioning Previously Sold & Serviced by Paragon 62,139 miles • 1996 (P)

£154,995



911 GT3 (991.2)

Crayon • Black Leather 918 Bucket Seats Manual Gearbox • Clubsport Package Porsche Ceramic Composite Brakes Previously Sold & Serviced by Paragon 13,826 miles • 2018 (18)

£151,995



911 GT2 (996)

Polar Silver • Black Leather Sports Seats 18" GT2 Wheels • Porsche Ceramic Composite Brakes • Carbon Interior Package • Previously Sold & Serviced by Paragon • 21,836 miles • 2003 (03)

£134,995



911 Carrera 4 GTS Targa (991.2)

Jet Black Metallic • Black Half-Leather Sports Seats • PDK Gearbox • 20" GTS Centre Lock Wheels • Switchable Sports Exhaust • Sport Chrono • 9,122 miles 2018 (18)

£109,995



911 Carrera 2 S (992)

Guards Red • Black Leather Sports Seats PDK Gearbox • 20/21" Carrera S Wheels Touchscreen Satellite Navigation Switchable Sports Exhaust • Sport Chrono 7,605 miles • 2019 (69)

£95,995



911 Carrera 2 GTS (991)

Guards Red • Black Half-Leather Bucket Seats • Manual Gearbox • 20" Centre Lock Wheels • Sport Chrono Previously Sold & Serviced by Paragon 6,939 miles • 2015 (65)

£92,995



911 Carrera 2 GTS (991)

Agate Grey • Black Half-Leather Sports Seats • PDK Gearbox • 20" GTS Centre Lock Wheels • Touchscreen Satellite Navigation • Switchable Sports Exhaust Sport Chrono • 10,792 miles • 2015 (65)

£87,995



911 Carrera 2 GTS (997)

Aqua Blue • Black Half-Leather Sports Seats • Manual Gearbox • 19" GTS Centre Lock Wheels • Touchscreen Satellite Navigation • Switchable Sports Exhaust Sport Chrono • 13,956 miles • 2011 (61)

£84,995



911 Carrera 2 (997.2)

Carrera White • Black Leather Sports Seats • Manual Gearbox • 19" Carrera S Wheels • Heated Seats • Previously Sold & Serviced by Paragon • 20,294 miles 2010 (59)

£51,995



Boxster 718

Guards Red • Black Leather Sports Seats PDK Gearbox • 20" Black Carrera S Wheels Switchable Sports Exhaust • Heated Seats & Steering Wheel • Serviced by Paragon Since New • 20,878 miles • 2017 (17)

£44,995



Boxster (981)

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'special', an excitement experienced every time I get behind the wheel or even when I look back at the car after climbing out of the cabin.

It's the feeling you're driving something out of the ordinary. For me, this is the most exciting aspect of GT3 ownership. Yes, I'm hoping my man maths will prove fruitful in the long term, but for now, I'm going to focus on enjoying every moment I have with this car. I intend to make memories that will last a lifetime. Expect to be reading about them in forthcoming issues of the magazine. ●

SEÁN MATTHEWS

996 CARRERA



I would like to discuss an affliction I have. I'm fortunate insofar as the complaint is understood by many – it's something other people are suffering right now. I'd go as far as saying it has become something of an epidemic in Porsche circles. My illness? I own a 996-generation 911. Yes, the crap one, as I have heard naysayers state when I tell them which 911 is parked on my driveway. The very model plagued by intermediate shaft bearing (IMS) issues. The Porsche which shared the majority of parts with a lesser model. The one with *those* headlights.

Despite these uncomfortable truths, the 996 is, in my opinion, the best 911. I was infected with this disorder in my youth. It was 1997 and I was fortunate to grow

up in Weybridge, a small town in Surrey. Eye-popping performance cars populated the suburban roads. My walk home from school most afternoons was regularly made more entertaining by a familiar shape darting past.

It was recognisable in as much as I was clearly looking at a 911, but the front end of this car looked sleeker and smoother than the Porsche in my mind's eye. In many ways, the Surrey speed machine looked like a concept car. It was beautiful, a mobile work of art. It was an early 996 Carrera and I was hooked.

A decade ago, the 964 was the Porsche to buy as a future investment. Prices started picking up and I was caught up in the buzz. A Guards Red manual Carrera 4 with black leather soon presented itself. The seller wanted ten grand. I hesitated, thinking about the lack of garage space at my disposal. Less than thirty minutes later, the car was sold. The nine-one-one that got away. This procrastination has haunted me for years.

My appreciation for G-series 911s hadn't yet matured, and though they were widely regarded as the affordable entry point to 911 ownership, my life moved on – family commitments meant I had to forget about buying a Porsche. The viral infection, so I thought, was lifting, but magazines were labelling the 996 a future classic. Moreover, motoring media confirmed the first water-cooled 911 wasn't as bad as so-called Porsche purists had been saying. Of course, those aware of how *good* the 996 is also recognized the fact it wasn't just the more expensive Carrera 4S, Turbo or

GT variants which were starting to gain appreciation among a new generation of Porsche fanatics.

Even with a house purchase threatening to put paid to the opportunity of owning a 911 until much later, my sickness returned. A plan was already formulating for the 996 I would search for when funds allowed. I was adamant specification needed to include Guards Red paintwork, sunroof delete, factory aero kit, black leather, manual transmission and rear-wheel drive. These were the non-negotiables. Fast-forward to the present and I own the very 996 I dreamed of. It's the car you see here. If it looks familiar, this is likely because my early adventures in Porsche ownership have been documented richly in this publication's monthly 'fast fleet' pages.

As you can probably tell, the car isn't in the same specification it left the factory in 1999. You see, another ailment I suffer

Above An excellent example of how the GT3-aping AeroKit can make an entry-level 996 Carrera look super-aggressive

Below Gold BBS set against Guards Red paintwork delivers the full 'Iron Man' effect





Above Carrera cabin is a comfortable place to be, though Seán is considering installing buckets

Below Seán was adamant he wanted a rear-wheel drive, manual 996 Carrera with an 'ironing board' fixed rear spoiler

from is not being able to leave cars as they rolled off the production line – I have yet to own a vehicle I haven't modified. I can't help it! I firmly believe each car is a blank canvas waiting for me to improve upon. Is my 911 to everyone's tastes?

Do I care? In a world where other people's opinions are forced on us at every turn, I like the fact my car is just that: my car.

The suspension work was carried out by a local specialist. Whilst having Bilstein PSS10s placed under the arches, I had an RPM Technik CSR lightweight flywheel fitted, as well as a new clutch. A new aftermarket IMS bearing was installed as a precautionary measure, and then off I

went to have geometry tweaked by Chris Franklin and Pete Leason at chassis tuning concern, Center Gravity. The pair lowered the car's ride height past first-gen 996 GT3 levels and made my 911 handle like a Porsche should.

SPECIFICATION WAS LEFT ALONE FOR A YEAR AND THE CAR WAS ENJOYED AS OFTEN AS COVID RESTRICTIONS WOULD ALLOW

It looked brilliant hunched over its Speedline wheels, but still not how I imagined. Truth be told, I considered the car's overall appearance not dissimilar from that of any other lowered 996. Talking fashion for a moment, a shoe can make or break an outfit, meaning you can never have enough footwear in your

wardrobe. The same goes for wheels on a Porsche – choosing the right rims will change your car for better or worse. I wanted my Guards Red Carrera to stand out against all others, which is why I had to look beyond the UK's shores for

wheels. I could have saved myself a heap of hassle and fitted Fuchs reps, OZs or factory alloys from a 911 of similar vintage, but I was on the hunt for something different from the 996 norm.

It was while scanning the listings of eBay USA I happened across a set of ultra-rare, eighteen-inch BBS LM F1 Championship wheels. Amazingly, they were fitted to a Guards Red 996 in Thailand and were in GT3 fitment. Fate, eh?! Money was exchanged and, within a week, the wheels were in my possession. I promptly bagged N-rated Michelin Pilot Sport tyres (285-section rears, 225 fronts) from my local Costco. Boom! Tony Stark's chariot was ready. After all, red and gold is for life, not just for Christmas.

Front bumper smoothing was carried out by Colourkraft in Wellingborough, giving the aero kit lines a chance to breathe. With that, specification was left alone for a year and the car was enjoyed as often as COVID restrictions would allow. During periods of lockdown, however, I began to wonder how my 911 would behave on a track. My desire to modify was about to become far more pronounced, as demonstrated when I took the car to Northampton Motorsport, where race car preparation specialist,





James Hatfield, amended geometry to accommodate standard 996 GT3 camber and toe. He also added a further five millimetres to the drop at the front, providing a touch more rake, making the car look that little bit more purposeful.

Next, I spoke to Chris Wright of Wallingford-based Porsche tuner, Wrightune. We agreed on the installation of a Wavetrac limited-slip differential to help in corners, as well as an RPM Technik CSR clutch friction plate, serving as a better match for the previously installed CSR flywheel. To keep things solid at the back, Rohler semi-solid engine mounts were bought from independent Porsche parts retailer, Design 911.

SHIFTING GROUND

To stop the car more efficiently and to reduce the risk of boiling the brakes, lightweight Girodisc two-piece rotors, Pagid Blue pads and a set of Wrightune's own braided brake hoses (new to market at the time of installation) were fitted. I also wanted to improve feel when changing gears, ensuring I never mis-change in anger – the 996 is notorious for having a wobbly gear knob due to the plastic parts within the linkage becoming loose. I sought assistance from Numeric Racing and the company's incredible shifter and race cable combo, which not only reduces throw, but gives the 'snickety' feeling you would expect for the focused 911 I was creating.

Whilst the car was with Chris at Wrightune, I wanted him to investigate a strange whirring sound coming from the rear of the car, near the gearbox. It was

plaguing my enjoyment behind the wheel. He came back to me with his diagnosis: the IMS bearing was on its last legs and had caused metal and plastic to find its way into the sump. The engine was only a few revs away from catastrophic failure! You'll recall I paid a local indie to fit a new upgraded IMS bearing. I was shocked to discover the company had taken my cash, but hadn't done the work, resulting in the situation I found myself in. After a frank conversation with the owner of the business, I explained how I wanted him to cough up the money to pay for a full engine rebuild. You'll note I wasn't asking him to overhaul the poorly flat-six – there was no way I was prepared to let him or his team touch my car ever again.

Thankfully, after a fair amount of back and forth, my demands were met. With money in hand, I visited Track Club in Kimbolton. This company is well-known for looking after Porsche race cars and

offering pit lane support. During COVID, with a lack of motorsport to focus on, company boss, Stephen Docherty, decided to venture into engine building for road cars. I approached him and we talked about the best course of action for my 996.

Now, we could have put the failing boxer back together as a 3.4-litre unit and be done with it, but you know only too well I have a sickness: when we can do more, and get a little silly in the process, we must. Well, I must, but I'm sure some of you are as disturbed as I am with this modifying bug! We decided to give the car bigger lungs by way of more air in and out of the engine. To achieve this, Stephen installed an IPD Plenum, a modified throttle body (due to being an early cable throttle 996), equal length manifolds and an X-pipe mid-section with 200-cell catalyts courtesy of exhaust manufacturer, Top Gear. The car already

Above Smoothed front end highlights just how slippery the 996's bodywork is

Below Engine has been increased in capacity to 3.7 litres following a rebuild



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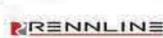
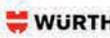
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Above As tidy as this modified Carrera is, Seán is treating it to a bare metal respray

made use of a Top Gear sports exhaust system and I wanted the new parts to be from the same brand.

During the engine rebuild process, an updated EPS IMS bearing was fitted. Additional modification included Westwood ductile

iron enlarged piston sleeves with 100mm Mahle forged pistons. This gave the car a healthy capacity increase of 300cc,

promising better midrange push. Yes, I now own a 3.7-litre 996 Carrera. Oh, and an impromptu gearbox rebuild was completed by the team at RPM Technik. The unit was grinding worse than teens in a skate park!

Following the engine and gearbox rebuild, and with 1,500 soft miles under its belt, it was time to give my perfect Porsche some welly. Wow! Why bother with any other 911 when the 996 can sound and go as good as this?! The gear change is the slickest this side of a Cup car and throttle response is sharp. And the grip and confidence the Wavetrac diff brings is nothing short of incredible. I can lean on it more than I thought I'd be able to, all the while knowing I'm nowhere near the limit of this car's capabilities.

The engine sounds ravenous from 3,500rpm all the way up to the 7,200rpm redline and I get great push from any gear in the mids. The ECU hasn't yet been remapped to take account of all the upgrades and additional displacement, meaning there's a massive amount more to come from the car, but in the here and

now, I can report blistering performance. The brakes are inspiring, providing lots more stopping power compared to the standard setup. Aesthetically, they look the mutt's nuts peering out from behind the gold BBS multi-spokes. I suppose

I CAN LEAN ON IT MORE THAN I THOUGHT I'D BE ABLE TO, ALL THE WHILE KNOWING I'M NOWHERE NEAR THE LIMIT OF THIS CAR'S CAPABILITIES

this is my representation of what a 996 Carrera Clubsport could have been — a capable coupe which can excel in B-road blasting, sensible commuting, a leisurely drive to the coast and, as I intend to discover, trackday work.

What's next? Surely I'm done changing the car? Not likely. I enjoy this infection! At the time of writing, my 911 is in the capable hands of Pennings, a body shop

in Milton Keynes, where the Porsche is about to undergo a full bare metal respray. I'm also having unhealthy thoughts about changing the interior. I like GT3 seats. I also like Recaro Pole Positions. As most people say, track days are a slippery

slope. Will I go a bit mad on the chassis after catching another car-cold? Watch this space.

Every journalist raved about the 996 when these cars were new. Some of

those writers own a 996 today, despite access to newer, faster metal. As for the headlights, which I consider a work of art, when you're inside the car, you can't see them, so no reason to get hung up. And there, in the driving seat, you'll immediately see why it's easy to succumb to the disorder that is 996 ownership. Give in to it and we can help each other in infecting the rest of the world. ●



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SPORTING LIFE

Blessed with two standout models from Porsche's transaxle family of cars, *911* & *Porsche World* editor, Dan Furr, finds each of this powerful pairing offers a very different driving experience...

Words Dan Furr Photography Dan Sherwood





DAN FURR

944 TURBO, 968 SPORT, 997 C4S



If you've been around enthusiast-owned vehicles long enough, you'll have heard someone say "cars find me" when describing how they've come by the four-wheeler(s) on their driveway.

It's easy to dismiss such a claim, but I'm living proof it holds true — though I actively went on the hunt for a 1997 Carrera 4S, both my 1994 968 Sport and 1986 944 Turbo found me, so to speak. Allow me to explain.

Let's start with the 968. This is the most recent addition to Furr's Fleet, which now stands at fifteen cars spanning a wide variety of makes and models, from a Rolls-Royce Silver Shadow II to an ex-works British Touring Car Championship Super Touring Vauxhall Cavalier GSi. As was the case with my 997 (which you can read about later in this issue of *911 & Porsche World*), when it came to buying most of the cars I own, I searched high and low until I found what I was looking for. In contrast, the 968 arrived at my door unannounced. I'm not talking figuratively.

It was June 2021. I was busy tinkering in my workshop when the car pulled into view. Its occupants, two brothers, were struggling to find a neighbouring business. I offered directions, but before my new friends and I parted company, we got to chatting about the Porsche. Naturally, I was excited to witness such

a rare model on my doorstep, not to mention the fact this was the first time I'd seen a Slate Grey example of a 968 variant I'd long wanted to keep in my garage. My visitors explained how the car belonged to their father. Remarkably, he was the second owner and had been in possession of the three-litre coupe since 1997. A quarter-century of continuous custody is exceptional, and it wasn't long until I was being told stories of holidays, European road trips and other outings the family had enjoyed in the car over many years. With regular use, however, comes wear and tear — the Sport-specific upholstery was in need of a retrim, the car's Cup 2 wheels had seen better days and, thanks to vastly reduced mileage in recent years, not least due to the UK's coronavirus lockdowns, the mechanicals required a refresh.

Like so many classic and modern-classic Porsches, this Sport had long been removed from daily driving duties and was now being kept as a cherished chariot. Consequently, when the government announced it was safe for us all to head back into the wild, the 968's owner asked his sons to arrange a retrim, the necessary spanner work, wheel refurbishment, the purchase of premium tyres and to take care of anything else they felt required attention. They'd arrange the work, he'd foot the bill.

As much as I enjoyed chatting about the car, the brothers were running late for their appointment and needed to leave, but before they vacated my workshop (where they had a good look at my 944

Turbo), I suggested they get in touch if their dad ever wanted to part with his Porsche. We exchanged numbers, said goodbye, and that, so I thought, was that. Two months later, however, I encountered the car once again. I was visiting Cambridgeshire-based premium vehicle interior trimming outfit, Awesome Classic & Custom, where the 968 was being worked on. Its seats — very tired when I first saw them — were being recovered in super-rare OEM Sport fabric. The worn centre cloth and bolsters were being transformed into a condition as good as new. Fresh carpets were going in, as was a new leather handbrake cover. To all intents and purposes, save for a busted LCD clock, the cabin was on its way to becoming as pleasing as it was when the car's first and only other owner took delivery from Porsche Centre Exeter on 27th June 1994.

Above Only 306 968 Sports were produced, making it a super-rare model hardly anyone outside the Porsche scene knows about

Below Porsche Cars Great Britain really didn't want you to steal this car



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I knew awesome Awesome crew would do a stellar job – after enjoying seat time in a number of *911 & Porsche World* feature car cabins trimmed by the firm’s talented team, I had no hesitation in commissioning the company to completely overhaul my 944 Turbo’s cockpit back in 2018. I’ll talk more about this shortly, suffice to say, it was clear to me this 968 Sport was in safe hands.

A month prior to landing at Awesome HQ, the car was left with Wellingborough-situated Porsche indie, DW Performance, where it was treated to a major service, replacement of all belts, a new balance shaft oil seal, front shock absorber top mounts and bump stops and an MOT. Additionally, the brakes were renewed, new genuine lights and side repeaters were fitted, plus the car’s Cup 2 wheels were professionally refurbished before being wrapped in Michelin Pilot Sport 4 rubber.

Now, if you invite a stranger to contact you in the hope that at some point in the future they might be interested in selling a car they show no sign of wanting to part with, you’d be daft to expect a call.

With this in mind, you can imagine my surprise when I was contacted out of the blue in summer 2022 with an invitation to take ownership of the very 968 randomly attending my workshop more than a

THE COST OF A SPORT IS APPROXIMATELY HALF WHAT YOU’LL PAY FOR A CLUB SPORT, MAKING IT AN EVEN BETTER BUY TODAY THAN IT WAS IN PERIOD

year earlier. So the story went, after the recommissioning work was complete, the Sport’s owner, who allowed only Porsche Centre Silverstone to carry out servicing and maintenance work between 1997 and the car being mothballed at the start of the pandemic, decided against returning to the gorgeous grey tin-top’s driving seat.

“The clutch is too heavy for him, the seating position too low,” his son told me. Recalling I’d expressed an interest in becoming the Porsche’s third owner, he was now giving me the opportunity to see my name on its logbook.

What makes a 968 Sport so special? Long story short, the 968 Club Sport (manufactured from 1993 through to the 968’s discontinuation two years later and, today, the fixture of many private Porsche collections) was configured

as a ‘race car for the road’, stripped of creature comforts and tipping scales at a hundred kilos less than the standard 968. The loss of sound deadening material, power windows, boot locking

mechanism, heated washer jets, engine bay shrouds, rear wiper, back seats, audio equipment and the introduction of a smaller battery contributed to the Club Sport’s 1,320kg

kerb weight, helped by a vastly reduced wiring harness and fixed hardback Recaro sports seats, which did away

Above Like the Club Sport it is based on, the Sport is a basic car, offering minimal luxury and only the essential controls for fun on four wheels

Below Front and rear feature integrated bodywork with no discernible bumpers, mirroring 928 looks





Above Interior was retrimmed by Awesome Classic & Custom using model-specific fabric

Below 968 carries a more graceful look than the earlier 944, though pronounced rear haunches are shared between both front-engined models

with the bulky electric motors of the standard leather 'tombstones'. Staggered seventeen-inch wheels — huge for the time — with a wide contact patch replaced the standard 968's soft sixteens, while body colours were limited to Grand Prix White, Speed Yellow, Guards Red, Riviera Blue, Maritime Blue and the imaginatively named Black. Shedding a few more grams, the 968's airbag-kitted steering wheel was ditched in favour of the legendary Club Sport three-spoke. Ride height was dropped twenty millimetres, and though damper rates remained unaltered, they felt much stiffer due to reduced overall weight.

With a ringing endorsement from Porsche test driver and two-time World Rally Championship victor, Walter Röhrl, who announced the 968 Club Sport as the best-handling Porsche he'd ever driven, as well as contemporary road reports suggesting Porsche had outdone itself

by presenting a model with even better corner-hugging abilities than the earlier 944 Turbo, the range-topping 968's status as an instant classic was assured, but in reality, not everyone wants to drive around in a Porsche robbed of all its luxury equipment. Nowhere was this more pronounced than in the UK, where the terrible state of the nation's highways (not a lot has changed in thirty years) made the Club Sport difficult to live with. By comparison, the standard 968 felt too refined, too wallowy. It was, frankly, too tame for those lusting after engaging, spirited driving. A halfway house was the obvious solution.

The 968 Sport was offered from 1994 until 1995. Made exclusively for Porsche Cars Great Britain, the model was a Club Sport with some of the regular 968's equipment reinstated. Electric windows made a return, as did central locking, the thicker wiring loom, rear seats, the electric

tailgate locking mechanism and many other features. Leather, however, was kept away from the Sport, as were the Recaro hardbacks, which were replaced by manually adjustable Comfort seats finished in the model-specific fabric you see on these pages.

THE REAL DEAL

If you think I'm guilty of exaggerating by claiming the 968 Sport to be a Club Sport by another name, then you couldn't be more wrong — a 968 Sport is listed as a Club Sport on its accompanying build record (or Porsche Certificate of Authenticity). The 'Sport' bit is referred to on official documentation as the Club Sport Luxury Package. Model-specific badging was applied to the rear of the car.

When new, the 968 Sport was available in UK main dealer showrooms for £32,995. This price was a significant £4,500 less than a standard 968. Needless to say, the Sport outsold the regular model by a huge margin — 306 Sports shifted between model launch and the 968's end of production, while it's thought only forty standard 968 coupes were sold in Britain during the same period. This figure makes the 968 Sport one of the rarest Porsche production models. Fewer than half of all examples assembled survive to the present day.

In the present, the cost of a 968 Sport is approximately half what you'll pay for a 968 Club Sport, making it an even better buy today than it was in period. Even so, the invitation I received to buy the Slate Grey stunner came at the wrong time — I'd not long bought an Estoril Blue





BMW E31 840ci Sport Individual and was determined to focus my attention (and rapidly emptying wallet) on the big Bimmer without distraction. Regrettably, after much deliberation, I had to pass on the 968, despite reasoning it was highly unlikely I'd get the opportunity to own this particular Porsche ever again.

Months passed. I'd been planning a road trip across Europe. The target destination was central Jutland, Denmark, home to the MyGarage complex and JP Group, parent company of Porsche parts manufacturer, Dansk. Which car to take? I reasoned the 968 Sport would have been the ideal tool for the job. If only I hadn't dismissed it! It was at that moment I decided to contact the seller. Was the car still available? To my surprise, he answered in the affirmative. Considering the many thousands he spent on recommissioning work, would he be prepared to accept a lowball offer? I wasn't trying to pull a fast one, you understand — I explained openly and honestly how I knew the car was worth more than I could pay, but I simply wasn't in a position to reach the price he might be holding out for. After a bit of toing and froing, we settled on a figure we were both happy with and I was soon behind the wheel of my very own 968 Sport, the perfect companion to my 944 Turbo, which I'll come to shortly.

Prior to the Sport's launch, the 968 model line-up was black and white: a

standard model for comfort and a Club Sport for 'proper' driving enthusiasts. No (Slate) grey in between offering. "This is a car we have been asked to build," said Porsche Cars Great Britain's then Managing Director, Kevin Gaskell, when quizzed about the Sport in 1994. "It embodies all of the Club Sport's dynamics and precision, but with added levels of security, comfort and convenience," he added, referring to the Sport's reclining front seats, alarm system, electric windows and tailgate release, all of which added a smidge under twenty kilos to the base Club Sport's kerb weight. This seems to me a perfectly acceptable compromise, not that the Sport *feels* like any kind of compromise. This is a very basic car — as per the Club Sport it is based on, there's not a lot to a Sport, certainly by modern standards, just the essentials for fast fun. It's what I love most about this Porsche — it delivers a proper 'analogue' driving experience. You feel an integral part of this car. Make a mistake and it'll bite back, unlike modern sports cars, which will correct errors before you've realised one has occurred. That said, the near equal front-to-back weight distribution of the 968, so lauded by Walter Röhrl, means you need to be doing something fairly wrong to get a Sport out of shape.

The low seating position, the perfectly positioned pedals and the thick, motorsport-inspired three-spoke steering wheel, plus the exquisitely designed gear

stick (perfectly positioned) and sharp turn-in, make the Sport feel as though it is travelling much faster than it ever is. Does a Club Sport feel rawer, somehow more engaging? While I'll admit buckets would better hold me in place during hard cornering, I'm inclined to think a driver feeling more 'allied' to a Club Sport is somewhat psychological. In essence, the

Above and below
Three-litre M44 was painstakingly dry ice cleaned by JTEK Auto, while exhaust now benefits from Cargraphic tailpipe

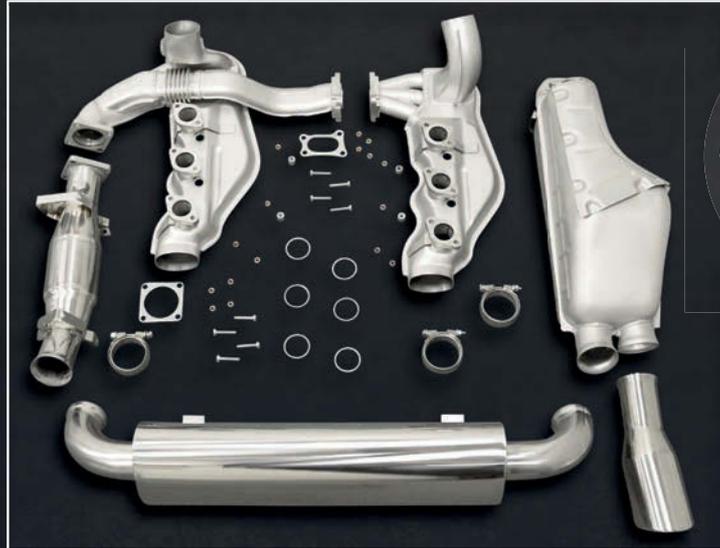


Dansk ORIGINAL



Dansk manufactures a number of different exhaust system alternatives for the 964-series.
All parts are hand-made in the highest grade of materials. Built to last!

Porsche 964
C2/C4 (3.6) '88-'94



Standard

Exhaust set with single tail pipe and catalytic converter, complete, stainless steel, with TÜV.

Dansk ref. 92.262S
JP no. 1620001110

Sport 1

(CAT, with heat exchangers)



Exhaust set with single tail pipe, complete, stainless steel. Same as "Standard", but with rear sport exhaust, with TÜV.

Dansk ref. 92.563S - JP no. 1620001210

Sport 2

(CAT, with heat exchangers DUAL TIPS)

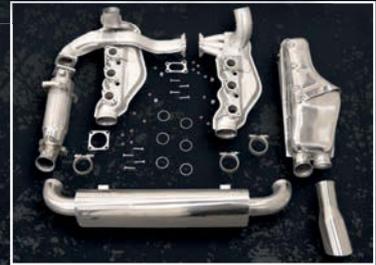


Exhaust set with dual tail pipes, complete, stainless steel. Same as "Sport 1", but with dual tail pipes, with TÜV.

Dansk ref. 92.564SD - JP no. 1620001310

Sport 3

(without CAT, with heat exchangers)



Exhaust set with single tail pipe, complete, stainless steel. Same as "Sport 1", but with catalytic bypass.

Dansk ref. 92.565S - JP no. 1620001410

Ultra Sport 1

(w.o. heat exchangers)



Exhaust set with side exhaust bypass pipe, single tail pipe and catalytic bypass, stainless steel.

Dansk ref. 92.566S - JP no. 1620001510

Ultra Sport 2

(w.o. heat exchangers)

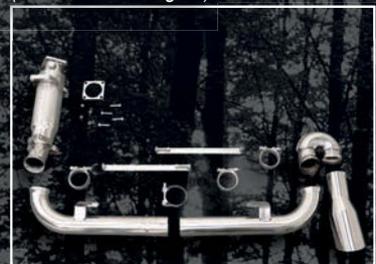


Exhaust set with G-pipe replacing rear exhaust box, single tail pipe and catalytic bypass, stainless steel.

Available with dual tail pipes on demand.
Dansk ref. 92.567S - JP no. 1620001610

Ultra Sport 3

(w.o. heat exchangers)



Exhaust set with G-pipe replacing rear exhaust box and side exhaust bypass pipe, single tail pipe and catalytic bypass, stainless steel.
Full blow out, extremely loud.

Dansk ref. 92.568S - JP no. 1620001710

www.jpgroupclassic.com



Sport is a Club Sport with comfy seats and electric windows. That's more or less all there is to it.

The 968's development of the 944 S2's three-litre, sixteen-valve inline-four (the world's largest-capacity four-cylinder production engine at the time of introduction) was the first Porsche powerplant to make use of VarioCam variable valve timing. It's a torquey unit emitting an immediately identifiable operating sound to anyone familiar with the 944 or 968 in turbocharged, normally aspirated, 2.5-litre or three-litre guise. I really like this engine, mated here to a transmission with six perfectly spaced ratios (unlike my 944 Turbo, which makes do with a five-speed cog swapper). 225lb-ft is realised at 4,100rpm, with maximum output of 240bhp at 6,200rpm — playing with this power in corners, swapping between second and third gears, is a huge amount of fun.

OPEN SECRET

Unlike the Club Sport, which in the UK is often seen with model-identifying body script, the Sport keeps its identity hidden. There's not even a 968 badge on the car, a deletion leading me to be complimented on my "nice 944, mate" a few times already. I kinda like the fact this is one of the Porsche scene's best-kept secrets. I enjoy it being a truly no-frills Porsche even more, though. Of all my cars, this is the one offering the purest driving pleasure. Take that, 911.

There is work to be done, though. I've detected a bit of play in the steering rack and I intend to give the car a bit of a

makeover. To this end, as documented in last month's issue of *911 & Porsche World*, the engine bay was subjected to dry ice cleaning at Trowbridge-based JTEK Auto. I can't recommend this super-efficient service highly enough — decades of dirt ditched in super-quick time. In other news, I've just bought a set of Veloce 3.6 wheels, which are essentially replicas of the classic Speedline split rims fitted to the 964 Turbo 3.6, the fourteen-unit 968 Turbo S and the four-off 968 Turbo RS. The eye-popping five-spokes will be wrapped in sticky Goodyear Eagle F1 Supersport rubber. Exciting!

I repaired the busted LCD clock with a handy screen kit supplied by independent Porsche parts retailer, Design 911, saving a fortune over the cost of a replacement clock from Porsche. And, just before our photo shoot, I installed a Cargraphic stainless tailpipe, which is offered by the German brand as an individually available component of a full 968 Club Sport exhaust system homologated to N-GT class regulations. I'm tempted to invest in the entire kit, which itself is part of Cargraphic's popular 968 Power Kit package, including a DME chip boosting power by more than thirty ponies, with similar gains in torque.

An LN Engineering magnetic sump drain plug will be fitted when I carry out a full service, then it'll be time to sort the steering rack and work my way through all bushes and supporting suspension components, thereby ensuring the ride is as good as new. The rubber seals for the bumpers and side skirts also need to be replaced, plus I'd like to get the car's

stone-chipped front end painted. Plenty to be getting on with, then?!

As an evolution of the 944, the 968 was claimed to have eighty percent new parts when compared to its predecessor. At first glance, it's difficult to believe this is true, especially when you hop inside the 968's cabin. It's a beautifully designed space which has stood the test of time, but there's really no difference between the controls of the oval-dash 944 and the 968. With good reason? If it ain't broke, don't

Above You'd never think this 944 Turbo spent half a decade dumped in a hedge





Above Awesome Classic & Custom totally transformed the car's interior from zero to hero, utilising lashings of Alcantara, different leathers and red double stitching

Right Double DIN head unit is the centre of a powerful in-car entertainment system

fix it. Where the original 944 carried over the — to my mind, at least — unsightly 'square' dash of the 924, the 944 Turbo's cockpit looked positively other-worldly by comparison. It's a masterpiece of ergonomic design, though having the stopwatch only operable by a passenger seems a bit daft — it's a feature of the aforementioned LCD clock, which is embedded in the centre dash strip above the glove box, making it difficult to read unless illuminated for night driving.

Step outside the 968 and the changes are more obvious. Attempting to create more of a 'family' of cars, as opposed to individual models with hardly any

shared parts (truly a thing of the past with the arrival of the 986 Boxster and 996-generation 911), the 968 makes use of 'teardrop' door mirrors, as seen on the 964 Carrera RS and, later, a mainstay of

to one another, and the shared look Harm Lagaij was tasked with achieving is clear to see.

The 968's front wings are much softer than those of the 944. Both cars share muscular rear haunches, inspired by the 924 Carrera GT, but where the 944 carries each of its back quarter lines sharply from tail to nose, the 968's front end is much smoother. It's a similar story when viewing the rear of both

cars dead-on. Specifically, the 944's chunky rear lights owe more than a passing nod to late 1970s Volkswagen output (hello all you Mk1 Golf fans!), whereas the 968's lights are more delicately designed, such as they are with solid red lenses. There's also no 968 rear bumper to speak of — taking influence from a pioneering design exhibited by the 928 as far back as 1977, both ends of the 968 are fully integrated with the main bodywork. Incidentally, where the 944 was built at the Audi factory in Neckarsulm, 968 production moved to Porsche's assembly plant in Zuffenhausen.

The story of how I came to own my 944 Turbo has been told in these pages previously, but for the benefit of readers new to the magazine, here's a summary. My postie first alerted me to the car's existence — nobody knows the automotive landscape where you live better than the person walking up and down local driveways delivering mail every day! Noting how I was turning my workshop into something resembling

NOBODY KNOWS THE AUTOMOTIVE LANDSCAPE WHERE YOU LIVE BETTER THAN THE PERSON WALKING UP AND DOWN LOCAL DRIVEWAYS EVERY DAY

the 993, which inherited the 968's door handles. The starkest visual difference concerns the 968's exterior lighting. Yes, pop-up headlamps remain, but where the 944's candles are covered when closed, the 968's are always exposed, mirroring the look of the 928. In fact, park a 968, 928 (S4 onward), 964, 993 and, for good measure, a 959 next





a retirement home for tired classic and modern-classic cars, and in recognition of my passion for Porsche, he asked if I'd considered taking on a Stuttgart-crested doer-upper. The catalyst for his enquiry was a derelict 944 across town, less than five miles from my house. The owner had retired the car from the road many years previous, but was now moving home and didn't want to take the Porsche with him.

CAT AND MOUSE

He'd been using it as his daily hack back when classic Porsches weren't worth a huge amount of money, relatively speaking. Then, in 2011, the owner's father-in-law passed away, leaving a mint condition Jaguar XJS up for grabs. Acknowledging the 944 needed work to get through its next MOT, the owner opted to register it SORN, parked it in a corner of his garden and took to the road in the Big Cat, vowing to attend to the Porsche as soon as time and funds permitted. Sadly, time is no friend to a dormant 944, and so it proved during the course of the following six years — left out to pasture on wet ground, the car didn't turn a wheel. Corrosion set in aggressively, the local rodent population made the engine bay its home and a neighbouring hedge grew around the bodywork in an apparent attempt to swallow the car whole. Nature was claiming this Porsche for itself.

The owner reasoned his 944 wasn't worth enough to warrant the expected cost of repair, but at the same time, prices of classic Porsches were on the rise. He therefore asked our shared postie (a dyed-in-the-wool petrolhead with a passion historic Fords) if he knew of any potential takers. I immediately sprang to mind.

I was told the car's sills were done for (a common 944 complaint) and its sunroof seals had failed, leading to moisture ingress every time it rained. For years. Unsurprisingly, the interior was far beyond saving. All tyres were flat, bringing the body closer to mud, encouraging rapid deterioration of the door bottoms, wing bottoms and, as I suspected, the

suspension mounts and jacking points. The bonnet wouldn't open, though the owner confirmed the engine and transmission worked perfectly when the car was retired from the road. The list of faults went on. And on. And on.

I was excited about the prospect of saving the car, but when it comes to these matters, one has to think with their head, not their heart. I surmised a 944 in need of total restoration simply wasn't worth the hassle. "There's a Turbo badge on the back of the car," quipped my mailman, shrugging as the words fell out of his mouth. Ah, game changer.

Within hours I was inspecting the car in person. Sure enough, I was looking at

Above A project of this nature is never really finished, as highlighted by an impending overhaul of the cooling system





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Steel wheel

Design: OE look steel - colour: silver

Dealer enquiries are welcome

16"- Steel rim

5,5 x 16 ET 15	259,00 €
------------------	----------

all steel wheels with ECE number





one of the earliest UK-market Guards Red 944 Turbos, complete with staggered sixteen-inch Teledials, Porsche-script door handles, Sport seats and many other super-desirable factory cost options. The car had spent its entire life in North Norfolk, as demonstrated by a bulging history folder of paperwork collected by previous owners, the first being a hotelier in Sheringham. Lancaster Porsche (now Porsche Centre Cambridge) was the issuing dealer.

SNAP DECISION

What to pay? The parts I recognised as non-standard were worth a few quid, but the cost of resurrecting this Porsche was likely to be far more than I could estimate on the spot, and I was already thinking big numbers. The seller saved me the hassle of doing the maths. Providing I could give the car a good home and promised to do what I could to save it, he told me I could secure ownership for a token sum. I didn't hesitate to accept and immediately arranged for a low loader to drag the car out of its pit.

On closer inspection, the car revealed itself to be severely compromised, but not quite ready for the great scrapyard in the sky. "It's not the worst I've seen," remarked Nash Hunter, proprietor of now defunct 944 restoration specialist, Retro Restorer. Even so, over the course of the subsequent three years, the car was

subject to comprehensive restoration, with new metal replacing old at virtually every turn.

The destroyed Linen half-leather Sport seats were despatched to the previously mentioned Awesome Classic & Custom, whereupon they were fully retrimmed, along with the rest of the interior. The result takes heavy influence from modern Porsche GTS decor, with Alcantara covering the dashboard, door card tops, centre console and armrest. The headlining is also trimmed in the suede-like synthetic material. Elsewhere, soft black leather covers the bolsters, backs, lower door cards and gaiters, while perforated grey leather is used for the seat centres and piping. Red double stitching features throughout, as do plush black carpets hiding Dynamat sound deadening material. Custom red stitching even features on the MOMO Prototipo steering wheel. Further colour-coding can be seen in the red seat belts, expertly manufactured by our friends at Quickfit Safety Belt Services.

A custom audio system was installed by Air & Sound, the award-winning automotive media and security arm of supercar tuning centre, GCAP Performance, based in London's trendy Notting Hill. The setup centres around a CarPlay-enabled Pioneer double-DIN touchscreen head unit linked to a JL Audio amplifier and subwoofer,

the latter installed in the spare wheel well and only detectable by way of a stealthily presented speaker grille cleverly sandwiching the boot carpet to the sub enclosure beneath. It's an amazing collection of components — EFL League Two football commentary never sounded so good! While at GCAP, a Meta Trak tracking system was installed, linking my car's whereabouts and vital statistics to my smartphone.

As for the nuts and bolts, Retro Restorer overhauled the turbocharged engine, installed a Quaife ATB limited-slip differential and installed all new suspension components, including GAZ GHA adjustable coilovers (retaining the torsion bars) and Powerflex polyurethane

Above Suspension comprises all new components, including polybushes throughout, plus GAZ GHA coilovers

Below Staggered Teledials are arguably the best wheels for a 944 Turbo





Above Okay, so the car is getting dangerously close to the 'too nice to use it' category of Porsche!

Right Iconic MOMO Prototipo is usually seen in classic 911 cabins, but works well on the 944 Turbo

Below Turbocharged 2.5-litre inline-four is as clean as a whistle

bushes front-to-back. All suspension hardware was stripped and freshly powdercoated, as were the brake calipers, which were loaded with EBC discs, Yellowstuff pads and Goodridge braided hoses, all of which are hidden behind refurbished Teledials wearing Toyo semi-slick black circles.

Due to the scale of work required to get the car to the condition seen here, the restoration was a drawn-out affair (far beyond the scope of this article), but well worth the wait.

When the Porsche was finally awarded a clean bill of health and an MOT, it was taken to Simon Walters, head honcho at detailing outfit, Cambridge Concours, located near Stansted. Among the jobs taken care of while the turbocharged transaxle was in Simon's custody, the paintwork — applied by Retro Restorer — was fully polished and treated to a Gtechniq ceramic coating. Next stop was chassis tuning specialist, Center Gravity, where custom geometry was dialled in, taking into account the specifics of my car, driving style and the roads usually I travel on. Visually, the upshot is a fifty-millimetre drop in ride height and a more purposeful stance. Dynamically, the car handles like it's on rails.

Like any project of this nature, there's always more to do. The fuel gauge has proved itself erratic and I'm not convinced the thermostat is opening when it should, giving me an excuse to invest in all new

cooling equipment from Design 911. A new alloy radiator from the firm's hugely popular OE Match range (products meeting or exceeding OEM build quality, fit and finish, but without the OEM price tag) takes centre stage and is joined by a new fan switch and thermostat. I'm

destiny brought us together! I'm lucky enough not to be restricted to a two-car garage, but if I was, I'd be more than happy with this pair of very different four-cylinder models from Porsche's transaxle family of products. The 944 Turbo, complete with all the bells and whistles

thrown at it since I took ownership, is arguably the perfect Porsche — practical, powerful, pretty and oozing with luxury. In contrast, the 968 Sport is a boisterous

DUE TO THE SCALE OF WORK REQUIRED TO GET THE CAR TO THE CONDITION SEEN HERE, THE RESTORATION WAS A DRAWN-OUT AFFAIR, BUT WELL WORTH THE WAIT

looking forward to fitting these parts in the coming weeks.

Like I said earlier, both of these cars found me. I wasn't looking for them, but

'bare bones' belter, begging to be hurled at the nearest bend. No distractions, no fancy stereo. Just pure unadulterated Porsche pleasure. I love them both. ●





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MAKING TRACKS

With warmer times ahead, thoughts turn to a return to track days. How about hitting one of the world's very best race circuits in a Porsche, whether your own car or one of the latest GT products to roll out of Stuttgart? Throughout 2023, RSRSpa will offer precisely this opportunity at Belgium's legendary Spa-Francorchamps...

Words **Dan Furr** Photography **RSRSpa**

Visiting hallowed ground such as this — even if for nothing more than to pay tribute to the cars, drivers and teams responsible for contributing to some of motorsport's most iconic scenes — is one thing, but what about taking to the asphalt yourself?

Regardless of whether you've never been on a track before or are a seasoned regular, you'll want to enjoy time at a circuit in the best possible conditions. Predominantly, this equates to a low number of cars on track at any given time, as well as being in the company of like-minded enthusiasts sympathetic to the fact drivers of different experience are at play. You'll also want a guarantee you'll be grinning from ear to ear when you're working your way around the track, as well as when you're taking stock of the day thereafter.

The team at RSRSpa is on hand to help. Offering a variety of open pitlane track

days and giving you the opportunity to either drive with your own car or rent a specially prepared track attacker for the duration, the company has been hosting its own events at Spa and the Nürburgring for many years. In other words, these guys have intimate knowledge of both tracks, meaning you couldn't be in safer hands.

The story of RSR (Ron Simons Racing) reads like an adventure out of passion for driving. Tired of soulless office work and congested city life, company founder, Ron Simons, 'escaped' from the Netherlands and headed south, "driving head-on toward freedom," as he puts it. Spa-Francorchamps, alongside the Nürburgring and Monza as the holy grail of historic Grand Prix circuits, was always a big draw for him.

The fact most F1 drivers rate Spa as the world's best track — and Eau Rouge as the best corner — speaks volumes and is largely why he would visit in his student years, driving up and down the new 'short cut' section from the shortened circuit,

avoiding traffic in both directions (at the time, it was a public road).

Ron has always regarded time at Spa as an opportunity to enjoying pure driving with friends. He regards hours spent at the circuit to be just as rewarding today as it was when he first visited, leading him to establish RSRSpa as a way of giving

Above An exciting selection of cars is available to choose from, though you're welcome to take your own Porsche to Spa



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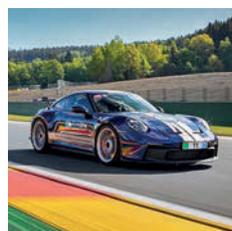
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enthusiasts an opportunity to explore their skill behind the wheel at Spa under safe, controlled conditions. Over the years, the firm has grown in size and now incorporates a team of more than twenty passionate staff and an international network of agents. Additionally, Ron has secured use of well over a hundred track-prepared rental cars, covering every sports car segment. Naturally, you'll want to know about the Porsches on offer.

WEAPON OF CHOICE

Kicking things off is the RSR Edition (modified) category, which includes tuned versions of the 981 Cayman, 718 Cayman and 991 GT3, each car configured with equipment from some of the best aftermarket brands in the business. For example, improving the 3.4-litre 981's track-handling abilities are KW Clubsport three-way adjustable coilovers, BBS CH-R staggered nineteens and Michelin Pilot Cup Sport 2 rubber, turning the car into a true 360bhp Porsche pocket rocket. In the cabin, drivers will be strapped into a Recaro Pole Position race seat and Schroth four-point safety harness.

The 718 RSR Edition is similarly aimed at intermediate and experienced drivers. The car rolls on Öhlins coilovers, the same wheel and tyre combination as the 981, but benefits from ECU calibration courtesy of Simon Motorsport,

resulting in 375bhp from the car's 2.5-litre turbocharged boxer. Both Caymans benefit from competition brake pads and PDK transmission.

RON ISN'T OBLIVIOUS OF THE FACT DISABLED DRIVERS ENJOY TRACK TIME JUST AS MUCH AS ABLE-BODIED ENTHUSIASTS

The 991 GT3 RSR Edition takes things a step further. Chucking out more than 480bhp, this brightly coloured 3.8-litre track weapon utilises the same BBS and Michelin wheel and tyre combo as its Cayman RSR Edition brethren, but makes use of an Akrapovic Slip-On titanium exhaust system, not only releasing otherwise trapped ponies, but adding to the drama of being at Spa by producing

a rip-roaring soundtrack befitting of the surroundings. You want more? How about RSR's selection of high-end sports cars, dominated by cars from the Porsche GT

department, including a 981 Cayman GT4, 718 Cayman GTS 4.0 and, new for 2023, 718 Boxster Spyder.

You'll also want to be offered RSR's 'Supercar' menu.

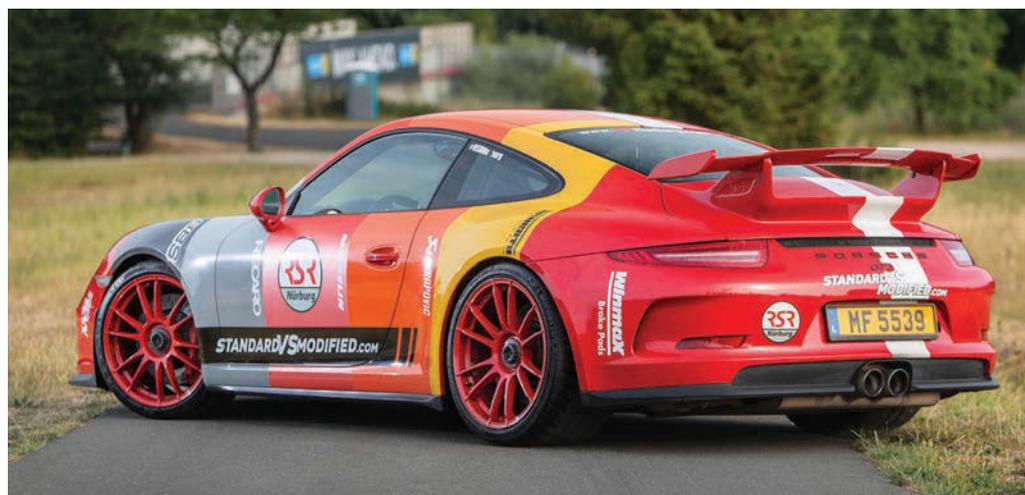
There's a choice of

991 GT3s (first- and second-generation models) for starters, but also the 718 Cayman GT4 RS in both standard and Weissach specification, as well as early and late examples of the 991 GT3 RS. Add a 992 GT3 and, new for 2023, a 992 GT3 RS to the mix, and it becomes clear attendees should be very excited.

Hang on a minute. What if you've not got much track time under your belt?

Above The pitlane is open all day, allowing drivers to enter and leave the track whenever they wish

Below 991 GT3 RSR Edition provides 480bhp to play with

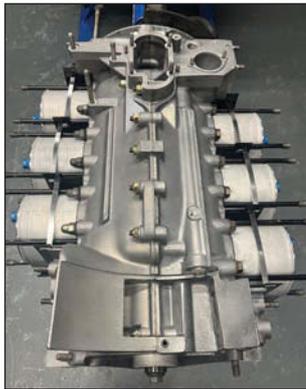


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Maybe you've never been on a track before? All these powerful Porsches might seem a little intimidating, yes? Ron is only too aware of the fact every circuit dweller hits the track for the first time at some point in their life. He wants RSRSpa days to be as comfortable and pleasurable as visitors hope they will be, which is why his team provides driver tuition based on the "perfection training" traditionally carried out on the Nürburgring Nordschleife.

"The bottom line is that Spa is just as demanding as the Eifel course, but beginners can learn the Belgian track far quicker because of its shorter length," he suggests. Indeed, RSRSpa's academy training programme is designed to harness the most overlooked aspect of track days: improving driver skill.

ALL INCLUSIVE

For tuition, you can drive your own car or take advantage those Ron has made available to rent, not limited to the Porsches listed here — a wide range of European sports cars, including various sporty Volkswagens, BMWs and Renaults (Megane Trophy R, anyone!?) are available. And Ron isn't oblivious of the fact disabled drivers enjoy track time just as much as able-bodied enthusiasts, which is why he's included cars with hand controls on the RSRSpa fleet.

And so, to the all-important dates. At the time of writing, the company's published calendar lists events throughout the second half of 2023, kicking off in May (Monday 1st and Tuesday 2nd), before extending through June (Tuesday 6th), July (Tues 4th), August (Thurs 10th), September (Monday

11th and Tuesday 12th) and October (Monday 9th and Tuesday 10th), rounding out the season in style come November (Saturday 11th).

It's important to note these are trackdays, not test days (or race days, for that matter). The encouraged driving code amounts to patience, respect, defensive manoeuvring, no competition, no lap timing, enjoying the track and going the distance. Typically, 120 participants take part in Spa track days, whereas RSR limits its events to a maximum of one hundred attendees. The pitlane is open all day, meaning you can head out onto the circuit and come in again as frequently as you wish. This 'no sessions' approach, coupled with the low number of drivers at each RSRSpa event, means less traffic, less overtaking and, ultimately, a better day out for everyone involved.

Given the fact Ron's team doesn't need to explain to anyone how to have fun one of the world's best race circuits, RSRSpa can fully concentrate on impressing upon participants the importance of the driving code and safety standards. This takes the form of a track walk (hosted by Ron) and driver briefings, ensuring every participant is reading from the same hymn sheet, so to speak.

As a consequence of this approach, RSRSpa hardly ever has cause to complain about driver behaviour. "Our typical customers are people who enjoy their cars and want to drive them on the world's best circuits," Ron confirms. "These are people who enjoy in-control sport driving on a track. What we don't have are hotshots who are desperate to prove themselves." He's referring to those who want to go "mirror to mirror"

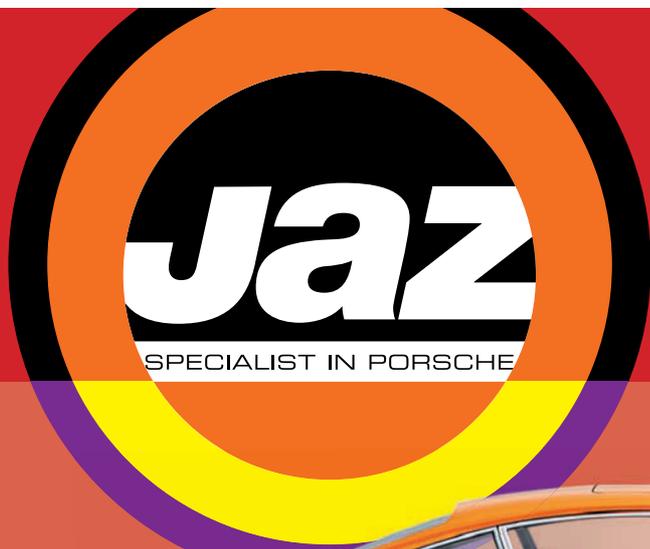
and don't allow a faster car to overtake. It goes without saying, these are dangerous trackday drivers and, thankfully, go nowhere near RSRSpa events.

Besides, a majority fleet of higher-value, road registered sports cars in attendance means respectful drivers are an RSRSpa hallmark. Don't expect to find 'boy racers' at these events. Even so, be mindful of the fact RSRSpa days have a strict 103dB noise limit (107dB static). Road and race cars are allowed to attend, with full wet and slicks permitted. Sportsman-like behaviour is obviously emphasised at all times, and though Ron hosts RSRSpa track days using the venue's modern Formula One pitlane, private pit boxes with prior-day setup are available, should customers require them.

Want to take a mate? RSRSpa club members receive fifty percent discount on the first additional driver per event, as well as fifty percent discount for up to five guests (passengers). Special pricing is available for what constitutes a team (multiple drivers and mechanics). For the full list of 2023's RSRSpa dates, times and prices, head over to rsrspa.com. See you at Spa! ●

Above and below Caymans of both the 981 and 718 variety are hugely popular on RSRSpa track days, whether for tuition or spirited solo laps around the circuit





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OUR FAST FLEET

ANOTHER LEVEL

Hot on the heels of his 981 Cayman GTS and 981 Boxster S buys, *911 & Porsche World* photographer, Chris Wallbank, recently seized the opportunity to switch things up a gear with the purchase of a Sapphire Blue 981 Cayman GT4...

Words and photography Chris Wallbank

981 DUO





CHRIS WALLBANK
981 GT4, 981 BOXSTER S



My journey in Porsche ownership started way back in 2007. I was in the lucky position to be able to afford a year-old 987 Boxster 2.7, which was sitting in the showroom of Porsche Centre Sheffield. Buying the car was a dream come true, irrespective of the fact this was the entry-level offering in the 987 range. I've stayed true to the Porsche brand ever since. There's just something about its heritage, not to mention the amazing community of owners, that makes it unlike any other marque.

Following my time with the 987, I dipped my toe into the world of 911 ownership with a 997 Carrera S Cabriolet, which stuck with me for eight rewarding years. As much as I loved my 911, I missed the chassis dynamics of a mid-engined Porsche, a frustration leading me to switch to a 2016 981 Cayman GTS in 2020. I immediately felt at home in the car – I just can't get enough of the perfectly balanced handling offered by the Boxster/Cayman twins.

Coupled with the 3.4-litre normally aspirated flat-six, the GTS chassis took me to a level of Porsche performance I'd not previously experienced. Looking back, I'm convinced GTS trim is the sweet spot of the Cayman (and arguably the 911)

range. It delivers just the right amount of power for spirited road use, enough poise for the occasional track outing, aggressive body styling, a motorsport-inspired (Alcantara-heavy) interior, plus unbelievably compliant Porsche Active Suspension Management (PASM), which is a huge improvement over the PASM system I played with in my first-generation 997. Throw in the mighty PDK semi-automatic transmission, complete with paddle shifters for manual override, and to my mind at least, the 981 Cayman GTS is near Porsche perfection, certainly for the UK's tight and twisty country roads.

There was, however, a little something missing. It won't have escaped your attention my 911 was a Cabriolet. I'd jumped from Boxster to Boxster, then a drop-top 911, and here I was, driving a Cayman. I love top-down motoring, which can't be beat for the long summer road

trips myself and many other Porsche owners love to engage in. This passion for open-air travel is pretty much why, after reporting on my experiences with the GTS in these very pages, I traded it in and bought a 2012 981 Boxster S. And, dear reader, I'm delighted to report I've since acquired an additional 981: a 2016 Cayman GT4.

Now, I should make it clear, it was never my intention to own both cars at the same time. Later in this article, I'll address how the situation came to be, but my initial plan was to replace the GTS with a 981 Boxster equipped with some of the key equipment which drew me to the GTS badge in the first place. I'm talking Sport Chrono, Porsche Sport Exhaust (PSE) and PASM. The rationale was simply that this would give me everything I loved about the GTS, complementing its mid-engine layout, but in a top-down package. After

Above and below
The Cayman/Boxster range provides a huge amount of variety for prospective buyers



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weeks of searching, however, it became apparent I would find it tough to secure a Boxster in the exact specification I was looking for.

Some of you familiar with the 981 range may be thinking, “but why didn’t he just buy a Boxster GTS?” This would have been the obvious option, but at the time of my search, there was only a handful of examples on the market and each available car commanded a whopping premium of nearly £25,000 more than an early 981 Boxster S.

TOY STORY

Eventually, after continued scrutiny of classifieds, I managed to find the Boxster S you see here. The car boasted low mileage and ticked a couple, though not all, of the GTS options I was keen to enjoy again. The car was advertised privately for just under £35,000. The seller confirmed the appointment of Sport Chrono, a Sport Design steering wheel (including paddle shifters), Sound Package Plus (SPP), Porsche Communication Management (PCM), heated seats and duotone extended leather, the latter being rare interior specification.

I was told the car lacked a Sport exhaust and PASM, but I figured I could live without those two options for the time being – a retrofit exhaust and upgraded

suspension seemed easy enough to apply at a later date. In fact, I quickly decided factory optional X73 suspension (as found on the 981 Spyder) would be an excellent upgrade, but even without these ‘missing’ features, there’s no denying the 981 Boxster S is one of the best sports cars money can buy for between £30,000 and £40,000. Yes, I could have bought myself a newer 718 Boxster for a similar price, but I felt completely underwhelmed

when I drove a 718 powered by a two-litre turbocharged flat-four. It just didn’t sound like a Porsche should. I’m not the first enthusiast to make comment on this aspect of the model. The distinctive sound of the older Boxster’s 3.4-litre flat-six wins every single time. For me, the noise a car makes is big part of the driving experience – I love to travel with the roof down, remember?!

There’s very little difference in

Above and below
Low-mileage Boxster S was a fantastic buy and features unusual twin-tone trim





Above Sport Plus was too raucous for the previous owner

Below Wallbank's Porsche history is peppered with drop-tops, which is why we weren't surprised when he bought the Boxster following ownership of a 981 Cayman GTS

appearance between the 981 Boxster and the later 718 model, both inside and out. Aside from a few little luxuries added to the infotainment system, a non-Porscheophile would struggle to tell the difference between these cars at first glance. Besides, when you've got the open road at your disposal and such an amazing soundtrack coming from the normally aspirated boxer behind your ears, who needs CarPlay anyway?!

Step into the driver's seat of a 981 Boxster S and it's difficult to believe you're presented with architecture well over a decade old. When the model was introduced back in 2012, in terms of design and technology, it was a huge leap forward over the outgoing 987 and

has stood the test of time amazingly well. Build quality in the cabin feels particularly robust (as you would expect from a modern Porsche), and the interior definitely looks the part when dressed

ON THE RARE OCCASION THE BACK END STEPS OUT, PORSCHE STABILITY MANAGEMENT STEPS IN, CORRECTING, BUT WITHOUT INTERRUPTING THE FUN

in the two-tone Agate/Pebble Grey trim found in my car.

When buying, I always go out of my way to find low-mileage Porsches. My Basalt Black 997 had covered just 21,000 from new and boasted only two previous owners. The usual areas of wear, including the driver's seat bolster, were as good as new, though I conceded the

exterior paintwork needed attention – the front bumper had suffered stone chips, plus there were swirl marks and several surface scratches to deal with. As owners of black Porsches will know,

these imperfections are more evident on darker colours. When buying privately, I'm generally not deterred by cosmetic failings, providing the

car carries a full history of first-rate mechanical maintenance. After all, light scratching can be addressed by an experienced detailer and there's every chance you can factor this work into the price you pay for the car taking your fancy. Indeed, this was the first thing I took care of when I brought the Boxster home – I immediately arranged to have both bumpers resprayed, and I commissioned Alex Isherwood, owner of York-based mobile detailing company, Rubystone Detailing, to give the car a full machine polish, paint correction and a long-lasting ceramic coating. He did an amazing job making the car look showroom fresh.

With the paintwork sorted, I then decided to add a GTS rear diffuser, giving the car a sportier appearance. I sourced the part from Porsche Centre Leeds for a very reasonable price of £223. I also swapped out the standard halogen side repeaters to 718 LED lamps, a move intended to further freshen the 981's appearance. The newer, brighter side repeaters were a simple 'plug and play'





fitment and were surprisingly cheap, commanding just £98. Not bad for genuine Porsche parts.

In my first year of 981 Boxster S ownership, I covered nearly three thousand miles. Every step of the way, the car was faultless. Well, up until this month, when it needed to go to my local Porsche Centre for an urgent recall concerning the axle carriers. Regular readers will have read all about the problem, the work and the end result in last month's issue of *911 & Porsche World* magazine.

GREAT OUTDOORS

The majority of the mileage I've covered in the car has been accrued with the roof down (surprise, surprise!). This is an important point: my 981 Boxster S is a very pleasant place to be at high speed with the roof retracted, not something I could say about my 997 Cabriolet, which created a big din through wind buffeting.

The 981's PDK gearbox is a dream to drive, especially when I'm using the paddles and Sport Plus mode is activated, an absolute must for truly rewarding seat time. The gear changes are unbelievably fast and almost push you deeper into the seat. That said, I find using the car in Sport Plus mode with the transmission left to shift without manual intervention somewhat unpredictable. It can deliver unnecessarily harsh upshifts when least expected. This can be rather off-putting,

so much so the car's previous owner openly admitted he only ever drove it as an automatic, describing Sport Plus as "way too much" for him, an opinion shared with many other owners I have spoken to.

When pushed, even without PASM, the balance of handling on standard Boxster suspension is very good. For a car of this power, the chassis is very predictable. On the rare occasion the back-end steps out, Porsche Stability Management (PSM) steps in, correcting, but without interrupting the fun. Fast-forward five months into ownership however, and I started to feel like I was missing the options which brought such drama to the GTS. Chiefly, I'm referring to the distinctive

roar of the Sport exhaust and the more stable PASM. I was faced with a dilemma: do I go down the route of fitting PSE and X73 suspension at a cost of nearly £5,000, or do I risk potentially spoiling a lovely standard Boxster by trying to make it something it's not? I reasoned it might end up being closer to the GTS or a 918 Spyder in spirit, but shifting from standard specification would almost certainly mean I wouldn't claw back the money spent when I eventually decide to part with the car.

Strangely, it was while trying to determine whether to apply these updates that I received a call from Sterling Motors of Wetherby. The company had just

Above and below
Not a bad two-car collection, if we do say so ourselves



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accepted a Sapphire Blue 981 Cayman GT4 in part-exchange. I bought my 981 Cayman GTS from Sterling Motors, meaning the firm knew about my passion for Porsche. With this in mind, I was offered first refusal on the GT4.

I've desperately wanted to own a 981 GT4 ever since model launch in 2015, but in reality, I'd never had the opportunity to even drive one, let alone have the funds to stretch to GT4 ownership. With the offer of this car unexpectedly thrown my way, however, I began to consider a 981 Boxster S and a 981 Cayman GT4 as the perfect Porsche pairing – the rawness of the GT4 for the occasional track day and B-road blasts, with the option of the far more subtle Boxster S for summer cruising. Two completely different animals cut from the same cloth.

BELLS AND WHISTLES

As I soon discovered, the GT4 at Sterling Motors came with great specification. Desirable 918 Spyder carbon-fibre bucket seats, for a start! Then there was the extended leather and DAB. This particular GT4 didn't have Sport Chrono, but after quick research, I learned this only gives the GT4 an additional clock, a lap timer and a supporting ECU sending telemetry data to a smartphone app, which I guess is good news if you're using one of these cars in a competition environment and

want to analyse circuit performance in detail. The other features ordinarily associated with modern Sport Chrono, such as automatic rev matching and active engine mounts, are fitted as standard equipment.

The GT4 is also equipped with the all-important Sport exhaust and PASM as standard, along with other trick bits, like full front-end suspension from a 911 GT3, including adjustable roll bars. The big question for me was whether all these add-ons engineered by Stuttgart's GT department would enhance the driving experience enough to warrant the significant price hike over buying another 981 Cayman GTS or, for that

matter, sticking with my Boxster S? Also, would I be happy in a Porsche with manual transmission after three years spent driving cars with PDK? A test drive was the only way I could answer these questions.

From the moment I stepped inside its cabin, the GT4 felt special. The super-supportive 918 Spyder carbon buckets are truly awe-inspiring. I was acutely aware how the sense of wonder which had overcome me had occurred before I'd even put the key in the ignition. A good sign, I'm sure you'll agree.

Lashings of Alcantara are used throughout the GT4's interior, including the headlining and door cards, giving seat

Above Cayman GT4 was a 'bucket list' buy and as already been treated to new front-end paint protection film courtesy of Assetti Performance

Below One of the very best modern Porsche cockpits, complete with 918 Spyder carbon buckets





Above A switch from Michelin Pilot Sport Cup 2 tyres to Cup 4s is on the cards

Below The 981 twins are now more than a decade old, but their design looks just as fresh as it ever did

time a true sense of occasion. Turning over the 3.8-litre flat-six (derived from the 991 Carrera S) and knowing there was 385bhp at my disposal – a substantial 74bhp hike over the Boxster's 3.4-litre unit – was exciting, more so when I quickly noted a deeper grunt from back end. I couldn't wait to get out onto the road, intrigued by how different the GT4 might be when compared to my old Cayman GTS.

Sterling Motors is based on a trading estate out in the sticks, which means I was able to spend time exploring quiet twisty B-roads, ideal for seeing what the 981 GT4's chassis dynamics are like. With Sport Plus activated and the exhaust

valves open, there was a ridiculous grin on my face! The gearbox was a dream from the first shift, and the bark from rev-matching on downshifts added to the drama. It felt as though I was in charge of a race car, almost night and day when

I'M NOW ITCHING FOR THE WARMER SPRING AND SUMMER MONTHS TO ARRIVE, ENABLING ME TO CARRY ON ENJOYING BOTH CARS

compared to the Boxster's character. I must be honest with you – while I knew the GT4 was a fast machine, I wasn't expecting such noticeable difference in the overall driving experience when compared to that of the 981 Cayman GTS. These cars are based on the same platform, after all.

When compared to my Boxster S and the GTS, one of the most notable distinctions is the GT4's unbelievable turn-in on corners. The GT3 front end really proves its point here. The difference in speed I could carry through bends

during my test drive was almost mind-boggling. I'm sure this was helped by the car's semi-slick Michelin Cup 2 tyres. At the same time, I was amazed at how compliant the GT4 is when travelling at regular cruising speed. The suspension

soaked up bumps and didn't seem to ride much harder than a PASM-equipped 981 of a more sedate nature.

I really didn't expect to enjoy the GT4 as much as I did, especially after a summer of fun with my Boxster S and getting it to near showroom condition. I really didn't want to part ways with it. Not yet, anyway. A few days of number crunching later, and after managing to negotiate a healthy discount due to a looming service and the need for the front-end paint protection film (PPF) to be replaced, I figured I could just about stretch to the GT4 whilst keeping the Boxster S.

I never thought I would be in such a privileged position, and though the sensible side of my brain thought buying the GT4 was a ridiculous idea, the reality is that with cars from Porsche's GT department commanding such strong residuals, I knew my money would be safe – I'm not oblivious to the fact almost eight years after the 981 GT4 was unveiled, it remains almost impossible to





buy one for less than the list price when these cars were new.

There was one last test before I bit the bullet. Would both cars fit in my snug garage? As luck would have it, they sit side-by-side comfortably — before I could fully process the fact I owned not one, but two 981s, the Boxster had a big brother sat next to it! Financially speaking, whether I can justify keeping them both for the long-term remains to be seen, but for now at least, I have my dream garage and I'm relishing every minute.

Since I took ownership of the GT4, it's fair to say the Boxster has seen little use, due in no small part to the fact I've been busy getting the bigger-engined 981 up to the standard I want for it. To this end, I've managed to get its failed PPF replaced by the team at Shane Lynch's new supercar performance centre, Assetti Performance (profiled in last month's issue of *911 & Porsche World*), based in Chester. And, as I will outline in a forthcoming issue of this very magazine, the car has just visited Porsche Centre Leeds, where it was subjected to an intermediate service, a full check-over and awarded a clean bill of health. It has also attended a Porsche Club Great Britain event held at Oulton Park, as well as several morning meets at The Motorist, a petrolhead-favoured venue located closed to where I live in Yorkshire. If you're in the area, you'll find me down there most Sundays, weather

permitting. Pop over, say hello and see the car for yourself.

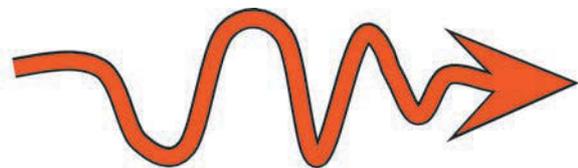
I'm now itching for the warmer spring and summer months to arrive, enabling me to carry on enjoying both cars. Many road trips await. It should be noted, I intend to carry on using the Boxster on dry days in winter, but the colder temperatures we're currently experiencing aren't ideal for Michelin Pilot Sport Cup 2 rubber — in these conditions, the GT4 can be a bit of a handful. I may look at purchasing a set of Michelin Pilot Sport

4s to aid traction in colder conditions. I'm also working with a well-known Porsche specialist on tuning plans I have for the car. More on this to follow.

Don't go thinking my Boxster will become neglected, though. I plan to bring the car a little more up to date. The work will include the installation of a CarPlay-enabled head unit, among other equipment. I'll reveal all in due course. For now, however, it's time to hit the road. All I have to do is decide which car to take. It's a nice problem to have! ●

Above We're looking forward to documenting Chris's GT4 adventures in forthcoming issues of the magazine





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911 Turbo (997) tip (08 - 2008)
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55,000 miles **£54,000**



911 (997) "4S" 3.8 pdk cab (10 - 2010)
Carrara white with black leather
33,000 miles **£52,000**



911 (991) "2S" 3.8 pdk (13 - 2013)
Carrara white with black leather
67,000 miles **£50,000**



911 (991) 3.4 pdk (13 - 2013)
White with black leather
53,000 miles **£49,000**



Cayman "GTS" 3.4 pdk (64 - 2014)
White with black leather/alcantara
26,000 miles **£48,000**



718 Boxster 2.0 pdk (17 - 2017)
Sapphire blue with crayon grey/ocean
blue leather. 13,000 miles **£44,000**



911 (997) "2S" 3.8 pdk cab (58 - 2008)
Arctic silver with black leather
49,000 miles **£42,000**



911 (997) "2S" 3.8 pdk (09 - 2009)
Black with black leather
58,000 miles **£42,000**



718 Boxster 2.0 pdk (18 - 2018)
GT Silver with black leather
29,000 miles **£42,000**



Macan Turbo 3.6 pdk (65 - 2015)
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911 (997) "2S" 3.8 pdk (09 - 2009)
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911 (997) "2S" 3.8 pdk (09 - 2009)
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718 Boxster 2.0 pdk (16 - 2016)
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911 (997) "4S" 3.8 tip (56 - 2006)
Arctic silver with ocean blue leather
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911 (997) "4S" 3.8 tip (07 - 2007)
Basalt black with black leather
69,000 miles **£33,000**



911 (997) "4S" 3.8 tip (07 - 2007)
Arctic silver with black leather
68,000 miles **£33,000**



Cayman 2.7 pdk (14 - 2014)
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OUR FAST FLEET



EASTBOUND AND DOWN

Norfolk is one of the only counties in the UK without motorways. Instead, it features countless twisty backroads, ideal for darting around in a Porsche. No wonder *911 & Porsche World* editor, Dan Furr, and long-time contributor, Johnny Tipler, live there...

Words Dan Furr and Johnny Tipler Photography Dan Sherwood





JOHNNY TIPLER 987 BOXSTER S



Here it is, then. The ultimate 987 Boxster, built to S specification with a rare colour combination: Dark Olive Green Metallic bodywork and Natural leather upholstery, with wheels powdercoated bronze to match. Sport Chrono, too, bringing sharper throttle response, ride height lowered by twenty millimetres and stiffer damping. Did I mention the stop-on-a-sixpence ceramic brakes? This is everything you could want in a classic Boxster without having to modify it yourself. Surely, I've found the Holy Grail?

Or have I? During the year I've owned this Porsche, a nagging doubt has hung over it. The problem? It's just too perfect! The car's inherent value lies in its exalted spec and provenance, which is why I persuaded myself to do the deal with Adrian Crawford in late 2021. I drove to the Williams Crawford workshop in my modified 986 Boxster S and returned home to Norfolk in the 987. Why? I'd pretty much gone the distance with the older drop-top. I'd changed its colour from Arctic Silver to period Etna Blue, fitted Group 4 Wheels replica Fuchs, a Cargraphic silencer, PorscheShop headers, KR springs, Bilstein dampers and forked out for an ECU remap at Clive Atthowe Tuning in Norwich. I'd run out of

things to do, short of going for 3.6 litres and upgrading the hi-fi.

Out of the blue, Adrian offered to sell me his personally owned Boxster – this very 987 S – and gave me a very good part-exchange price for my 986. He'd owned the later Porsche since 2017. It wanted for nothing. A glance in the handbook reveals the first 'owner' was, in fact, Porsche Cars Great Britain. Conversations with my pals in the Reading press office determined the car was originally specified by the marketing department as a show vehicle, destined for promotional display on Porsche stands at the Goodwood Festival of Speed and Silverstone Classic, hence the rare green hue, which glistens with gold dust in sunshine. With all the unusual individual equipment taken into consideration, this is the fullest factory specification I could wish for.

Away from Porsche prescription, can the car be bettered? Altering it would surely be to compromise the purity of the original. Yes, I know I could get the suspension polybushed, tauten things up with semi-solid engine mounts and tweak the ECU to deliver power beyond 300bhp. I could also fit a Cargraphic silencer and upgraded audio. All of these alterations would be classified as improvements.

For practical reasons, I have added five-millimetre spacers and installed Zunsport grilles on exposed apertures. Oh, and I've fitted brighter headlamp bulbs. None of this radically changes the car, certainly not like a wrap or respray would, but, truth be told, my heart's not in updating

anything if the car's not a keeper. It looks like I'm stymied, for the moment.

In order to place this story in context, let's take a quick look back at the genesis of the 987. The 986 Boxster segued into the 987 in time for the 2004 Paris Motor Show, exhibiting significant revisions to the cockpit and exterior, particularly to front and rear panels, the most obvious being the oval headlights, which replaced the 'fried eggs' of yore.

Ditto the 997, representing a substantial evolution of the 996, manifest in similar ways to the Boxster, albeit in coupé and cabriolet format. Both the newer models are better built, an asset discernible in greater solidity, with better seat heights and thus improved driving positions (for six-footers at any rate). As well as the 986, I've owned a 996, and whilst I could happily live with both, their successors do inspire a little more confidence and

Above Johnny's Boxster was originally the property of Porsche Cars Great Britain, hence the long list of desirable cost options he enjoys

Below Bespoke colour scheme is sublime, though out of sunlight, the dark green paintwork can look more like black



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satisfaction by way of finish quality and gearing.

The 987 S's ratios follow a seemingly more logical progression than those of the 986, the exhaust note performing a pleasing harmonic scale when powering through the gears. The Sport Chrono stopwatch topping the dashboard in my car looks nice, but it's hardly something I'll bother using. Whilst the cockpit dash controls are more comprehensive than those of the 986, I find no benefit here, preferring the relative austerity and simplicity of the older Porsche.

ONE FOR THE ROAD

The 987's sat-nav was state-of-the-art at the time of manufacture, but it isn't worth using today. Another item to upgrade? Hardly worth the trouble. Cruise control? Yes, on the empty French autoroute. The 987 S is, though, probably the quickest piece of kit cross-country, because its power and handling are more usable and practical than its 911 brethren.

How have things come to this? It may be instructive, entertaining even, to review how my journey of Porsche ownership has panned out thus far. Poverty precluded possession until my

Dad died and I could trade his perfectly capable Audi A4 family hack against a 1984 Carrera 3.2 at Williams Crawford. Yeah, we do go back a fair way, me and

IT IS LIGHTER ON ITS FEET THAN ITS SUCCESSORS, THE 981 AND 718, AND MORE CLASSICALLY CHARACTERFUL IN ITS BEHAVIOUR, TOO

Adrian. Back in 2000, he specialised in importing left-hookers from Europe, which made sense because of the relatively high Sterling and low Euro ratios. It was simple enough for me to visit him at Saltash, just into Cornwall, whilst visiting relatives in

South Devon. Doing so enabled me to try out a few 911s. I fell for the Prussian Blue 3.2, and soon enough, I was driving it to-and-fro to our riverside gaff in Portugal's

Douro region, small children in the back and Thule roof box on top. The car also served on the seventy-mile daily round-trip school run.

The most radical modification was

a very loud Hayward & Scott exhaust system, which I witnessed being made. Four years in, however the air-cooled classic was stolen from outside our hallowed residence within the Cathedral Close. A seven-car police chase failed to

Above Tipler is a man who likes to modify, which is why he's stuck between a rock and hard place, knowing to tinker with this 987 would be to have detrimental impact on its value

Below Interior remains in fantastic condition, testament to many years of ownership in the hands of a trusted specialist





Above Manual transmission and Sport Chrono stopwatch hint at super-spec, while yellow calipers signal the presence of carbon brake discs

Below Zunsport mesh grilles keep unwanted road fallout at bay

apprehend the robbers, though they were identified, bizarrely, by a cassette tape of a recorded police interview the thirteen-year-old perpetrator had jettisoned from the Porsche, along with my indie rock tapes and the vehicle's service books. The ensuing insurance bill for damage done came to nine grand. The teenager was fined £250 and ordered to carry out sixty hours' community service. They couldn't pin the theft on his accomplice. More to the point, I could never be sure what harm the rascals had wrought on the car's driveline. Although it seemed okay, I was

never that confident about it again.

A few months after this ordeal, on a visit to Germany to interview motorsport icons, Erwin Kremer and Michael Rook, I met The Peppermint Pig. It was love at first sight. I'd gone to do the job with snapper, Pete Robain, the pair of us travelling in my Carrera 3.2. Michael Rook was more than happy to take this immaculate UK-registered left-hooker in part-ex for the RS-styled Mint Green 964 lording it over his showroom. Again, the strength of Sterling against the Euro made it a no-brainer of a deal. The

Pep Pig served me well for ten years, from school runs to Portugal long-hauls, as well as innumerable work trips to specialists in the North of England, RUF at Pfaffenhausen, FVD Brombacher at Freiburg and Dirk Sadlowski at Lippstadt. The Pep Pig also followed the Rallye Monte-Carlo Historique four times — once starting from Copenhagen, but mostly Reims — and ditto the Spa Six-Hours, Nürburgring Old Timer GP, the Mille Miglia, Austria's Ennstal Classic Rally, Chimay and half a dozen Abbeville track days. In 2014, the car had a bare metal respray at Norfolk Premier Coachworks. An engine rebuild (at 375,000 kilometres) conducted by Johan-Frank Dirickx at 911Motorsport near Antwerp was a prelude to the 911's re-homing in Belgium. Put simply, the train had hit the buffers on the money front, and air-cooled engine-builder, Mike Van Dingenen, made me an offer I couldn't refuse. It was, after all, twice what I'd paid for the car a decade earlier, though I wince when I see what 964s fetch nowadays.

This cash injection provided the wherewithal to fund the purchase of a low-mileage, 2003 facelifted 3.6-litre 996 from PorscheShop. In short order, I'd set it up with H&R thirty-millimetre lowering springs, imitation split-rims, a Cup front end and GT3 swan-neck rear wing. Alois Ruf Jr very generously gave me a leftover RUF 996 ducktail. The incessant conflict with sleeping policemen brought about a GT3 nosecone replacement, again courtesy of PorscheShop. This car had an IMS bearing change at Autofarm, though the team found nothing wrong with the old one.





This rather nice setup was augmented by a pair of Cargraphic silencers made and fitted at Phoenix Exhausts in Devon. The car served the by now normal practice of going to Portugal, as well as jaunts to Abbeville, 9ff at Dortmund, Zandvoort, N24 and Brittany. Then, in 2017, I was sidelined with sepsis due to a burst appendix. Whilst languishing in the N&N hospital, demons set to work on the always susceptible automotive section of my brain. "What," they demanded, "was the point of £23,000's worth of 996 sat outside my home, doing nothing?" They won, convincing me to part company with the perfectly good and practical 996. I hate them.

CHANGE OF SCENERY

Around the same time, Mrs T was running a 986 Boxster S, the special 550 Spyder 50th Anniversary model, acquired from my old friend, Paul Stephens. Its mildly exalted spec – slightly lowered, five-millimetre spacers, remapped ECU, Carrera Silver body colour and fancy wheels – made it a cute example of what a factory-burnished Porsche was like. I resolved to copy it. Cue my 986 Boxster S, finished in Arctic Silver over Terracotta upholstery, bought via SCS Porsche in Honiton. Before long, this mid-engined Porsche was running leftover 996 Carrera wheels with twenty-millimetre spacers, H&R lowering springs, plus mods to ECU and exhaust as detailed above. A firm

named Scratch-and-Peel carried out a spray-wrap, transforming the bodywork with eleven coats of classic Etna Blue, complemented by the Fuchs rep wheels.

That car went all over the place, from Monte Carlo to the Nürburgring, the Orkney Islands, Le Mans Classic and more. Its successor, the 987 Boxster S on these pages, has done the Hebrides, but not yet a long-haul race or rally. We've got the 2023 Rallye Monte-Carlo Historique waiting around the corner in late January/early February, and given a recent dump of the white stuff, I'm getting the Falkens switched for Nokian Hakkapeliitta winter boots at Kingsway Tyres – there's always an encounter with snow in the Ardèche and the Vercors.

Meanwhile, regarding the 987's future participation in my life, another gremlin has entered the fray. It comes out of leftfield, in the shape of Mrs T's serious suggestion we sell both our cars and get one (good one) to use between us. How would this work out? I'm a sucker for something new, so we'll have to see. Having just driven from Norfolk to Somerset and back on a winter weekend, with elements of sludge, slush and mud to contend with, I'm not sure anymore. You see, the Boxster performed perfectly. Well, except for the headlight washers. That's because it doesn't have any. As it was, our murky six-hour journey – no motorways, thanks – extended through dusk and into night. It was impossible to see much at

all, necessitating two extra stops to clean the lenses.

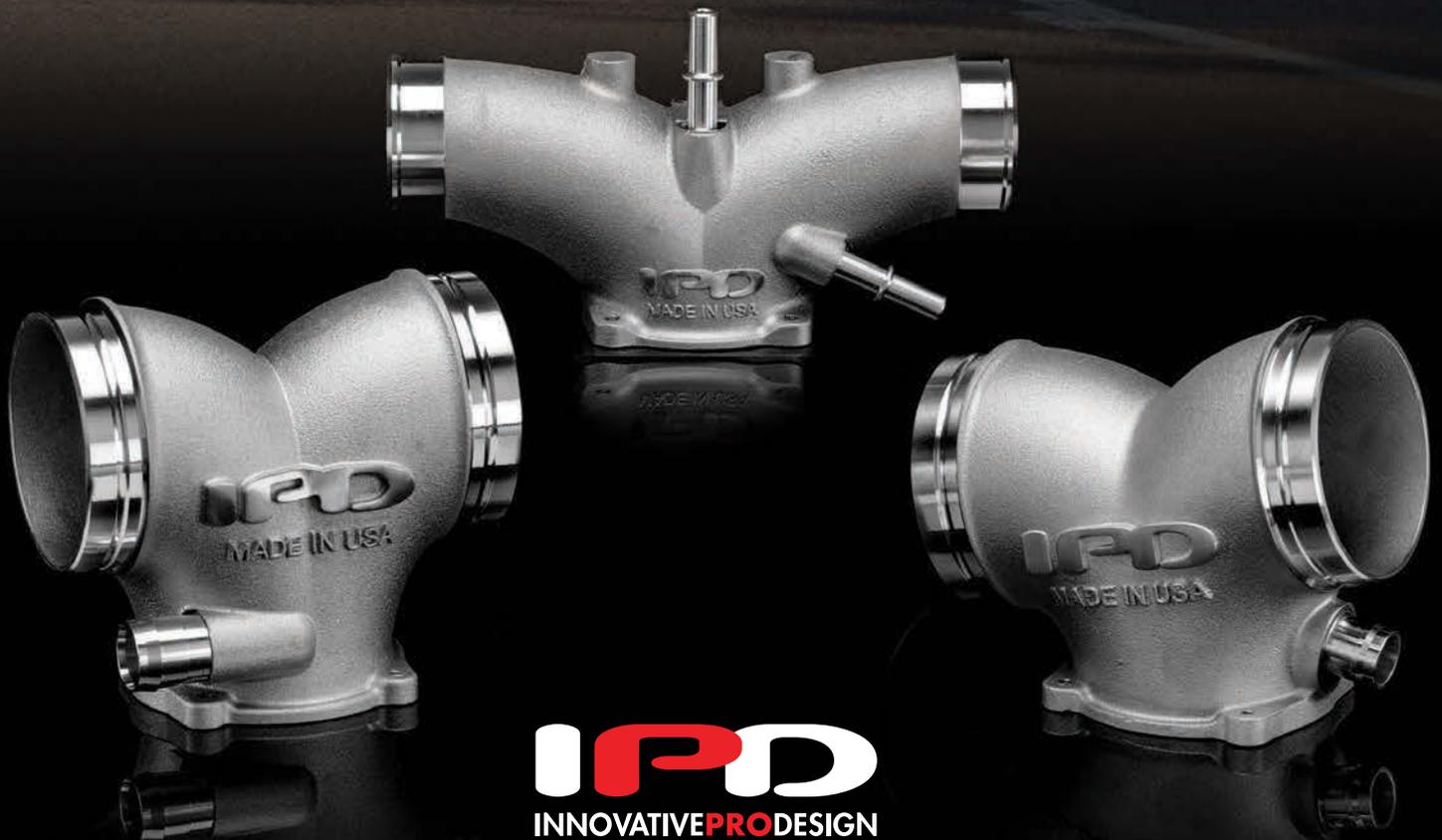
Loving top-down motoring where appropriate, my 987 does the job admirably, and generally exudes all-round competence. It is lighter on its feet than its successors, the 981 and 718, and more classically characterful in its behaviour, too. Perhaps a second-generation 987 would make more sense?

For the price I paid, I could have got a later Boxster with PDK, not to mention enjoying IMS bearing issues being a thing of the past. It's rather a case of 'watch this space' for further developments. Alternatively, if the car appeals, make me an offer. It could break the chain. ●

Above and below
It might be a drop-top best suited to summer fun, but this doesn't stop our man from using his brilliant Boxster all year round



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DAN FURR

944 TURBO, 968 SPORT, 997 C4S



As you'll have read earlier in this issue of *911 & Porsche World*, I bought my first Porsche back in 2017. The job I'm lucky enough to do each day means I get to drive everything from early 356s to the very latest Porsche products, and though I acknowledge this is a wonderful privilege, I wanted to put my money where my mouth is and buy a Porsche of my own. In the present, as the owner of three Porsches, you could argue I'm making up for lost time.

I'd spent years banging the gong for Zuffenhausen's output, but save for toying with the idea of buying a 928 back in the late 1990s, I'd resisted investing in a sports car wearing the Stuttgart crest. "The time to buy a Porsche is when I'm no longer able to take advantage of driving everybody else's Porsche," I'd tell myself. The thing is, *borrowing* a Porsche is no substitute for *owning* a Porsche. You can't build the same kind of relationship with someone else's car.

You can appreciate it, of course, and, given the opportunity, there's nothing stopping you using it to embark on adventures living long in the memory, but there's a limit to the emotional investment one can make with a loan car, even if it happens to be the latest and greatest 911.

I was also acutely aware of the sense

of community Porsche ownership brings. It's what binds everyone in the Porsche scene and why I'm immensely proud to repeat the message in my introduction to this magazine: almost without exception, everybody contributing to *911 & Porsche World* owns and runs at least one Porsche sports car, a fact separating this title from other Porsche-specific publications. Make no mistake, we live and breathe this brand.

Somewhat unexpectedly, I ended up buying a 944 Turbo in need of full restoration. The long journey taking this car from derelict doer-upper to standout showpiece spanned three years, and though I'd been open to the idea of getting hold of a Porsche in need of a bit of work, I'd jumped in at the deep end with a massive project. I relished the opportunity to bring the car back from the brink, and though I'm thrilled with the end result (not that a build of this nature is ever really completed — you'll always find something to improve upon), something was missing, namely the ability to get out and drive. Sure, I was the proud owner of what promised to be an outstanding Porsche when finished, but it was a long way off returning to the road.

Of course, a big restoration project can put a strain on finances, meaning I had to park the idea of buying an up-and-running Porsche during the early stages of the 944 being worked on. Loan cars came and went, but I was growing impatient — I wanted to take to the street in my very own Stuttgart smasher. And then it appeared.

With a modern-classic Porsche being

readied in the background, I decided to buy a 911. Specifically, I wanted a 997 Carrera 4S. My budget wouldn't stretch to a second-generation model, though this didn't really bother me on account of how, through my eyes at least, the look of the original 997 has aged far better than its successor. Besides, for all the noise about M97 bore score, IMS failure and so on, paying double the earlier model's asking price simply to avoid faults which can be identified by way of independent inspection seemed, frankly, preposterous.

LARGE MEASURE

Granted, the 9A1 direct injection engine is a stonking powerplant, though not without its problems. Besides, I reasoned that if the worst should happen and I somehow ended up with a dud flat-six, I could have it fully rebuilt by Hartech and still be quids in when compared to

Above The 997 is the last of the 'analogue' 911s, before Porsche introduced electrically assisted steering

Below Multi-function steering wheel is a great design... until you accidentally drop a cog when trying to change radio volume





Above Carrera Classic nineteens are shod in new Goodyear rubber

Right Dan was adamant he wanted a non-sunroof 997 C4S with Sport Chrono and adaptive seats

Below The new tyres, four-wheel drive, a drop in ride height and renewal of all suspension parts contribute to superb handling set to be further improved with bespoke geometry

the cost of buying a later 997, even if I decided to oversize the 3.8-litre M97 to 4.1 litres of displacement.

Scanning listings of automotive marketplace websites yielded little in the way of what I was looking

for. I love the all-pawed 997's wide, Turbo-style body and the surefootedness of four-wheel drive, but I also wanted a 4S equipped with Sport Chrono Package Plus and adaptive sports seats. Oh, and it had to be a coupe without a sunroof. I wasn't too fussed about wheel design or body colour, though I recognised 'daring' shades selected by most dealership visitors in the 2000s extended to white, black, silver or grey. In a world

of technicolour, monotone was the 911 norm. Of these colours, Seal Grey would have been my preference (it takes years

THROTTLE WIDE OPEN, FLAT-SIX ROARING AT THE AWE-INSPIRING TWISTIES IN AND AROUND THE SNOW-TOPPED MOUNTAINS

off the 997), but I wasn't fussed either way. You can't see the outside when you're inside, after all.

It was while idly navigating eBay listings one evening that I spotted the 911 I'd end up buying. As I soon found out, the seller had been advertising the car for some time, but couldn't understand why he hadn't had any meaningful enquiries. In reaction to this radio silence, not to mention pressure

from his wife regarding her desire to recover cash tied up in the Porsche, he'd dropped the price twice already, but still no takers. His problem, as far as I could tell, was the minimal information in the ad listing, coupled with badly taken photographs cropping most of the car out of shot. My beady eye, however, could make out the key ingredients,

including the all-important Sport Chrono and adaptive sport seats, as well as Carrera Classic wheels and a three-spoke multi-function steering wheel. There were obviously a number of desirable factory options on this Porsche, which had been in the care of only three owners from new and always maintained by official main dealers (primarily Porsche Centre Reading), but the seller didn't appear to know much of the detail concerning the 911 he was trying to shift. It was time to do some digging.

I requested a factory build sheet from Suncoast Porsche Parts and was pleased to discover the aforementioned options listed alongside five-millimetre wheel spacers, Park Assist, Homelink garage door opening, a vehicle tracking system, stainless exhaust pipes, in-car fire extinguisher, wheel caps with coloured Porsche crest and much more besides. At the time, I was enjoying the first of my lengthy loans with the Racing Yellow 991 Carrera T owned by Porsche Cars Great Britain. Recognising the 997's owner lived close to the company's offices in Berkshire, and knowing I was





a few days away from returning the Carrera T, I arranged to kill two birds with one stone – from my home in Norfolk, I drove down to Reading in the not-so-mellow yellow 991 and drove home in the beautiful black 997.

The journey home was fantastic fun. Of course, I've driven all varieties of 911, from the 901 through to new 992-generation cars, but this was different. This was mine! It was pretty much love at first sight and, almost four years later, I've enjoyed every moment of 997 ownership.

STONE FREE

Thankfully, not long before my name appeared on the car's logbook, the seller took care of some of the more expensive jobs associated with 997 custody, including replacing the air-conditioning condensers, which are prone to corrosion due to Porsche's frankly bizarre decision to leave the front bumper intakes free of grilles, meaning stones, leaves and other debris can pass through the apertures and settle against the radiators, causing them to rot. Not every owner keeps on top of cleaning the bits of a 911 you can't easily see, which is why this complaint often goes unchecked until costly replacement parts are required. To avoid having to deal with this situation myself, I've installed Zunsport mesh bumper grilles, which are available for a wide variety of Porsche models. Not only do they protect my 997's vulnerable air-conditioning hardware, they also shield the centre transmission oil cooler from puncture caused by flying stones.

Ah yes, my car's transmission. Now, you may be surprised to see a decidedly non-manual gearstick poking out from the centre console. I'm not going to pretend the 997's Tiptronic S is as slick as the second-generation 997's PDK system, but equally, I'm loathed to dismiss the first-generation 997's super-sturdy, semi-automatic gearbox. Put simply, it's bloody brilliant, though I should add a caveat: I wouldn't want a Tiptronic S-loaded 997 without Sport Chrono. The way the system alters shift behaviour (when compared to how it operates in Normal driving mode) is as pronounced as the way it changes damping. Operating Tiptronic S by way of manual override is great fun, too, though I'd much prefer PDK-style paddles – as an enthusiastic user of manual cog swapping via the car's steering wheel controls, I occasionally and absent-mindedly hit the 'plus' (upshift) button

thinking I'm turning up the radio, only to change gear. I know, I've got a screaming flat-six behind me. Surely, this is all the soundtrack I need? Well, yes, that's true, but I've covered a lot of ground in this 911 since bringing it home with me back in 2019 and, on long journeys, I like to keep in touch with what's happening on the nation's football pitches.

Talking of driving big distance, not long after buying the car, I booked into a hotel situated on the shores of Lake Geneva and spent a couple of weeks using my new Porsche to bomb around the Alps, taking in Reims (and the legendary Reims-Gueux Grand Prix circuit) en route to Lausanne. The car performed faultlessly, its Carrera comfort providing the feeling of an 'executive express' for the somewhat uninspiring stretches of motorway, while Sport mode turned this Porsche into a feral beast gagging to be thrown into corners,

Above Front end was professionally resprayed before the body was protected by a Gtechniq ceramic coating

Below LN Engineering billet filler caps tease at the more substantial engine upgrades on the way





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throttle wide open, flat-six roaring at the awe-inspiring twisties in and around the snow-topped mountains.

Preparation is, of course, key to any successful road trip, especially one racking up big miles across sometimes difficult terrain. To this end, I entrusted care of the car to independent Porsche specialist, PIE Performance, prior to departure. In fact, my 911 has been a regular visitor to the company's Suffolk workshops – the car gets a major service each year, regardless of mileage. The PIE team also carried out a borescope inspection (all good), serviced the transmission and replaced all supporting suspension components, including bushes, drop links, top mounts, tuning forks and coffin arms. And, addressing a common 997 complaint regarding difficulty with hot starts, the rear power cable linking the starter motor and alternator has been replaced. Save for Powerflex control arms complete with pre-installed polyurethane bushes, genuine parts supplied by Design 911 have been used throughout.

Problems? The outside BOSE door speaker blew, necessitating a replacement, which I sourced from an eBay breaker for twenty quid. On the other side of the car, a failed passenger door seal membrane caused the bottom of the neighbouring door card to get wet every time it rained. Once again, Design

911 came to the rescue, supplying a new genuine replacement part. Otherwise, it's been a case of trying to keep on top of general wear and tear. As such, new Goodyear Eagle F1 Supersport R tyres were fitted just before I sat down to write this article, and I recently had the front end of the car professionally resprayed, eliminating unsightly stone chips, which always look worse on dark paintwork.

To maintain the pristine finish, the team at detailing giant, Gtechniq, took

improved matters with Rohler semi-solid engine mounts, which eliminate the ability for the drivetrain to move independent of the chassis during acceleration and cornering loads, as encouraged by the standard hydraulic engine mounts. The team at PIE Performance has also installed a set of Eibach Pro-Kit lowering springs at my request, successfully eliminating the look of a 911 on stilts.

What's next? Well, I've just taken delivery of a tonne of parts from LN Engineering, including an X51 deep sump oil pan and baffle, a Billet Racing Services power steering cooling system,

a pedal spacer kit and new intake equipment, including a GT3 throttle body and an IPD competition-spec plenum. The only 'typical 997' job left to take care of is the replacement of the coolant transfer pipes.

With this and the sump work in mind, the plan is to return to PIE Performance in the coming weeks and remove the engine, a move intended to make completion of a high number of routine maintenance jobs easier. Primarily, this 'supporting work' will include replacing ignition coil packs, oil separators, exhaust gaskets and various seals. Otherwise, it's simply a case of continuing to enjoy using this superb 911 at home and abroad. What a machine it has proved to be. ●

Above Since buying his 911, Dan has driven it all over the UK and mainland Europe, though closer to home, he loves punishing the Porsche on rural Norfolk backroads

THE KIT EMULATES THE AUTOMATIC LIGHTING SYSTEM OF THE LATER 991 BY AUTOMATICALLY ILLUMINATING THE ROAD IN LOW LIGHT CONDITIONS

custody of my 911 for a week and treated it to full paint correction and a ceramic coating. I've since had the headlights and sidelights restored by the encouragingly named Headlight Sparkle, a mobile detailer dedicated to bringing modern vehicle lighting back to its best. On the subject of headlamps, I introduced Porsche Automatic Lighting System (PALS) headlight switching functionality to proceedings. Utilising the factory light switch, the kit emulates the automatic lighting system of the later 991 by automatically illuminating the road in low light conditions, car parks, tunnels and at speeds over 50mph.

With the car handling like a dream following renewal of all supporting suspension components, I've further

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MAXIMUM PROTECTION

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FOR DETAILS

Kings Langley-based detailing specialist, Max Protect, boasts a plethora of products and services to keep your Porsche practically perfect, proving there's more than one way to safeguard your four-wheeled pride and joy...

Words and photography **Dan Sherwood**

Alarms, immobilisers, trackers and — for those of us of a certain vintage — steering wheel locks.

When it comes to protecting your car, it's often the vast array of technological and mechanical automotive security products which spring to mind. While these are extremely effective ways to negate all but the most determined tea leaf from making away with your motor without consent, there are other ways you can protect your most prized possession, defending it from the threats it encounters each and every day. We're not talking about roving gangs of weapon wielding thugs, but the detrimental impact the environment — and even the most basic of usage — can have on your Porsche.

While the car's outer body panels may well be protected by its perfectly applied paint, the layers of pigment and lacquer are under constant attack by the elements. Road grime, bird lime, stone chips, tar, swirl marks, ultraviolet light, marring and scratching are common afflictions dulling and damaging your

car's surfaces, not just ruining their appearance, but reducing longevity, which can have a substantial negative impact on the vehicle's appeal and therefore future re-sale value. Luckily, help is at hand — specialist detailing and paint protection companies can fortify your car's precious paintwork and ensure it stays as perfect as possible, whatever gets thrown at it.

Based in Kings Langley, just north of

Janis Krigens. "Whether it's a thorough detail and polish, or a full respray with paint protection film and ceramic coatings, Max Protect is equipped to offer all forms of bodywork safeguarding for customer cars."

Originally hailing from the town of Liepaja in the Baltic state of Latvia, forty-year-old Janis has been in the motor trade since he was a teenager, when he started as a prep boy in a bodyshop to gain extra money while studying automotive technology at college. Although the course covered everything from mechanics to electrics, he immediately gravitated toward the bodywork and painting aspects of the curriculum.

"While the college course ignited my passion for automotive paintwork, the direction in which my career progressed cemented my love of car bodywork *perfection*. Moreover, I became passionate about protecting a vehicle's painted surfaces," reveals Janis. From the simple job of masking cars for paint, he soon gained experience of sanding and priming panels, before moving on to stripping, refitting and, later, more complex jig work, a consequence of

HE WAS KEEN TO FURTHER IMPROVE THE PRODUCT, NOT ONLY IN TERMS OF ITS DURABILITY, BUT ALSO BY ENHANCING ITS EASE OF APPLICATION

junction twenty of the M25 motorway, is Kings Park Industrial Estate. It's here we find the headquarters of paint protection specialist, Max Protect. From the outside, the building looks much like the surrounding industrial units, but hidden inside is an automotive sanctuary manned by a team of experts ready to pamper your Porsche and give it a cosmetic makeover to rival the country's most luxurious spa hotels.

"The only limit to how far we can go with our enhancement and protection treatments is how deep an owner's pockets are," laughs company founder,

Facing page Janis Krigens served as Operations Manager for Gtechniq before starting out his own and establishing Max Protect in 2011





local motorsports teams relying on his outstanding crash repair skills to get damaged race cars back onto the grid after suffering regrettable smashes.

"After a while working on the jig, I moved into paint spraying, which I really enjoyed, but the final finishing stage of the process gave me the biggest kick," he recalls. "I absolutely loved polishing and detailing paintwork to a super high-gloss finish." It was this introduction to detailing that ultimately spurred a career change, allowing him to follow his passion for the industry, albeit from here in the UK. "When Latvia joined the European Union in 2004, I decided to pursue a life in England. I soon landed a job as a paint sprayer at a Toyota garage in Norfolk, but life in the sleepy village where I lived soon got tedious, which is why I set sail for London in the hope of securing better opportunities to advance my career."

Following a series of odd jobs, including a brief stint in an accident repair shop, he stumbled upon the opening he was looking for. "I landed employment as a detailer for car care giant, Gtechniq," he reveals. Back then, unlike today, the Gtechniq brand was only just starting to make itself known in the UK after branching out from its roots in Hong Kong.

"Working with Gtechniq was great.

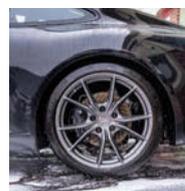
I learned a lot about both the detailing and ceramic coatings industry, as well as how to effectively run and promote a large-scale business," Janis recalls. As the brand's UK outpost grew, he rose through the ranks to become its Operations Manager. After four years at the firm, however, he decided it was time to branch out on his own.

To begin with, he went back to offering his services as a high-end detailer, once again getting hands-on with cars and detailing products by way of cleaning

and preparing luxury vehicles for private customers, as well for premium dealerships, including JZM Porsche. Over time, his fledgling business grew and, in 2011, Max Protect was born.

"Back then, I was getting a lot of enquiries about ceramic coatings," he remembers. "Even after having a great deal of experience with the various products on the market, I was never fully satisfied with the results I was getting. This led me to look into creating my own coating, which I could tailor to

Above and below Porsches are a common sight in the Max Protect workshop, accounting for a high percentage of the vehicles Janis and his team work on



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151TE Turbo	30-150	£339.00	£406.80
175TECM Turbo	30-170	£489.00	£586.80
205TE Turbo	30-185	£539.00	£646.80

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IG1200D	1100W	12.4kg	£279.00	£334.80
IG2000D	1800W	19.4kg	£399.00	£478.80
IG3500FA	3400W	35kg	£409.00	£490.80
IG2200A	2200W	26.6kg	£429.00	£514.80

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CTJ250LP*	Low Profile	2.25	£52.99	£63.59
CTJ3000GB	Quick Lift	3	£109.98	£131.98
CTJ3000GB	Pro Garage	3	£119.98	£143.98
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*CTJ250LP has a 2.25 tonne capacity, has a low entry of only 80mm and includes 2 sockets

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Model	Min/Max Output Current	Electro Dia. (mm)	exc.VAT	inc.VAT
MMA80	20A-80A	1.6-2.5	£94.99	£113.99
AT133	10A-130A	2.5/3.2	£139.98	£167.98
AT162	10A-160A	2.5/3.2/4.0	£166.99	£200.39
AT135	10A-130A	2.5/3.2	£189.98	£227.98
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Model	Max Output	Weight	exc.VAT	inc.VAT
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IG1700F	1700W	22kg	£249.00	£298.80
IG1200D	1100W	12.4kg	£279.00	£334.80
IG2000D	1800W	19.4kg	£399.00	£478.80
IG3500FA	3400W	35kg	£409.00	£490.80
IG2200A	2200W	26.6kg	£429.00	£514.80

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CAY3TBC	3	300-430mm	£31.99	£38.39
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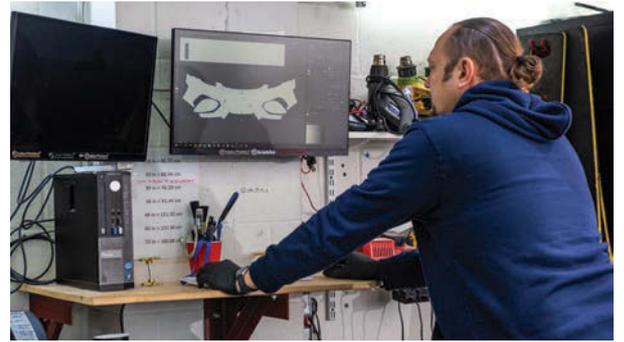
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TECH: SPECIALIST





Facing page As part of Max Protect's portfolio of paint protection services, the firm carries out the application of Xpel PPF in-house

Below Working with a technical partner in Japan, Janis has developed a range of easy-to-apply detailing products, including bespoke ceramic coatings

work in the way I wanted." He found what he was looking for in a product sourced from Japan. That said, even though the basic chemical formula worked well in testing, Janis is a perfectionist, meaning he was keen to further improve the product, not only in terms of its durability, but also by enhancing its ease of application.

After a period of intense development work, he was satisfied he'd formulated what he considered the perfect blend for an easy-to-apply ceramic coating, which could be re-applied with minimal preparation, if necessary, but required low maintenance either way. The bespoke product could also withstand even the most inclement of conditions. The requirement for it be applied in any climate and on a wide range of surfaces without the need for specialist equipment, such as infrared lamps or bake ovens, was also met, making Janis's job as a detailer quicker and easier than ever.

"The coating I developed worked brilliantly, with excellent hydrophobic properties and long-lasting resistance to abrasion," he says, proudly. "In fact, it worked so well in practice, I decided to offer it not only as a product to other professional detailers, but also to DIY car care enthusiasts impressed by the

unrivalled ease of application." Since the inception of the first Max Protect ceramic coating, Janis has developed a whole range of products sold through

seeing an increasing number of cars equipped with paint protection film incorporating advanced self-healing properties. I wanted a coating which

could be applied over the top of this film, giving all the hydrophobic, self-cleaning, anti-scratch and high-gloss properties of a

THE PRODUCT LINES AVAILABLE TO BUY THROUGH MAX PROTECT ARE REALLY ONLY THE ICING ON THE CAKE OF THE BUSINESS

the brand's online store (find it by visiting max-protect.co.uk), including the world's first flexible membrane coating, as well as applicators to enable users to apply each product safely and correctly.

"Around 2013," he tells us, "I started

ceramic coating, but flexible enough to allow the film's self-healing function to remain intact. This is something many 'hard-setting' coatings can't do when applied over paint protection film. After more rigorous research and development





work with Max Protect's Japanese technical partners, I was delighted to be in a position to offer the product I'd envisaged."

RAPID EXPANSION

Other coatings were soon added to the range, including formulations for interior fabrics, glass and tyres, as well as various cleaning solutions, quick detailers and water spot removers. The product lines available to buy through Max Protect are really only the icing on the cake of the business, though – the company's core offering remains a one-stop shop for all your automotive detailing requirements, with the latest technology and continually evolving product developments ensuring the best possible results for every car passing through the company's doors.

"As well as cleaning, polishing, paint correction and coatings, we're also completing more and more paint protection film installations," Janis highlights. "We use XPEL self-healing film, as well as other professional-grade products, which are computer-cut from digital templates to ensure a seamless and virtually invisible fit once installed

on each panel. This also negates the need for on-car trimming." As much as protecting your pride and joy is the cornerstone of the Max Protect philosophy, however, Janis also believes in the power of individuality. As such, he offers a wide range of aesthetic customisation options to his clients. "Collaborating closely with an owner, we can devise a plan of unique custom touches and finishes to make their car a true one-off," he smiles. "Everything from custom trim painting, window tinting, decal and livery application, to full-car vinyl, liquid wrapping and alloy wheel refurbishment, encompassing a wide range of colours and finishes. All of it can be completed in-house."

It's not just damaged rolling stock to benefit from the Max Protect treatment, either. Janis and his team offer a complete suite of minor repair works, including smart repairs, paintless dent removal and even managing much larger insurance-led repair work for individual customers, thereby making what can be a very stressful situation much easier, whilst ensuring the fit and finish of all repair work meets the Max Protect gold standard.

"At present, we farm out larger paint spraying duties to a local bodywork specialist, with initial stripping and reassembly happening here in-house," reveals Janis. "In 2024, we hope to have incorporated a fully functioning bodyshop into Max Protect, allowing us to handle everything from crash repair work, to full and partial resprays, plus extensive classic car restoration."

It sounds as though there are big plans afoot for this fast-growing car customisation and paint protection business. If you fancy giving your Porsche a full-on pampering session at the hands of the professionals, then make your way down to Kings Langley without delay. We guarantee the results will be a whole lot more satisfying than buying a steering wheel lock! ●

Above Janis aims to incorporate a paint shop in Max Protect's Hertfordshire base, furthering the scale of repair and restoration work already carried out by the company





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2003 PORSCHE BOXSTER S £9,995.00
Lapis Blue with Black leather interior. First registered in December 2003. 82,100 miles. This car offers an opportunity to acquire a well sorted, well maintained and sought-after manual 3.2S with a good history file showing good maintenance. Jasmine Porschalink have serviced this car since 2012. Fitted with Silver 'PORSCHE' Decals. Private Registration 'P30 ORS' included in sale.

2015 PORSCHE 981 CAYMAN £36,995.00
Basalt Black Metallic with Black leather interior. First registered in October 2015. 18,900 miles. This well maintained car comes with two of the most desirable options of hard back sports seats and factory switchable sports exhaust giving both comfort and enjoyment for any driving style. This car is MOT'd until March 2023 and has service history from both OPC and Independent Specialists.

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OIL ANALYSIS

Used engine oil hides many secrets, not limited to the health of your precious Porsche's powerplant. We head to the Colwyn Bay headquarters of Oil Analysis Laboratories to discover the latest techniques letting you glimpse into the past and future health of your car's beating heart...

Words Rob Marshall Photography Rob Marshall, Dan Furr, Oil Analysis Laboratories



While premature oil changes are wasteful, elderly lubricant risks courting expensive mechanical failure. Crucially, wear particles are suspended within the oil. If analysis of these contaminants is included within a chemist's remit, the origins and degree of mechanical wear can be established. This means a worn component can be identified and replaced before failure renders the host engine beyond repair.

All cars, including EVs, rely on various lubrication solutions to protect their many different moving parts. While each of these oils can be scrutinised in isolation, our article focuses specifically on engine oil analysis. In the past, this was employed mainly by car manufacturers and their lubrication partners, usually when developing new engines together. In the UK aftermarket,

the Verification of Lubrication Specifications (VLS) employs oil analysis techniques to check a lubricant meets its advertised claims, although this is for new samples. The majority of used oil analysis for passenger cars is performed by warranty companies, when investigating if neglect is responsible for a claim. These tests can tell, for instance, if incorrect oil has been dosed, or whether the oil is overdue a change.

Earlier laboratory tests tended to be inconclusive and costly. This was until five years ago, when Oil Analysis Laboratories (OAL) of Colwyn Bay, North Wales, pioneered a new technique reducing the time and cost, but improving accuracy. "Prior techniques involved taking a sample of oil, burning it in a plasma flame and studying the light emitted to determine the chemical elements present", explains OAL's Managing Director, Adam Cutler. "Even then, the process was not particularly accurate – it was not possible to

vapourise and, hence, analyse everything within the sample. Additionally, this approach couldn't differentiate between normal and abnormal wear particles. Furthermore, several samples were required in order to establish trends in the results, adding to the cost and time taken to reach any conclusion."

Adam confirms his company's novel technique (named LubeWear) dissolves and analyses everything within an oil sample. It can also highlight wear quantities deemed excessive, as well as assessing contamination levels, plus how much of the sacrificial anti-wear additives remain within the lubricant. Aside from greater accuracy, only one 100ml sample of oil per engine is required, meaning multiple specimens are not needed. This reduction in time and cost has brought engine oil analysis within the reach of the private motorist. Turnaround is performed within twenty-four hours and, crucially, the cost is circa £30, plus VAT and postage. Here's how it works.



1

Taking a sample from the sump (as the oil drains) is not only messy, but also risks contamination from external dirt. Avoid transferring the oil sample between different containers.



2

Available from OAL are suitable extraction pumps, tubing and sample bottles. These are manufactured from materials that do not degrade or distort when in contact with hot oil.



3

Extract 100ml of oil via your car's dipstick tube. Should you plan not to drain the sump, top-up, using oil of appropriate specification.



4

Take a look at your 100ml sample to see if you can spot any obvious foreign objects within the extracted lubricant. The pictured example is typical when two incompatible oils are mixed.



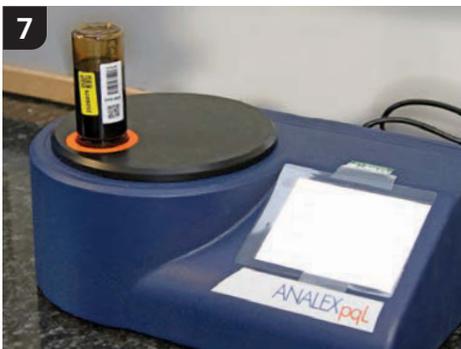
5

Post your sample to OAL. The company assigns a QR code to each received sample, thereby ensuring no two can be mistaken for one another. The samples are then allocated to a batch.



6

It is vital to keep all particles in suspension while the tests measure each lubricant's contents, which is why all samples are rotated continually on a machine dedicated to the task.



7

The first basic test applied to each sample checks for relatively large ferrous debris particles by measuring the oil's magnetism. Ideally, none should be present.



8

While a fairly blunt test, it is a good starting point to assess if the sample has come from an engine which has suffered major mechanical failure.



9

Scanning the sample before beginning analysis measures its colour and the level of contamination. This data is used to detect the presence of metal chunks, as well as water layers.



10

Water presence indicates either excessive short journeys, overdue oil changes or further contamination, possibly by coolant or even floodwater, collapsing the protective lubrication.



11

The 'crackle test' gives an indication of how much water is present in the oil. A small quantity of the sample is poured onto a hotplate, the water content of which produces an audible crackle as it boils.



12

The oil's alkali-based additives neutralise combustion acids, which promote corrosion. Assessing the Total Base Number or Base Number (TBN/BN) verifies how many (if any) protective additives remain.

TECH: HOW TO



13

The Total Acid Number or Acid Number (TAN/AN) assesses the oil acidity – new oil should achieve a score very close to zero. The TAN and TBN results are then compared.



14

A high TAN and a low TBN are indicative of either oil overheating or an excessively lengthy drain interval, the latter caused by neglected servicing.



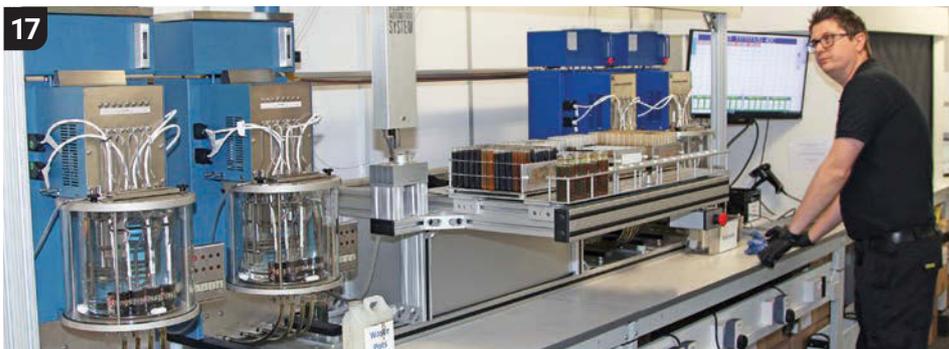
15

This machine (also pictured in step 13) works using potentiometric titration. It requires Perchloric Acid to be added to the oil sample to assess the TBN and Potassium Hydroxide for the TAN.



16

An electrode is lowered into the solution and measures voltage change as the chemical reactions take place.



17

Viscosity defines resistance to flow. In most cases, oil thickens from oxidation, or thins if contaminated with fuel. Viscosity is measured by assessing the time taken for the oil sample to flow down a small tube. In theory, it is a straightforward test, but obtaining accurate results demands a complex Robotic Houillion Kinematic Viscometer machine. Try saying that after a few shandies.



18

Due to the fact viscosity is dependent on temperature, the tubes are encased in silicone, heated to 40°C precisely.



19

Should the temperature deviate by even 0.1°C, the entirely automated procedure will stop until the temperature falls back into the defined parameter.



20

The machine possesses four separate baths, each containing four tubes, meaning sixteen viscosity tests can be performed simultaneously.



21

Each tube is flushed thoroughly with solvent before each test starts, an exercise to avoid cross-contamination, ruinous to accurate measurement.



22

The suction probe is contained within a robotic arm moving transversely across the machine. It flushes itself internally with solvent, before lowering its probe into the chosen oil sample, which extracts approximately 0.5ml of oil each time, depending on the expected viscosity range.



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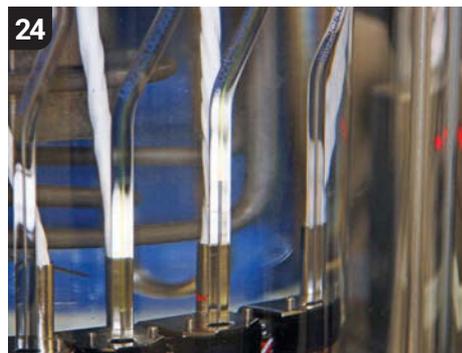
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23



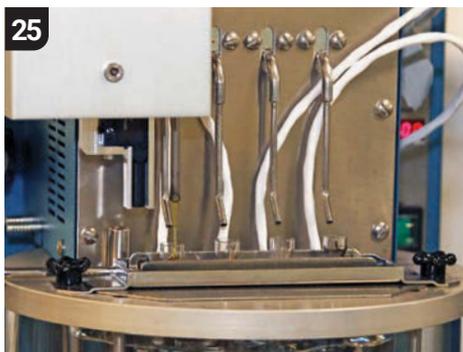
The probe then moves to the appropriate bath and deposits the oil into the tube, the top of which is flared to speed the rate at which the oil warms. Once emptied, the probe enters a self-cleaning programme prior to collecting and depositing the next sample.

24



The oil flows down the tube. The algorithms assess how long it takes each sample to reach the bottom. The oil then exits the machine and is recycled.

25



The result is compared with the data from another test, performed on a new sample of oil. A viscosity higher than the required specification indicates excessive ageing.

26



This ageing can occur through oxidation, excessive soot loading or water contamination.

27



A lower than specified viscosity could mean excessive diesel fuel dilution, or that the oil has been in use for too long.

28



Fuel dilution and elderly oil will shear the viscosity index polymer additive molecules. Pictured is the report, produced by the viscometer, of the status of each sample and tube.

29



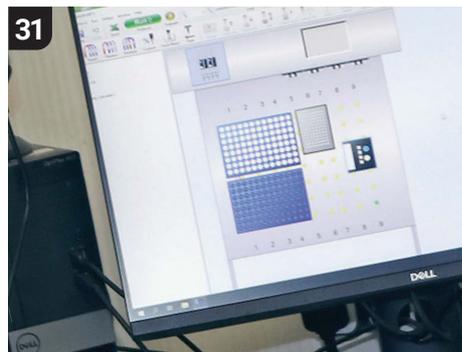
The Fourier Transform Infrared machine tests the oil's organic chemical bonds and its structure.

30



It is possible to identify the original oil's formulation (and, possibly, the manufacturer) by comparing the results with data from the blender. The machine reveals the degree of oxidation and additive depletion levels. Like the preceding viscometer, this machine is entirely computer-controlled and the process fully automated.

31



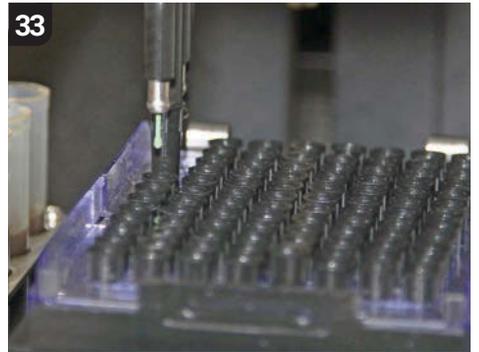
In addition, by assessing all of the oil's non-metallic content, the Fourier Transform Infrared test provides additional information concerning contamination.

32



Specifically, the machine can tell the operator about contamination from water, glycol, carbon/soot and fuel. This data may indicate a serious problem with the engine, its fuel system, cooling or emissions-stifling equipment, if present. Firstly, a small quantity of oil is poured from the sample bottle and racked in test tubes.

33



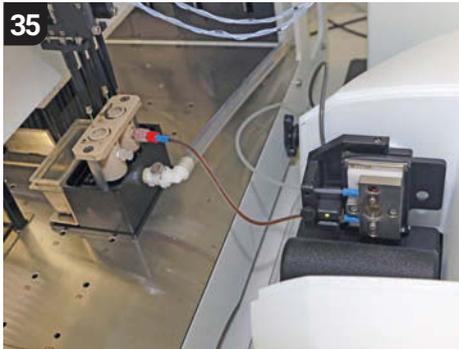
To avoid cross-contamination, the automated pipette picks up a new tip (pictured in black) for every sample being tested.

34



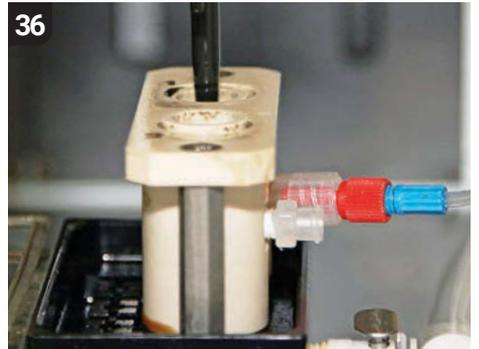
The robotic arm moves to the appropriate test tube and the pipette lowers to extract a small quantity of lubricant.

35



The robotic arm moves across and lowers the pipette to deposit the oil sample into the corresponding dosing chamber.

36



While two tests can be performed simultaneously on this machine, only one is being used, evidenced by one chamber not being connected.

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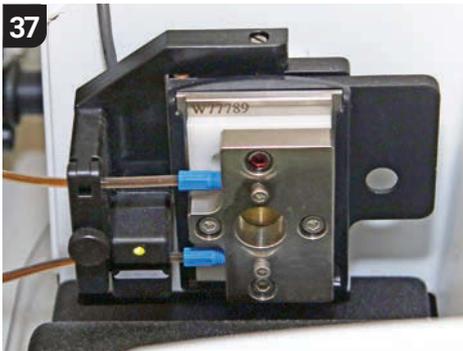
Rightly so, as E5 and E10 blended pump fuel readily attracts water from the air, affecting aluminium, copper, brass, rubber seals and pipes causing rust, corrosion and stale fuel.

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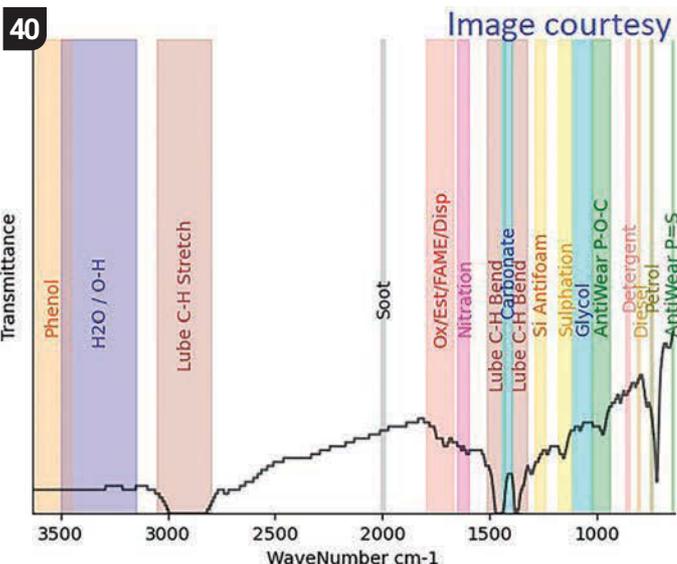
37 A vacuum pump draws the sample into a 0.1mm thick gap between two small plates of transparent glass. Infrared light is then shone through the sample to calculate its structure.



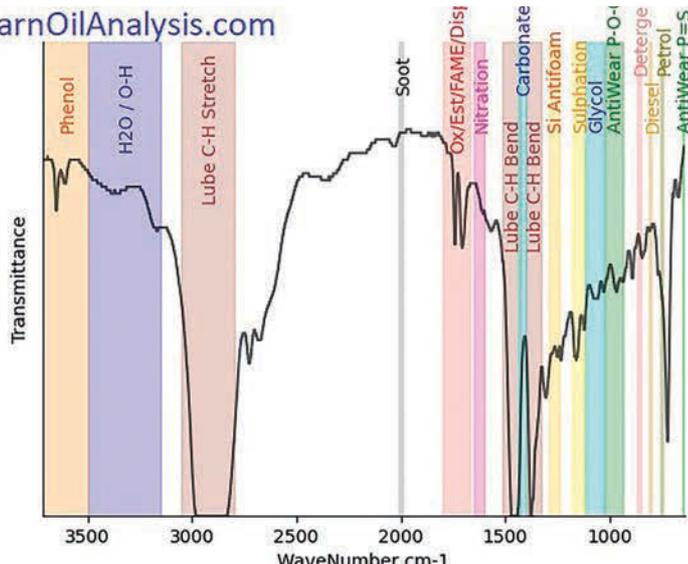
38 Once the process has been completed, the machine engages a strict cleaning process, which flushes all pipework with heptane solvent and discards the tip.



39 We can now take stock of the early test results before proceeding with further analysis of the oil.



Used Sooty Oil



New Oil Baseline

On the left, we see a Fourier Transfer Infrared trace demonstrating an excessively dark and sooty oil. On the right, we see fresh oil of the same specification. It's worth noting how the contaminated oil's downward peaks are all close to the bottom of the trace, while the new oil boasts clear chemical structure peaks.



41 While the crackle test (steps 10 and 11) checks for excess water, The Karl Fisher Test machine establishes the quantity of dissolved moisture present. Engine oil is designed to keep a degree of engine water in suspension, largely to reduce the chance of it separating and being sucked up by the oil pump (instead of lubricant).



42 A known weight of oil is measured and placed onto the machine. The oil is then heated in order to evaporate the water suspended within it.



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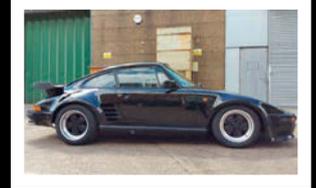


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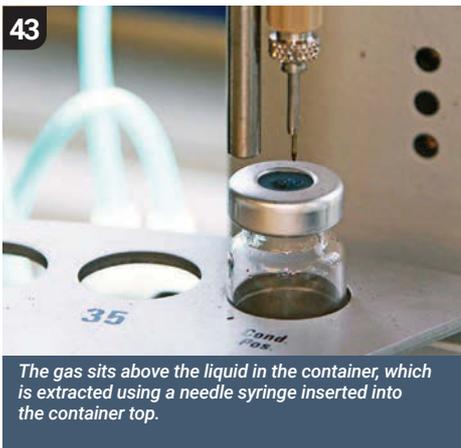
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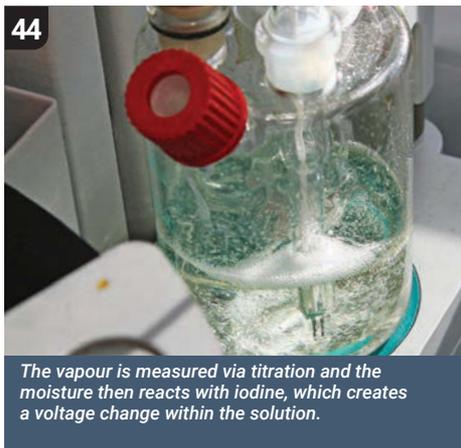
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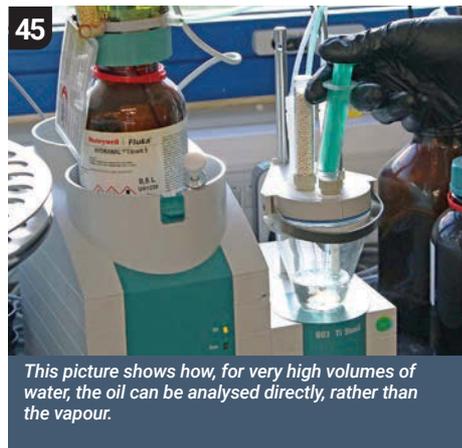
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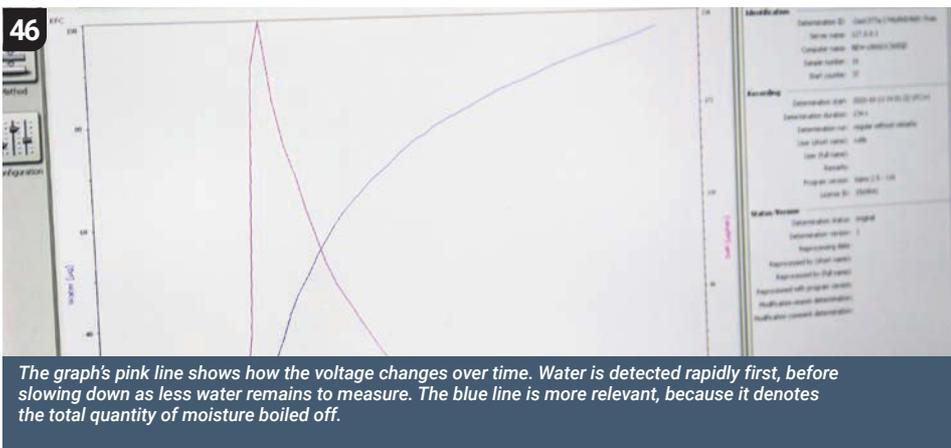
The gas sits above the liquid in the container, which is extracted using a needle syringe inserted into the container top.



The vapour is measured via titration and the moisture then reacts with iodine, which creates a voltage change within the solution.



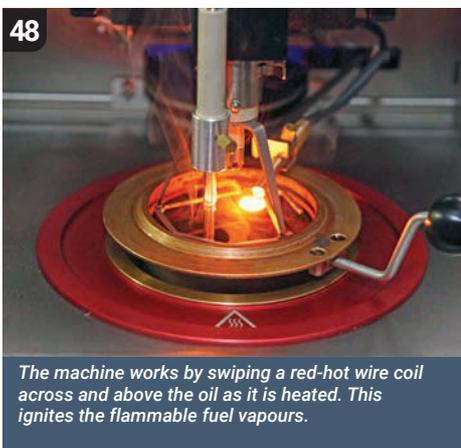
This picture shows how, for very high volumes of water, the oil can be analysed directly, rather than the vapour.



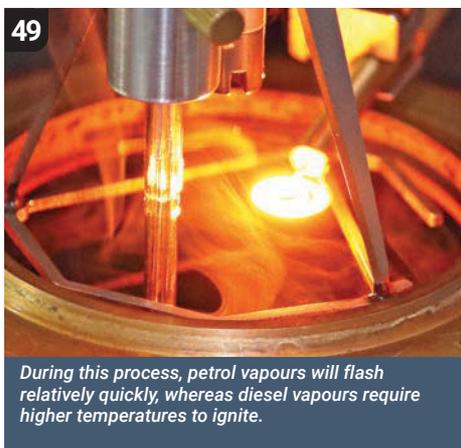
The graph's pink line shows how the voltage changes over time. Water is detected rapidly first, before slowing down as less water remains to measure. The blue line is more relevant, because it denotes the total quantity of moisture boiled off.



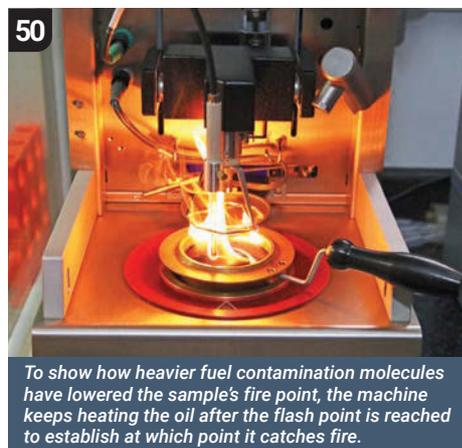
Though the Karl Fisher Test checks for moisture, it doesn't assess fuel contamination. This is performed by the flash point test. The oil is heated on a separate machine until the vapours ignite.



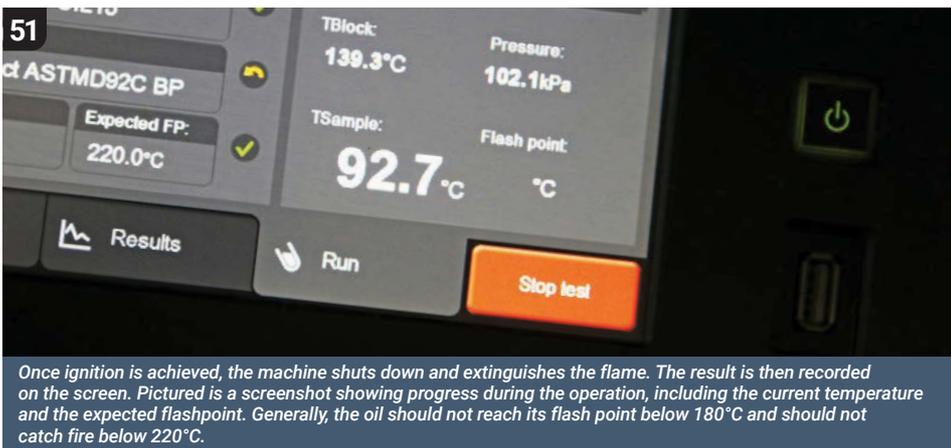
The machine works by swiping a red-hot wire coil across and above the oil as it is heated. This ignites the flammable fuel vapours.



During this process, petrol vapours will flash relatively quickly, whereas diesel vapours require higher temperatures to ignite.



To show how heavier fuel contamination molecules have lowered the sample's fire point, the machine keeps heating the oil after the flash point is reached to establish at which point it catches fire.



Once ignition is achieved, the machine shuts down and extinguishes the flame. The result is then recorded on the screen. Pictured is a screenshot showing progress during the operation, including the current temperature and the expected flashpoint. Generally, the oil should not reach its flash point below 180°C and should not catch fire below 220°C.



Next, the Inductively Coupled Plasma (ICP) test vapourises the sample within a super-heated Argon plasma flame.

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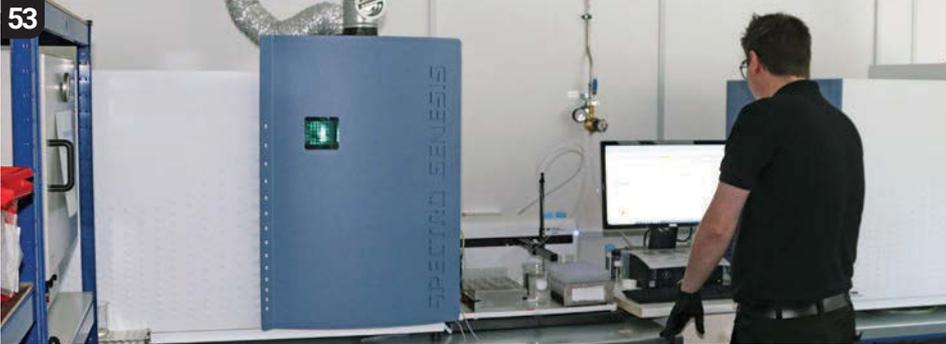
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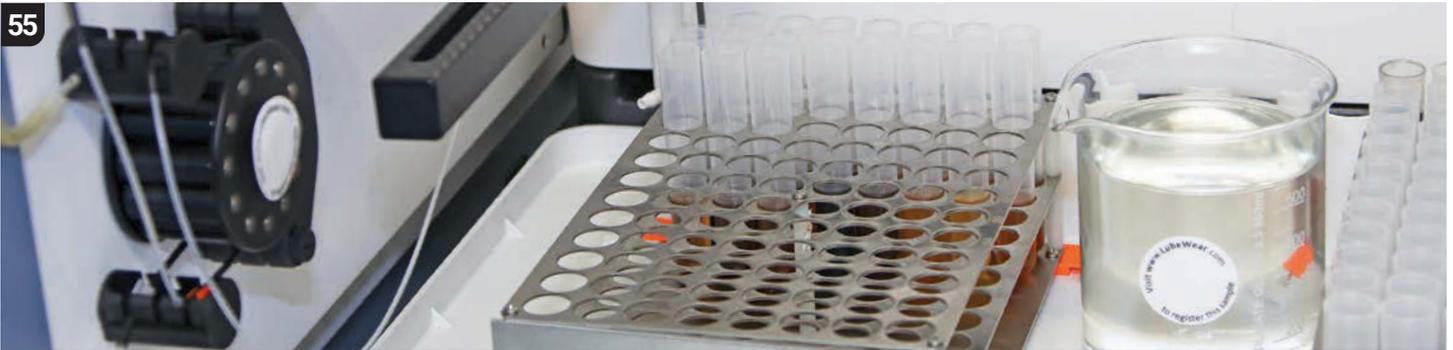
53

The wavelengths produced vary, dependent on the combusting element. By evaluating the wavelengths, therefore, the element and its quantity are revealed. This test is still limited insofar as it measures only the small wear particles and not the larger wear contaminations produced before engine failure. The latter is addressed with OAL's LubeWear process.



54

OAL's LubeWear process demonstrating how it dissolves and analyses all particles. Put simply, the procedure transforms dirty engine oil into a clear solution, as pictured here.



55

LubeWear employs accelerated acid digestion catalysts, combined with the Inductively Coupled Plasma test data, to speed up the tests and differentiate expected findings from those considered abnormal. The completely automated process dilutes the oil sample with a white-spirit-based solvent to reduce its viscosity before it enters the machine. A quality control sample is pulled through the machine first, followed by a solvent cleansing rinse. Only then is a used engine oil sample pulled into the machine, followed by another rinse.



56

Oil enters the machine from the right. Argon is added as a pressurised jet via a separate pipe. Both mix within the nebuliser. The resultant vapour travels up into the plasma flame to be combusted.



57

The Inductively Coupled Plasma test machine constantly monitors the plasma flame's cleanliness. The rinsing process can take longer if the oil sample was particularly contaminated. The flame has to stabilise between each wash and before any engine oil is combusted.

58

Value Type	Cu [REDACTED] Conc in mg/kg	Cu [REDACTED] Conc in mg/kg	Cu [REDACTED] Conc in mg/kg	Ca [REDACTED] Conc in mg/kg	Ca [REDACTED] Conc in mg/kg	Mg [REDACTED] Conc in mg/kg	Mg [REDACTED] Conc in mg/kg	P [REDACTED] Conc in mg/kg
Reported	97.8	94.3	79.2	1982	2074	82.0	78.9	746
Reported	3.48	2.79	4.09	1162	1265	5.92	3.66	217
Reported	1.46	0.849	3.03	1181	1265	4.12	2.63	208
Reported	9.97	9.01	7.28	1226	1318	4.59	3.00	211

The Inductively Coupled Plasma test process reveals foreign elements, as well as those making up the base oil and additives. Pictured are the metals, present within the sample, that have been identified by wavelengths. Each element has several potential wavelengths, primarily because some wavelengths can overlap one another, or are better at low or high concentrations. Hence, the software selects the best wavelength for each sample.

59

Element	ASTM D1561	mg/kg						
Al	ASTM D1561	10	10	10	10	10	10	10
Ca	ASTM D1561	10	10	10	10	10	10	10
Co	ASTM D1561	10	10	10	10	10	10	10
Cu	ASTM D1561	10	10	10	10	10	10	10
Fe	ASTM D1561	10	10	10	10	10	10	10
Mg	ASTM D1561	10	10	10	10	10	10	10
Mn	ASTM D1561	10	10	10	10	10	10	10
Ni	ASTM D1561	10	10	10	10	10	10	10
P	ASTM D1561	10	10	10	10	10	10	10
S	ASTM D1561	10	10	10	10	10	10	10
Zn	ASTM D1561	10	10	10	10	10	10	10

Side View of Bottle
Underside View of Bottle
FTIR Spectra

Any questions about your report? Email lab@oaltd.com

It's time to examine the results of all tests. The printed report is far too long to fit on these pages, which is why we've split extracts between this boxout and the larger image on the opposite page.

A Normal **B** Caution **C** Serious **X** Critical



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Serial Number Example Engine
 Unit No. / Model Air Filters
 Type Misc Vehicle
 JS Sys
 Job No Bottle Label
 Brand Other 15W40 (SAE)

Engine (Lube)

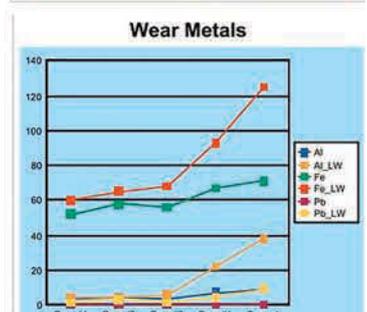
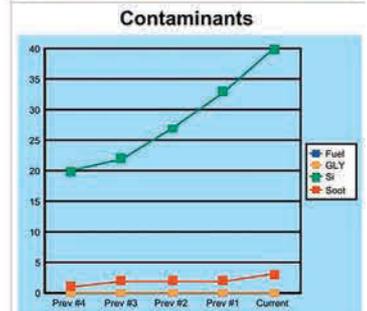
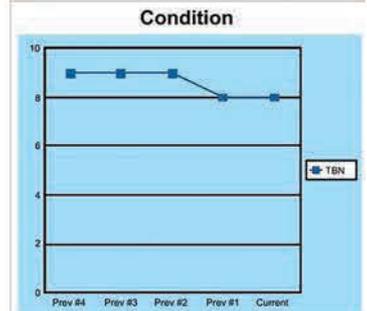
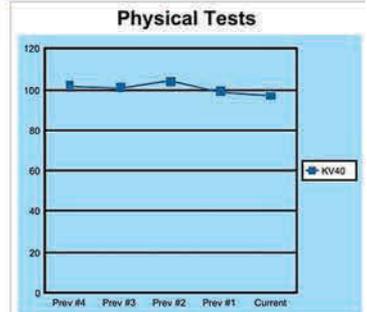
THANKS

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 Unit 5, Creamery Business
 Park, Station Road, Mochdre,
 Colwyn Bay, LL28 5EF

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oilanalysislab.com

Diagnosis: There is high Silicon very high Aluminium consistent with aluminium silicates aka dirt. The very high Aluminium, Chromium and Iron all suggest wear to the upper cylinder including pistons, rings and liners respectively. The LubeWear analysis shows the particles show a notable skew towards larger wear particles consistent with an abnormal, likely abrasive wear process. **Advice:** Inspect air induction system including filters and trunking for source of dirt ingress. Change oil if not changed when sampled to remove the abrasive dirt particles from the system which could cause further wear. Resample in 1 month following any corrective actions performed to confirm the issue has been resolved.

Sample Details	Test Basis	Units	Current Result	Previous #1	Previous #2
Lab No	-	-	OAL1904005	OAL1904004	OAL1904003
Sample Date	-	-	02/10/2018	05/09/2018	05/08/2018
Meter Hrs	-	-	5500	4200	4012
Fluid Hrs	-	-	427	400	492
Fluid Added	-	-	10.00	0.00	0.00
Fluid Changed	-	-	No	No	No
Filter Changed	-	-	No	No	No
Brand	-	-	Other	Other	Other
Physical Tests					
Viscosity @ 40°C	ASTMD7279	mm2/s	97	99	104
Viscosity @ 100°C	ASTMD7279	mm2/s	13.9	13.9	14.5
Condition					
Base Number	ASTMD2896	mgKOH/g	8.1	8.2	8.7
Nitration	JOAP	Abs/cm	0	0	0
Oxidation	JOAP	Abs/cm	12	15	14
Sulphation	JOAP	A/cm	6	7	5
Contaminants					
Appearance Fluid	OAL Method	Visual	Dark	Dark	Dark
Appearance Solids	OAL Method	Visual	Colloidal	Colloidal	Colloidal
Fuel Dilution	OAL Method	%	<1	<1	<1
Glycol/AntiFreeze	JOAP	%	<0.1	<0.1	<0.1
Lithium (Li)	ASTMD5185	mg/kg	0	0	0
Lithium (Li)	LubeWear®	mg/kg	0	0	0
Potassium (K)	LubeWear®	mg/kg	0	0	0
Silicon (Si)	ASTMD5185	mg/kg	40	33	27
Sodium (Na)	LubeWear®	mg/kg	1	1	2
Soot	JOAP	%	2.5	2.3	1.7
Titanium (Ti)	ASTMD5185	mg/kg	0	0	0
Titanium (Ti)	LubeWear®	mg/kg	0	0	0
Vanadium (V)	ASTMD5185	mg/kg	0	0	0
Water (dissolved)	ASTMD6304	mg/kg	401	415	422
Water (free)	Crackle & CaH2	%	<0.1	<0.1	<0.1



All of these tests, combined with the LubeWear catalysation process, show each element present within the oil and whether the quantities are unusual. While it would be easy to get bogged-down in the science, OAL's final report translates the findings into easy-to-understand conclusions. A traffic light colour flag is at the top of the report, which gives a clear indication if failure is imminent. In this case, the sample was 'red' (critical) because the laboratory discovered silicon from dirt, along with high aluminium, chromium and iron levels, suggesting high wear in the pistons, rings and cylinder liners. The advice was to check the air induction system and suggests possible prior neglected air filter changes. Curious? To find out how healthy your Porsche engine is, get in touch with Adam and the OAL team. Visit the company's website at oilanalysislab.com.

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AUCTION NEWS

Historics Auctioneers serves up a variety of air-cooled classics, including two historically significant coupes finished in blue, as well as a selection of drop-tops in readiness for warmer days...

The Porsche name was featured on the first of the brand's vehicles in 1948, but it wasn't represented by the crest we know and love today – in March 1951, Porsche held a logo design competition in Germany, offering a cash prize to the winner. The hope was to use the winning entry as Porsche's corporate identity. Unfortunately, none of the designs were selected by the company's management team. Consequently, toward the end of the year, the firm's in-house designers began working internally on an official logo.

In 1952, Austrian engineer, Franz Xaver Reimspieß, designed a new fantasy crest for Porsche. Reimspieß was the designer who created the Volkswagen logo in 1936. His design for Porsche featured a prancing horse, which was taken from the seal of Stuttgart, home of the Porsche company. The crest's red and black stripes, as well

been featured on the bonnet of every one of the manufacturer's production vehicles, going on to become one of the world's most recognisable logos, evolving with subtle changes every few years.

What has this history lesson got to do with the beautiful blue 356 pictured here? Well, as a 1954 356 Pre-A, it doesn't carry the Porsche crest on its 'frunk' handle. In fact, so early is this four-cylinder Porsche, it's claimed to be the first right-hand drive example of its kind. Early 356s are today considered some of the most collectible of all air-cooled Porsche products, admired for their groundbreaking engineering and purity of design. And it just so happens this one is about to be presented for purchase at the Historics Auctioneers sale at The London Classic Car Show, scheduled to take place at the Olympia Exhibition Centre in West Kensington on 25th February.

345 BMG is a matching numbers, beautifully restored, 356 Pre-A 1500

THE REVEALED COLOUR WAS EXTENSIVELY EXAMINED BEFORE BEING MATCHED TO A PERFECT REPRESENTATION OF ADRIA BLUE

as the depiction of antlers, were directly lifted from the standard of Württemberg-Hohenzollern (a state in the French sector of occupied Germany until 1949, and then of West Germany, before being merged with Württemberg-Baden and Baden to form the state of Baden-Württemberg in 1952). The Porsche brand name was added atop the crest, arching over the entire assembly, which also included the Stuttgart name.

This emblem was registered with Germany's patent office and made its debut when it was placed on the horn button of Porsche cars toward the end of 1952. Moving forward, the Porsche crest was incorporated more frequently, starting with the 356 Roadster, which featured the crest on its characteristic bonnet handle in 1954. From 1959, Zuffenhausen sports cars had their hubcaps adorned with the logo. Since that time, the Porsche crest has

coupé finished in Adria Blue with grey vinyl interior. In concours condition, the car was authenticated in writing by Porsche in 2012, following consultation with renowned early Porsche specialist, Roger Bray Restoration. In 2018, the car was inspected and sourced by Mick Pacey, head of classic Porsche sales and restoration centre, Export 56. It was then extensively restored by Marriott Coachworks in Milton Keynes, a process which took four years and made use of virtually all the car's original components. Originality is king when it comes to early Porsches, after all.

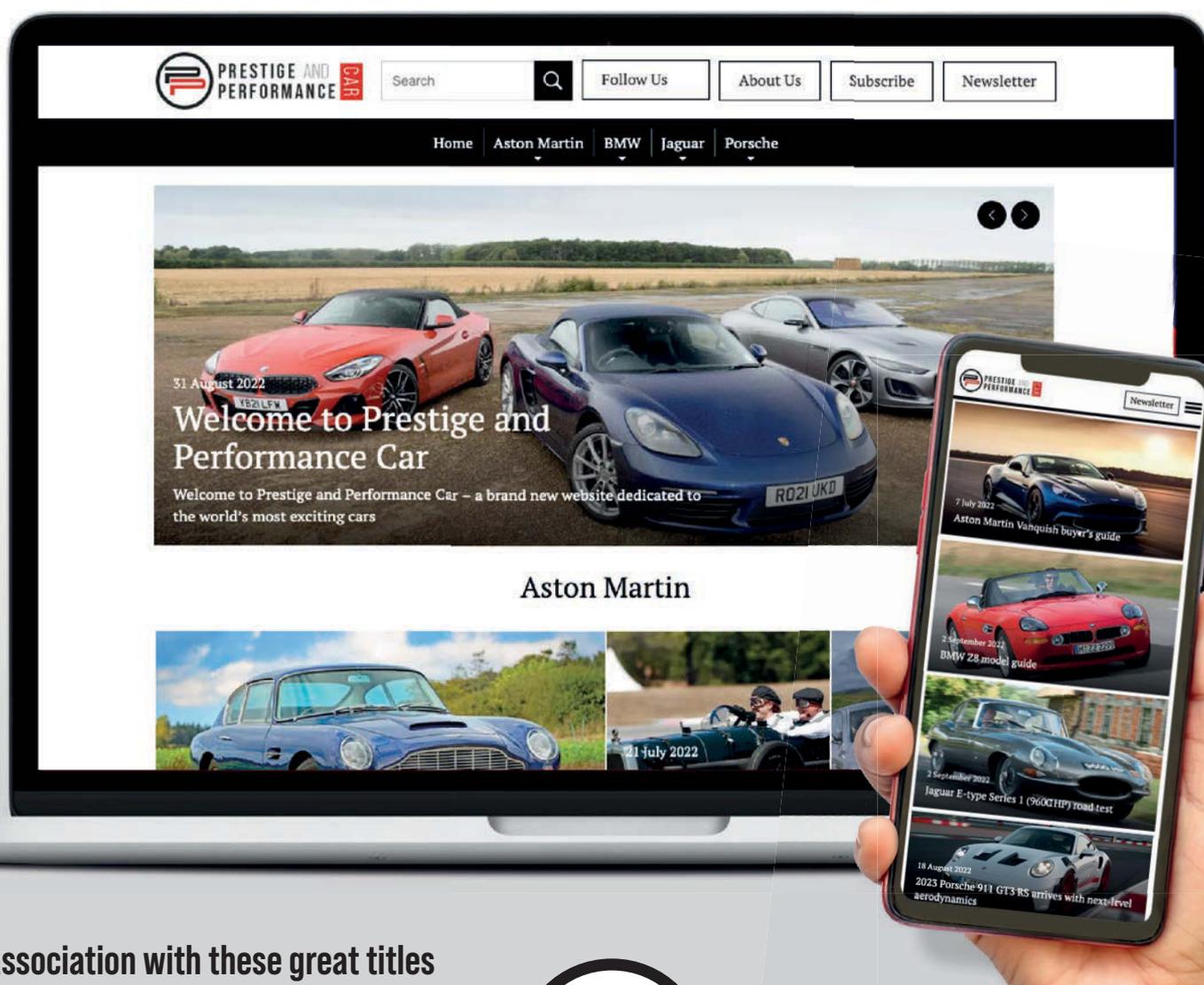
Indeed, during the restoration, the only replaced metal body panels were the two floorpan sections, heater tubes and sections of inner and outer sills. The remainder of the bodyshell was panel-beaten and re-lead loaded as it would have been at the Porsche factory in period. The original paint colour



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was excavated from beneath the grey hue factory-applied to the dashboard to match the grey vinyl. The revealed colour was then extensively examined before being matched to a perfect representation of OEM Adria Blue (paint code 509).

The car's flat-four has been fully rebuilt from the cases and crank upward. All new parts have been used, but the original casings retained. Cylinder liners have been re-plated to factory specification. All screws and other fasteners have also been re-plated in factory-spec coatings. Additionally, faithful replicas of original decals have been applied to the engine and ancillaries.

The original date-stamped (4/53) wheel

THIS RARE CROSSOVER MODEL REPRESENTS A GREAT WAY TO ENJOY IMMEDIATE SEAT TIME IN AN APPRECIATING CLASSIC

caps are restored, while the suspension, brakes and transmission linkages are all original, though fully rebuilt using new supporting hardware. The wiring loom is also new, but unmodified, built to factory specification and binding.

The interior has been completely refurbished. New carpets feature throughout. Fresh grey vinyl is applied to the seats and door cards. All gauges and instruments have been fully rebuilt using the car's original parts. The mirrors, lights, handles and switchgear are also original to this Porsche, as is the steering wheel. New rear luggage straps have been fitted and the sun visors were renewed, though special attention was given to ensure they are indistinguishable from the parts they replace.

The bumpers are all original and restored (polished aluminium) with new rubber inserts. The lights are factory items, with the exception of new glass lenses for the headlamps. The engine lid grille is authentic and restored, as are all the badges. Even the number plates are restored originals, while the glass is the car's factory-fitted glazing, albeit with the addition of a new front screen. The door handles are as they left the Porsche plant in period, though they're now restored, as is the aforementioned badgeless bonnet grab handle. Amazingly, even the wipers arms are original to the car.

This is a rare opportunity to own a perfectly presented example of a historically significant classic Porsche. The price? Historics has published an estimate of

£340,000-£370,000. Like the idea of walking away from the auction with a blue air-cooled Porsche, but don't fancy spending quite as much as this 356 is expected to command? How about the 1969 911 S seen here?

Set to be offered at the very same Historics sale, this two-litre 911 was delivered new to new to Ontario, Canada, and is finished in Ossi Blue with black leatherette interior. Lucky enough to have been in the custody of enthusiastic and meticulous owners throughout its life, this gorgeous 911 is accompanied by a comprehensive history file confirming details of all servicing, valuation appraisals, pictures and even mileage records.

The car remained in Canada until 2005, when it was bought by a Mr. Louis, who promptly imported his new Porsche to the USA and kept it just outside New York. It was stored for a further seven years by a Mr. Wolfe in California. Imported to the UK in 2018, the vendor has enjoyed this fabulous little 911 as part of an impressive private collection.

Since his ownership, the car has been maintained by respected Porsche specialists, GCS Engineering and Carrera Performance. During the past couple of years, the car's fuel pump seals and injection system have been serviced and tuned, the front oil cooler was replaced and the wheels were refurbished. As of August 2022, they roll on Pirelli Cinturatos, as does the spare. With an estimate of between £100,000 and £125,000 this rare crossover model represents a great way to enjoy immediate seat time in an appreciating classic.

Historics has confirmed viewing is invited at Olympia between midday and 7pm on the 24th February, with lots going under the hammer from midday on the 25th. Interested parties should hop online and visit [historics.co.uk](https://www.historics.co.uk), where they can register to bid (in-hall, by telephone or via the web), as well as view the full list of lots, which includes a Guards Red Carrera 3.2 Targa, a 964 Carrera 2 Cabriolet finished in the same shade, plus a Chamonix 550 Spyder. A 993 Targa S with Tiptronic transmission rounds out the Porsches on offer. ●





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PORSCHE 3400



2012, 66000 miles, £66,000. Registered in 2012 this Porsche Boxster S 981 series is fitted with the desirable PDK 7 speed gearbox. Powered by the 3.4 litre flat 6 cylinder 'Boxer' engine, it is one of the last models available with this 6 cylinder engine, producing 315 bhp. Finished in Platinum Silver metallic paintwork with a contrasting black leather interior. Please call 07577 575770, South East. (T)

113397

PORSCHE 356



1960, 103000 miles, £69,995. 356B T-5 1600 Super. Manual, ivory with black interior, left hand drive, original condition. Please call 01765 609798, Yorkshire and the Humber. (T)

111326

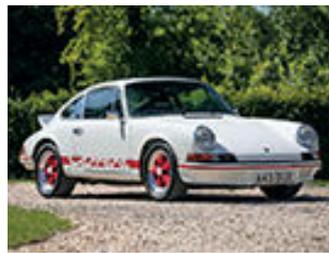
PORSCHE 911



2012, £54,995. 2012 PORSCHE 911 CARRERA 991. Finished in unmarked Carrara White with Black Hide PDK 7 speed transmission with steering wheel paddles. Specifications include Sat Nav, Cruise Control and Launch Control, Climate Control, Heated Seats and Rear Park Assist. 66,000 miles with Porsche Dealer Stamps at 6231 miles, 22951 miles, 50,139 miles and 58,716 miles. Comes with all the original Porsche Book Pack in the leather wallet, invoices for all the services etc. Exceptionally well looked after example with a very good Specification. Free delivery to England, Wales or to any UK port. International transportation can be arranged. Part exchanges of both classic and modern cars welcome. Please call 01485 541526, South East. (T)

113651

PORSCHE 911



1984, £89,995. From 1984 this 911 RS tribute utilised a C16, right-hand drive 3.2 Carrera Coupé as its starting point. Specifically, this was a healthy well-serviced example with a good history file. This tribute car presented here pays homage to the legendary 1973 2.7 RS, echoing that famous silhouette very well, and was professionally built. Please call 01798 874477, South East. (T)

116683

PORSCHE 911



£99,840. Previously supplied by ourselves in 2019 to the current keeper, this is a GT3 we know well and adore. The comfort spec cars are just so easy to live with and are just as happy on the dual carriageway as they are on track. This example was specified with Axle Lifting system making for a GT3 you really could drive round a city centre as easily as with a Ford focus. Please call 01229 486315, North West.

112557

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PORSCHE 911



2003, £69,950. The vehicle has a service record full of stamps from both Porsche Main Agents and independents. The vehicle will be re-serviced and inspected at Jasmine Porsche prior to delivery to the lucky new keeper. The car has just sailed through an MOT with no problems at all. The 996 Gen 2 GT3 is a rare car to begin with, with only 240 right hand drive cars making it to the UK. Please call 01229 486315, North West. (T)

112558

PORSCHE 911



£107,950. This car has just been released from the private collection of one of our very best clients and friend of the business. The car must be viewed in order to fully appreciate. The history file is just enormous and contains receipts for recent works carried out by our client totalling £40,000. As such, this is a turn key operation, nothing to sort, nothing to do but just drive and enjoy. The driving experience is superb to this day. Please call 01229 486315, North West. (T)

112561

PORSCHE 911



1977, 100 miles, STOLEN! 1977 Porsche 911, VIN: 9117300972, Registration: 90 FF, Guards Red with black leather, Fuchs alloys, sunroof. **STOLEN** from Battersea, London, evening of Monday 25th July. Any information please contact Metropolitan Police and owner at sr_313@outlook.com. Greater London

115786

PORSCHE 911



1973, 53700 miles, 911T 2.4L CSI Targa. It is in spectacular condition throughout and a very rare car. Meticulously maintained and always garaged. completely restored in California in 2014. Please call 01765 609798, Yorkshire and the Humber. (T)

111321

PORSCHE 924



1987, 85137 miles, £8,250. Colour Marachino Red Metallic. Interior trim cream Porsche script. Cream carpets with grey overmats. Please call 01373812613, South West.

112265

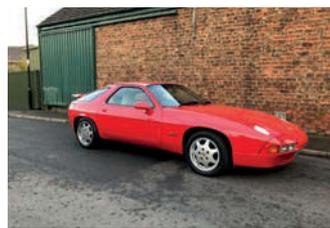
PORSCHE 928



1990, 165000 miles, £299,928. Porsche 928 S4 auto 1990. Restored by Porsche Portsmouth and Porsche approved Poole body shop for Porsche UK 40 YEARS AT THE FRONT DEALER COMPETITION IN 2016. Very rare in special order Tahoe blue, even more rare is having in excess of £55000 spent in restoring it bodily and mechanically. Done 165k with a large documented service history, all books and receipts showing over £55k being recently spent in bringing the 928 back to its former glory. Everything works on car as you would expect! Full extensive photographic record of epic restoration. Been mainly looked after by Porsche main dealers for the last 5 years, done several hundred miles since restoration. Paint and underside are immaculate. Drives great. Far too much to list that has been replaced on the car. , Scotland.

113608

PORSCHE 928



1990, 72000 miles, £42,000. We are very pleased to offer this stunning and rare 928GT. One of just 38 right-hand drive and manual gearbox 928 GTs and finished in the highly desirable Guards Red with Linen Leather. 72,000 miles with a fully documented history, 5 Speed manual gearbox, Limited Slip differential, Full electric seats, Height adjustment, Air conditioning, Electric Sunroof, Electric Door Mirrors, Porsche book pack. Please call 01765 609798, Yorkshire and the Humber. (T)

117274

PORSCHE 944



1987, 2 Previous owners current owner 18 years, 94 000 miles, summer use only, always garaged, well maintained and in excellent condition. Please call 07747020758, South West.

116025

PORSCHE 944



1990, 133000 miles, £12,950. 944S2 Cabriolet, Guards red, black interior. Lovely condition, total 3 owners, dotting last one for 29 years. Every document for that period. Serviced at Northway Porsche, always garaged. MOT to February 2023. Spent £3,800 over last 1,500 miles including mega service. Very original. Please call 07711703542, South East.

113090

PORSCHE 944



1990, £16,000. Original except for new w/pump, belts, rollers, cam chain, alternator, fuel pump, battery, discs, pads, hoses, exhaust, fliter, plugs. Please call 07818680583, South East.

115620

MOTORFREE ADS

PORSCHE 944



1989, 130000 miles, £7,750. Porsche 944 Lux Auto c/w private plate for sale, I have owned this car for approximately 5-6 years. A very reliable daily classic, easy to own and a great cruiser! In vgc with full service history - refurbished wheels and good bodywork, the underside is solid and has been undersealed for max protection. Black with cream leather interior. Please call 07841757124, South West.

111011

PORSCHE 996



2003, 58776 miles, £16,500. 2003 PORSCHE 911 edition with low mileage of 58k. Full Porsche owner manuals and literature folder. No receipts with the car so cannot say what preventative maintenance work may have been done (ims and rms etc) Up to date service book (Eleven Porsche dealership stamps and 1 specialist stamp) Two keys. Please call 01443 206597, Wales.

111109

PORSCHE 997 911



2010, 66000 miles, £64,999. Gen 2 997 turbo with FPSH. Basalt black with black leather interior. PDK and sports chrono. Other extras include an LSD, heated seats, sunroof and parkassist. Plenty of tread on Bridgestone tyres. Comes with a fitted Porsche cover and has an active Porsche tracker. Had the car for three years and had a major service last year at Porsche Perth. Please call 07942357932, Scotland

114651

PORSCHE BOXSTER



2006, 67000 miles, £11,250. My car is in Arctic Silver with Sand Beige leather interior, registered in November 2006. It's a Tiptronic with Sport Chrono which is a "must have" option with the auto as it makes it more lively and responsive than without. It's in great condition. There's a few stone chips on the front but no rust and she benefits from many optional extras some of which are rarely optioned on a Boxster. Sport Chrono. Extended leather (includes dash and doors). Fully electrically heated and adjustable seats with memory. Bose sound system. Fully specced PCM (telephone module, sat nav, multi-CD player). Boxster S exhaust tips Boxster S 18" wheels (included in sale -see photo-if required but currently not fitted). Standard Boxster 17" wheels currently fitted with recent tyres. Multi-function steering wheel, Wind deflector, Parking sensors, Just serviced, MOT (with no advisories) until December, work undertaken during my ownership: front suspension. . Please call 07909923202, South East.

113703

PORSCHE BOXSTER



1998, 121000 miles, £5,495. Possible Swap? 07957186048, orsche boxster 986 convertible, £5495 px swap ?rare red in colour and triptronic with steering wheel shift, as can be seen in photos the car is in very nice condition for its age, been in family for yrs ,Please call 07957186048, East Midlands.

116146

PORSCHE BOXSTER



2003, £9,750. 2003(03) Porsche Boxster 3.2 S. Metallic Basalt Black with Black leather and Black power soft top. Facelift model with the glass heated rear window and clear indicator lenses. 6-speed manual, power steering, ABS, Porsche stability management, automatic air-conditioning, headlamp wash, factory alloy wheels, xenon headlights, Bose sound system with CD stereo, wind deflector. Please call 01277365415, East of England. (T)

113353

PORSCHE BOXSTER



2003, £57,000. Registered new in May 2003 as a Porsche Boxster 986 2.7, this particular car was transformed into this homage of the original 356 Speedster by Iconic Autobody. With its retro bespoke coachwork there is still the modern drivetrain and chassis of the original Boxster, therefore the same driving characteristics have been maintained. Please call 07577 575770, South East. (T)

113394

PORSCHE BOXSTER



2003, 66000 miles, £57,000. Registered new in May 2003 as a Porsche Boxster 986 2.7, this particular car was transformed into this homage of the original 356 Speedster by Iconic Autobody. With its retro bespoke coachwork there is still the modern drivetrain and chassis of the original Boxster, therefore the same driving characteristics have been maintained. Please call 07577 575770, South East. (T)

117360

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110199

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113187

PORSCHE BUMPER



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116749

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