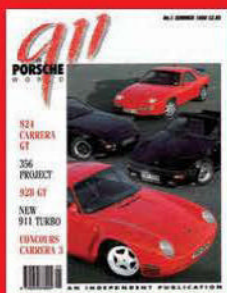


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Bring out the cake, but set the day aside for blowing out the candles. Yes, as you'll have noted from our front cover, this is the 350th issue of *911 & Porsche World*, which is an impressive milestone reached in the often difficult world of publishing. I'd like to take this opportunity to thank all of the title's contributors — past and present — for their hard work, which has contributed to *911 & Porsche World* establishing its position as the world's best-selling monthly Porsche magazine. Here's to the next 350 issues.

If you've bought this particular issue on the basis of our cover story, you're likely about to reach a significant milestone of your own. I am, of course, talking about Porsche ownership. Across the following pages,

we've presented a wide variety of Porsches for your consideration in the hope of helping you determine which of the manufacturer's products is best suited to your needs, as well as your tastes in performance and styling. Covering air-cooled, water-cooled, coupe, cabriolet, Targa, SUV, mid-engined, front-engined and rear-engined models, our selection caters for budgets ranging from five grand to six figures.

We now get ready to celebrate another major milestone: sixty years of the 911. Enjoy the magazine.



Dan Furr Editor
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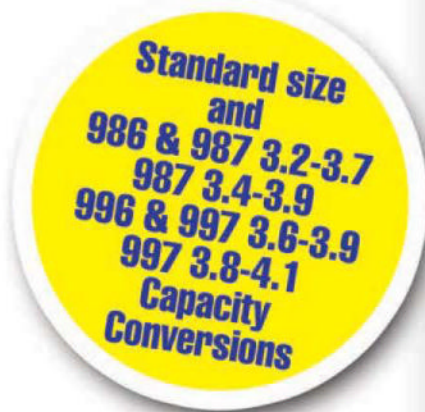
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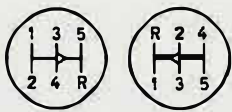
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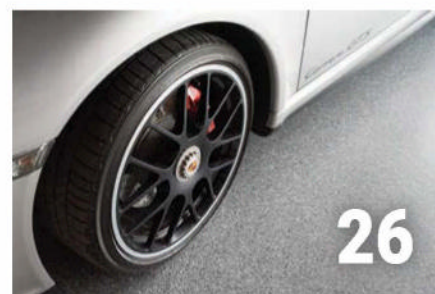
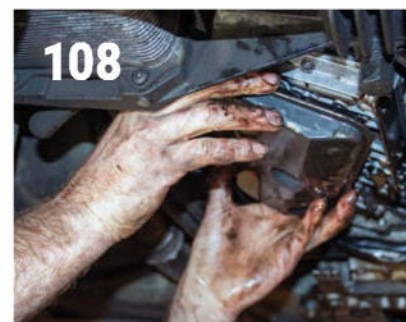
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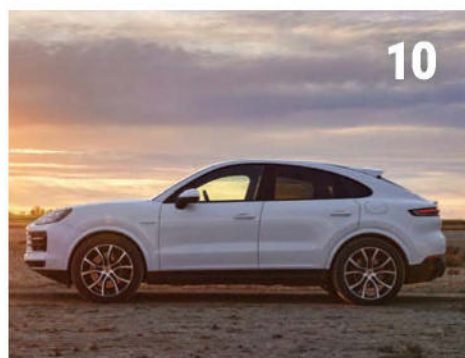
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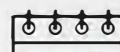
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LIGHTEN THE LOAD

While a 911 is the dream drive of many sports car enthusiasts, family life and the need to cart a significant amount of cargo often rules out purchase of the Porsche flagship. Fret not! A drive in a new Cayenne proves common DNA runs through the manufacturer's entire product line, with the E-Hybrid in either Coupe or trad-SUV form proving the most popular entry in the Cayenne canon...

Words **James Fossdyke** Photography **Porsche AG**

The Cayenne might not be everybody's cup of tea — certainly not in fastback-style Coupe form — but it's a success story

of epic proportions, brushing rivals aside to become the best luxury SUV in the business. While buying this load-lugging Porsche over a Range Rover or a BMW X7 is an easy decision to make, however, choosing the engine to power it is somewhat more of a minefield.

As outlined in last month's issue of *911 & Porsche World*, with the arrival of this year's updated Cayenne range, the choice of power source

has become a little smaller due to the fact the high-performance GTS and Turbo models are not yet available, but rest assured there's still a decent selection of powerplants to choose from. Do you select the basic three-litre V6 or should you opt for the four-litre V8, though? Most Cayenne buyers will choose neither, instead investing in the powertrain of the E-Hybrid, the best-selling version of the Cayenne, irrespective of whether Porsche showroom visitors are choosing the traditional SUV body shape or the remarkably popular Coupe.

Like every other version of the Cayenne, the E-Hybrid has been significantly updated for 2023, although tweaks to the exterior design are overshadowed by major changes in the cabin and to the powertrain, both of which have modernised an already class-leading Porsche. It's easy to gloss over the styling updates, which are best described as underwhelming. In fact, only those truly familiar with

the outgoing Cayenne will notice the differences, which include reworked front wings, a new bonnet and new bumpers, as well as fresh headlights with clever LED Matrix technology as standard equipment. Those who wish to do so can upgrade to HD Matrix lights, which can highlight the car's lane on the motorway and even picking out pedestrians, as well as and other potential hazards. As you'd expect, the lights are automatic, but what you might not appreciate is how they dip in the

is considerable, reducing capacity to around 550 litres, roughly the equivalent of the entire luggage bay of a new 911, but don't be fooled into thinking Coupe's load space is tiny. Plenty of big SUVs have even less room to offer, even with conventional rear ends.

Unfortunately, the E-Hybrid Coupe version of the updated Cayenne feels less than generous, primarily because there's a socking great battery under the boot floor, resulting in little more than four hundred litres of available

load capacity. While this is an important consideration for anybody who can't decide between the Coupe or the traditional SUV body styles, it's important to note the Cayenne's

KEY TO THE CHANGE IS A NEW BATTERY, WHICH AT 25.9kWh IS CONSIDERABLY MORE CAPACIOUS THAN ITS PREDECESSOR

direction of oncoming vehicles, while leaving other areas of the road fully illuminated. Clever stuff.

As mentioned, buyers continue to be offered a choice of two body styles. Although the name is a misnomer on account of the Coupe making use of five doors, the more streamlined shape has proved popular with Porsche customers. It's easy to see why — while it's a difficult concept for purists to justify, the Coupe is a good-looking beast and isn't much less practical than the standard Cayenne.

The Coupe's rear headroom is slightly more limited than you'll find in the Cayenne's conventional SUV body style, but ample room remains for adults in the back seats. Even those well over six feet tall will be perfectly content back there, and there's plenty of space for their luggage, too.

That said, where the conventional Cayenne's boot boasts around seven hundred litres in capacity, the Coupe cuts the available space. This difference

vital statistics are much the same as before. Put it this way, the range-wide round of updates has brought little in the way of altered structure or interior dimensions. This isn't to say the detail hasn't changed significantly, though. The dashboard, for instance, is vastly different to that of the outgoing Cayenne, with much greater focus on in-car technology than ever before.

FAMILY VALUES

The Cayenne development team has indulged in a spat of light robbery, pinching the digital instrument display from the all-electric Taycan. It's sharp and easy to configure, which is good news for all concerned, but it doesn't really add anything over the old cluster, which combined digital and analogue readouts to great effect.

While we're a little sad to see the beautiful old rev counter go, we can't complain about the new system, which has allowed Porsche to make other changes to the dashboard.

Facing page Despite Macan sales far outweighing those of the Cayenne, the bigger SUV makes a stronger case for being the 'go anywhere, do anything' Porsche



For starters, there's no hood on the instrument binnacle, but more importantly, the gear lever and ignition switch have moved and morphed. Instead of the traditional gear lever and rotating ignition switch, the new Cayenne makes use of an engine start button and a toggle-style gear lever, both of which now live next to each other on the dashboard, just as they do in the Taycan. Migration of the gear selector has allowed Porsche to redesign the climate controls, which combine conventional switches with the black plastic button panel now *de rigueur* for the manufacturer's interiors. Yes, it's a magnet for fingerprints, but it's better than a touchscreen system, like that of the Taycan.

Speaking of touchscreens, they're normally the most likely candidates for an update when cars are facelifted, but Porsche has left the Cayenne's system pretty much as it was. If it ain't broke, don't fix it. The difference comes in the manufacturer's offer to sell you a dedicated touchscreen for the front-seat passenger. In essence, this extra display has many of the same features and functions as the standard central touchscreen, but provides the ability to stream video, providing much the same in-car entertainment experience as those using the optional rear-seat tech in the back.

While it sounds like a good idea, the

system has its catches, including the fact it has been somewhat shoehorned into the dashboard and doesn't look especially easy on the eye when switched off. An integrated membrane is designed to prevent the driver seeing the screen (and thereby avoiding dangerous distraction) and is quite effective, but it also distorts colours, compromising the passenger's viewing experience. In truth, this additional feature is a bit of a gimmick, and an expensive one at that.

Before the Cayenne's updates, the same accusation could probably have been levelled at the hybrid powertrain, which was clearly a tax dodge for wealthy business owners, rather than a meaningful replacement for old diesel lumps. Now, though, the hybrid system has been revamped to make it more effective in the real world. Key to the change is a new battery, which at 25.9kWh is considerably more capacious than its predecessor. This means the new Cayenne E-Hybrid

Above Improved range means the E-Hybrid can be used as a fully electric vehicle for most commuting work

Below E-Hybrid rolling chassis laid bare





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now has a bigger lithium-ion battery than basic versions of the original Nissan Leaf, and though the Cayenne is nowhere near as aerodynamic or as light as the old Nissan, its zero-emission range has clearly improved as a result. Start with a full charge, and Porsche says the E-Hybrid will take you between forty-one and forty-six miles before the three-litre petrol engine is required. Interestingly, this remains true regardless of body style.

Additionally, the Cayenne E-Hybrid can use electric power more easily, thanks to a new and more powerful

electric motor. Where the old motor produced a nice, round 100kW (134bhp), the new unit ups the ante to 130kW (174bhp), meaning acceleration is less likely to demand the use of the petrol engine. The Cayenne can be more refined and more efficient as a result.

Porsche's official economy figures are absurd, suggesting the Cayenne E-Hybrid Coupe will return between 156.9mpg and 188.3mpg, which is pie in the sky for pretty much everyone. Thanks to the improved range, however, the Cayenne can at least operate as a purely electric vehicle for useful day-

to-day use. Those who can charge regularly at home and keep most journeys short may well see impressive efficiency from their new Porsche SUV.

The E-Hybrid remains a bit of a tax dodge — at least until a fully electric Cayenne appears — and CO2 emissions of 33-42g/km should ensure tax bills are reduced for those buying a Cayenne through a company. For such customers, the E-Hybrid is a no-brainer, especially when you consider how the new electric motor has delivered a slight overall power increase over the old Cayenne E-Hybrid. Before the

Above E-Hybrid is fractionally slower to 62mph than the new Cayenne S, not that anybody will notice

TECH SPEC

| | |
|---------------------------|---|
| Model | Cayenne E-Hybrid Coupe |
| Price | Cayenne from £67,400, Cayenne E-Hybrid Coupe from £78,900 |
| Powertrain | 3.0-litre twin-turbocharged V6 petrol, electric motor and 25.9kWh lithium-ion battery, eight-speed PDK, PTM, all-wheel drive, PTV Plus, electronically controlled limited-slip differential |
| Economy | 156.9-188.3mpg |
| CO ₂ emissions | 33-42g/km |
| Top speed | 158mph |
| 0-62mph | 4.9 seconds |
| Power | 464bhp at 5,300-6,400rpm |
| Torque | 430lb ft at 1,340-5,300rpm |





Above Coupe styling is obvious, even if the host Porsche has more than two doors

Below New Cayenne E-Hybrid powertrain, complete with combustion engine, hybrid module and electric motor

update, the basic E-Hybrid was churning out 456bhp, but power has since risen to 464bhp, an increase taking the model to within five horses of the now-V8-powered Cayenne S.

Of course, in Coupe form, with the Sport Chrono pack included as standard, the S is lighter and therefore faster than the E-Hybrid. Where the S gets from rest to 62mph in 4.7 seconds, the E-Hybrid is two-tenths slower. Moreover, the hybrid's

top speed of 158mph is 12mph down on the S. Surprisingly, choose the standard SUV body style, which doesn't

when you get the E-Hybrid up and running in its sportiest mode, the V6 sounds rather good, despite not having the glorious gargle of the V8.

The fastback body shell is, perhaps, not as convincing. The Coupe is slightly more expensive, and in E-Hybrid form, where boot space is at a

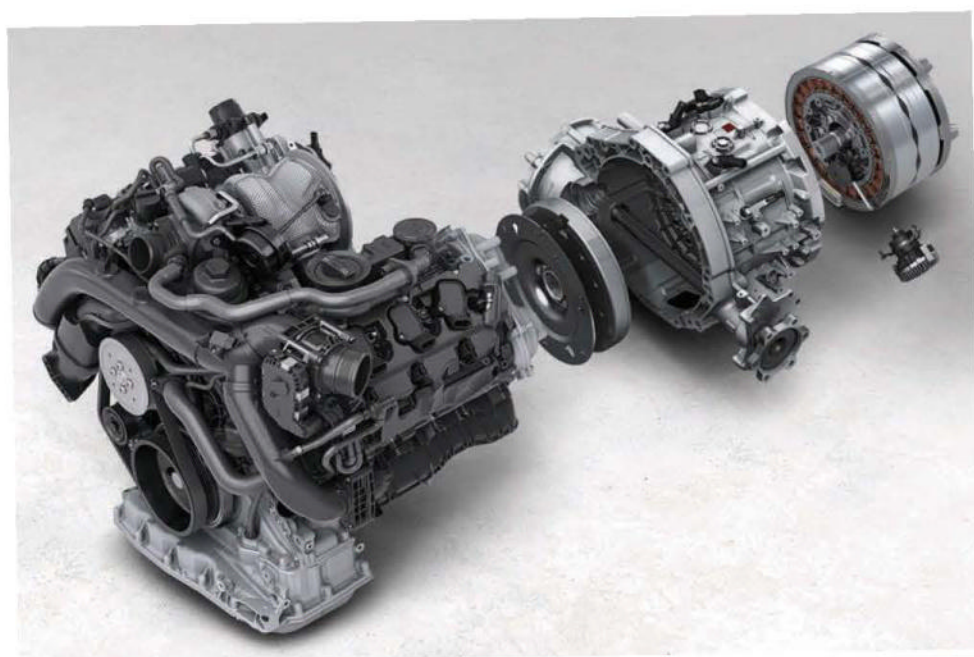
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come with Sport Chrono as standard kit, and the E-Hybrid is marginally faster to accelerate. In truth, this small difference in performance is too slight for most buyers to notice, but

premium, the conventional Cayenne will probably win out. On paper, at least, the standard SUV body is the one to go for, yet as we're well aware, car-buying decisions aren't always made rationally, and the Coupe's driving experience certainly will play its part. Most of the time, it feels much the same as the standard SUV, except rear visibility is slightly worse. This isn't the end of the world — plenty of parking aids are included — but it does make life a little more difficult around town.

AROUND THE BEND

Surely the Coupe is the sportiest of the Cayennes, and therefore the best to drive when you leave the confines of a town centre? Unfortunately, it isn't that clear-cut. Granted, thanks to its slightly wider rear end, the Coupe is more stable, which makes the Cayenne feel more planted in medium-pace corners. This is in keeping with the Coupe's sportier image, but Porsche's own engineering data proves the more conventional SUV body shape is more





agile, predominantly because it makes the Cayenne stiffer and less prone to understeer. Let's face it, we're not talking about a track car — the number of owners who will push a Cayenne hard enough to spot this minor difference is desperately small. For all but a tiny handful of buyers, the Coupe is going to feel a little bit more stable and arguably more comfortable. Not that the trad-SUV Cayenne E-Hybrid won't feel great on the road. It's astonishingly good, either on the motorway or when navigating your favourite rural twisties. The suspension manages to be supple and cushioned in regular driving mode, but maintains staggeringly good body control for a vehicle this big and this tall. Admittedly, a Cayenne will never glide over undulations in the way a Rolls-Royce might — indeed, Porsche has designed the Cayenne to inform the driver exactly what the wheels are doing — but it does so without jolting or jarring any of its occupants.

Naturally, irrespective of whether you choose a Coupe body style, the plus points of the suspension are combined with Porsche's trademark steering feel, which gives you immense confidence behind the wheel and delivers well-

judged responses to driver input. Of course, a Cayenne will never feel as lively or as sharp as a 911, but it's clearly the oversized relation, with a hint of the same precision and finesse. The advantage is that the Cayenne is far more comfortable than a 911 and is more capable off-road, although buyers of the new 911 Dakar might have something to say about our latter claim.

As always, the Cayenne manages to be all cars to all people, mixing

luxury, cabin space and sportiness with off-road capability and plenty of performance, even in this supposedly eco-friendly form. For many, the Coupe shape will be an extravagance, but the E-Hybrid powertrain will undoubtedly be the first choice of for the vast majority of Cayenne buyers.

It isn't necessarily the most characterful — it isn't even our favourite — but it works exceptionally well, in more ways than one. ●

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The screenshot shows the Elephant Racing website's Package Builder interface. At the top, there's a navigation bar with links for Car Builds, Tech, Instructions, Newsletter, and Shopping Cart. A banner indicates 'ORDERS OVER \$250 SHIP FREE WORLDWIDE'. The main header features the Elephant Racing logo and a search bar. Below the header, a row of car models is displayed: 911, 964, 993, 996/997, 991, Boxster/Cayman, 914, 944, and 356. The 'Package Builder' section is divided into three steps: 1. Select Year & Model (Year: 2004, Model: 996/997/986/987), 2. Select Your Package (Street Performance 2), and 3. Customize Package (Add, update, or remove parts using the tables below). The 'Add To Cart' button is prominent. The 'Suspension' and 'Brakes' sections display various parts in a grid. A 'PACKAGE CHARACTERISTICS' table on the right shows 'RIDE COMFORT' at 41 and 'PERFORMANCE' at 63.

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Model 911 ▾
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991
993
914
964
944

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THE BULLETIN

News from the world of Porsche

992 GTS LE MANS EDITION HONOURS CENTURY OF RACING AT SARTHE

Never knowingly missing an opportunity to present a commemorative 911, Porsche has launched the 911 Le Mans Centenaire Edition, a limited-run model based on the 992 Carrera GTS and paying tribute to the world's greatest endurance race on the occasion of its hundredth anniversary. Taking styling cues from 356/2-063 (class winner on its debut at Le Mans in 1951) and the triumphant 911 GT1-98 (profiled in last month's issue of *911 & Porsche World*), the resulting special edition is available exclusively through Porsche Centres in France.

"We are excited and truly proud to present this special model," says Marc Meurer, Managing Director of Porsche France. "The 911 Carrera GTS Le Mans Centenaire Edition is the fruit of the expertise and shared passion of our teams at Porsche France, Style Porsche and Porsche Exclusive Manufaktur."

An important partner for realisation of the 911 Le Mans Centenaire Edition was Automobile Club de l'Ouest (ACO), organiser of the 24 Hours of Le Mans. "The history of the race is intimately linked with that of Porsche," says Pierre Fillon, President of the ACO. "We would like to thank Porsche for its commitment to endurance racing and for continuing to give automotive enthusiasts cars to dream about."

Numerous design details were developed specifically for this 911. Instantly apparent is a badge with the 24 Hours of Le Mans logo and laurel wreath design on the rear lid grille, but look closely and you'll spot a badge with the Le Mans race track outlined in French tricolour. There's a rear end decal reading *Born in Le Mans, Manufactured in Zuffenhausen*, too. It's in English, which seems a tad strange for a 911 only being sold in France.

Links to the aforementioned 356 SL Gmünd

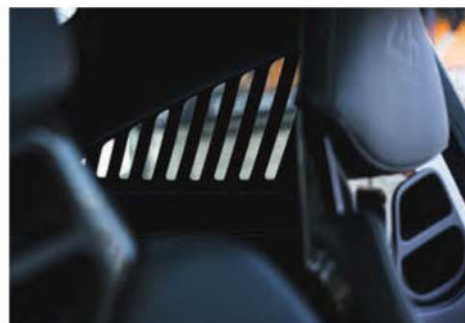


Coupe can be found in Paint to Sample Le Mans Silver Metallic (7SD), the number forty-six down each flank and a mix of Graphite Blue leather and corduroy, mirroring the interior of the historic air-cooled racer, but here wrapped around modern 911 bucket seats. Crayon detailing can be found on the steering wheel's twelve o'clock marker, the dials of the instrument cluster, decorative stitching and the dash-mounted Sport Chrono stopwatch.

COVER YOUR TRACKS

Detail lifted from the 911 GT1-98 include Aurum-coloured wheels (finished with Le Mans Silver Metallic accents), red seat belts and black rear window inserts creating the impression of air outlets. Every buyer of a 911 Le Mans Centenaire Edition receives an individual key pouch and a Graphite Blue protective indoor car cover.

As is the case with most special edition 911s based on Carrera models, the Le Mans Centenaire Edition receives no mechanical or chassis upgrades, carrying over use of the GTS's 473bhp twin-turbocharged three-litre flat-six, which develops 420lb-ft between 2,300rpm and 5,000rpm and is capable of despatching the benchmark sprint to 62mph from a standing start in 3.4 seconds with Sport Chrono active and an eight-speed semi-automatic PDK transmission at work. A seven-speed manual gearbox is available as a no-cost option. Interested? Visit porsche.com/france for a directory of Porsche Centres in France.





FALKEN SECURES FIRST WIN FOR NEW 992 GT3 R AT THE NÜRBURGRING

The highly anticipated fifth round of 2023's Nürburgring Langstrecken-Series (NLS, the ever popular Nürburgring Endurance Series) got underway on Saturday 8th July. In the morning qualifying session, David Pittard, overall winner of this year's 24 Hours of Nürburgring, secured third place on the grid for Falken Motorsports, campaigning the number three 992 GT3 R in partnership with his teammate, Joel Eriksson. For the number four sister car, driven by Dennis Fetzter and Falken Motorsports stalwart, Martin Ragginger, only twentieth place on the grid was achievable after the duo pitted in the early stages of qualifying and were slowed by a late Code 60 phase.

After the start of the six-hour race, which took place punctually at twelve o'clock, the Porsche drivers exploited the potential of their fresh Falken slicks. While Pittard consolidated his position in the top three, Ragginger started a brilliant chase. Within a few laps, the Austrian had closed the gap. From then on, much to the delight of gathered 911 enthusiasts, the two distinctively dressed Falken Porsches raced through the Green Hell in formation.

While rivals had to contend with incidents



throughout the course of the event and, as a result of the exceptionally high temperatures, degrading tyres, the two teal-and-blue cars remained unscathed. All four drivers were able to maintain high pace throughout and, after the race's six hours were up, the Pittard/Eriksson 911 crossed the finish line as overall winner. The Fetzter/Ragginger Porsche followed in an impressive second place.

Celebrations became somewhat muted after the event, when the number four 911 was disqualified during post-race scrutineering on the grounds of a breach of race regulations. While this was a source of great frustration for the team, particularly after the Porsche had made excellent progress by starting in twentieth position and finishing on the podium in the runner-up spot (therefore enabling a photo finish), there was plenty of consolation to be found in the fact the triumphant Pittard/Eriksson Porsche's win marks a significant victory for the new 992 GT3 R at the Nürburgring.

Porsches being stripped of podium places seemed as though it was developing into a theme as we were going to press. Mathieu Jaminet and Nick Tandy finished the IMSA WeatherTech SportsCar Championship's dramatic six-hour enduro at Watkins Glen in first place, but the pair's number six 963 was stripped of the win during post-race technical inspection.

The car's race-end result was then reclassified to bottom position in the GTP class.

"IMSA noted front skid wear less than one millimetre outside

THE DISTINCTIVELY DRESSED FALKEN PORSCHE RACED IN FORMATION

the legal tolerance," says Urs Kuratle, Porsche's Director of LMDh Factory Motorsport. "Rear skid wear was noted to be well within the legal tolerance." Skid wear is nothing to do with tyres. "It is an anti-skid device made of wood and placed in the middle of the car's underbody. It's a part required by race regulations," Kuratle stresses, who reveals the team is planning to dispute the decision. "We plan to collect all of the available data and follow the appropriate protest procedures," he adds. Watch this space.





NEW PORSCHE SPORTS BOAT TAKES ELECTRIC MACAN TECH TO WATER

As we've reported previously, Porsche aims to be a leader in sustainable mobility. This ambition is not to be limited to race and road cars, though. Together with the renowned Frauscher Shipyard in Austria, the sports car manufacturer is developing an electric yacht intended to set standards on the water through adoption of Porsche E-Performance technology.

The Frauscher x Porsche 850 Fantom Air is set to impress with attributes already distinguishing the fully-electric Taycan sports car: impressive acceleration, abundant pulling power, continuously available superior performance and inspiring design. "We stand for state-of-the-art, high-performance and sustainable luxury, but we are continually redefining this concept," says Lutz Meschke, Deputy Chairman and Member of the Executive Board for Finance and IT at Porsche AG. "Our goal is to inspire Porsche customers and to make their dreams come true. The Frauscher x Porsche 850 Fantom Air, like our sports cars, will offer exceptional performance and unrivalled luxury experiences on the water."

Stefan Frauscher, the man responsible for sales and marketing at the Frauscher Shipyard, highlights how electrification has become a



highly important technological development in the marine industry. "Electric motors are increasingly enjoying more social acceptance. Our clients are happy about the advantages of electromobility for boats, especially the opportunity it brings for quiet, odourless and reliable vehicle operation."

This is hardly news to Frauscher. "Founded by my grandfather in 1927, the Frauscher Shipyard has been building electric boats since 1955. Our collaboration with Porsche, however, gives us the opportunity to build on our leading role in this area within the industry. Importantly, both companies have very similar values, are family-run and focus on innovation, design and quality."

The Frauscher x Porsche 850 Fantom Air is based on the Frauscher 858 Fantom Air daycruiser, featuring an 8.67-metre long and 2.49-metre wide hull, which will remain practically unchanged. Porsche has optimised and further developed its drive technology designed for road vehicles for use on the water. This enables use of the company's Premium Platform Electric (PPE) technology, on which the forthcoming all-electric Macan will be based

before other models in the Porsche product range receive the same treatment.

The technology includes a lithium-ion high-voltage battery with a total capacity of around 100 kWh, a permanently excited synchronous electric motor (PSM) of the latest generation, plus the related power electronics. And,

thanks to Porsche's ground-breaking 800-volt technology, (first seen in the Taycan), the Frauscher x Porsche 850 Fantom Air can be charged at DC fast-charging stations. AC charging is also possible.

"With the coming all-electric Macan, we want to provide the sportiest model in its segment," explains Jörg Kerner, Vice President Product Line Macan. "That the SUV's powerful electric motors, battery and charge management also work well on the water is fantastic. The plan is for an exclusive first edition of twenty-five boats, which can be pre-ordered from Frauscher and are to be delivered to buyers in 2024." The yacht will be built in the Frauscher Shipyard in Ohlsdorf, Austria. Frauscher is handling all sales logistics and aftersales management. Visit frauscherxporche.com to register interest.



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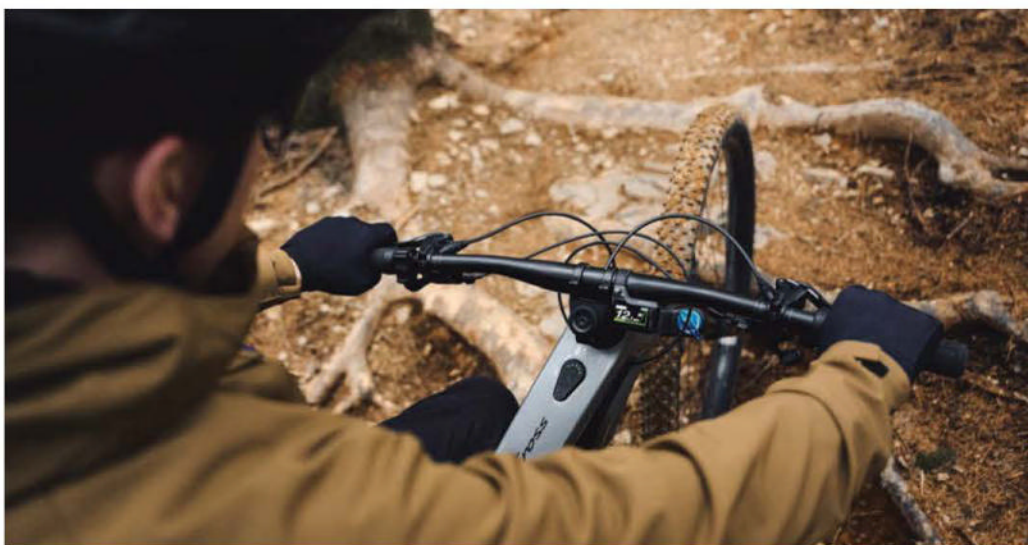


PORSCHE EXPANDS ITS SUCCESSFUL EBIKE RANGE WITH TWO NEW MODELS

This summer, two new models of the successful Porsche eBike range will enter showrooms: the Porsche eBike Cross Performance (for the highest demands on chassis performance and braking power) and the Porsche eBike Cross Performance EXC, available in six original Porsche vehicle colours. The Porsche eBike Cross has already been on the market for two years, guaranteeing sporty action and maximum comfort on two wheels off road.

The Porsche eBike Cross Performance, which makes use of Fox Factory suspension in combination with a new, powerful Shimano EP-801 electric motor and integrated 630 Wh battery, ensures maximum performance on the trail. Both uphill and downhill, the electric twelve-speed Shimano rear derailleur always delivers the right gear. The EP-801 motor provides two riding profiles: the first offers three support modes (Eco, Trail, and Boost), while the second is a Fine Tune Mode supporting configuration of fifteen different parameters.

As the name suggests, the Auto Shift function shifts the system independently, while the Free Shift function allows shifting without crank movement. The MT7 brake system from Magura, with a powerful four-piston caliper



made of forged aluminium, ensures optimum deceleration. Additionally, the Fox 34 Float Factory suspension fork offers first-class comfort with 120mm of travel, working in conjunction with the Fox Float DPS Factory air shock, allowing 100mm of travel at the rear.

The superb Crankbrothers Synthesis Enduro Carbon wheel set provides directional stability with different spoke tensions for each wheel. The Rotwild B220 Flatriser 35 handlebar is made of carbon-fibre and is 780mm

wide. The carbon frame — a design inspired by the sporty sloping roofline of the all-electric Taycan — is adorned with Porsche lettering and a contrasting Fox Factory colour scheme.

The Porsche eBike Cross Performance EXC, meanwhile, is designed to meet individual requirements and exudes true craftsmanship, not least thanks to select colours from Porsche Exclusive Manufaktur. Choose between Star Ruby Neo, Ice Gray Metallic, Mamba Green Metallic, Carmine Red, Shade Green Metallic

and Shark Blue, shades which enjoy cult status among 911 enthusiasts.

Parallel to the launch of these new eBike models, the existing Sport and Cross models have been enhanced with new colours and technical updates — both models are set to be relaunched with the Shimano EP-801 motor.

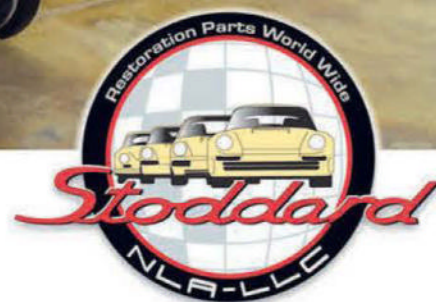
The eBike Sport will be upgraded further with a Shimano XT DI2 twelve-speed rear derailleur with Free Shift function. The sporty all-rounder, which is particularly popular for urban

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cycling, is now available in black. The Cross eBike, designed for off-road use, comes in silver.

The new Porsche eBike models are available in three frame sizes: S (for approx. 1.56–1.70m body height), M (1.68–1.82m), and L (1.80–1.94m). The weight of each new Porsche eBike (using size M as an example) is twenty-one kilos, including pedals. RRP of the Porsche eBike Cross Performance is €12,900, while RRP of the Porsche eBike Cross Performance EXC is €13,900. Order yours from store.porsche.com.





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GOCLASSIC UNISEX COTTON 356 T-SHIRTS AND POLOS

T-shirts never go out of fashion, which is why the team at Porsche accessories retailer, GoClassic, knew it was on to a winner with this distinctively styled cotton tee. "The classic t-shirt and the 356 have come together to take you on a sensory journey toward new challenges," reads the sales pitch. We're not sure about that, but there's no denying this 100% cotton (fabric thickness 203g/m²) tee looks great. Made in Haiti and printed from environmentally sustainable materials in Latvia, the natural white shirt depicts the Porsche logo and an illustration of a red 356. Featuring a reinforced neck tape and collar, the shirt is available in multiple sizes, from small, all the way up to 5XL. Machine washable, this tidy tee can be ordered direct from the GoClassic website, where you can also buy luxury polo shirts featuring the same design embroidered on the left breast. Available in white, black or grey, each polo is ninety-five percent organic cotton (five percent elastane) and features a knitted collar and cuffs.

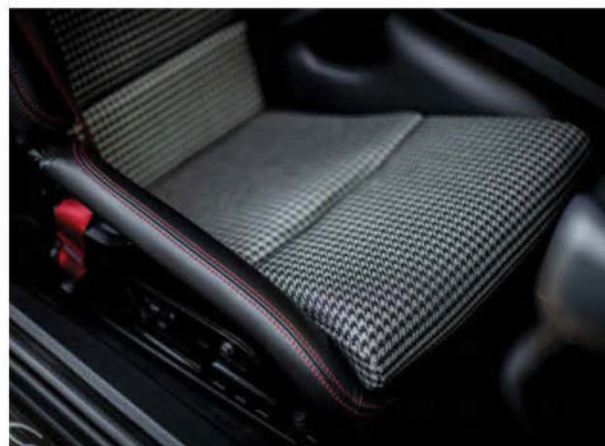
Price: €15 t-shirt, €35 polo-shirt,
goclassic.eu or call +371 2922 5885



CLASSIC FX REPLACEMENT SEAT COVERS FOR 964/996/997/991/992 LIGHTWEIGHT BUCKETS

Using Pepita fabrics and sourced OEM materials in all colours, these replacement seat covers from Porsche-exclusive automotive trimming outfit, Classic FX, are direct replacements for the standard covers found on lightweight sport buckets for the 964, 996, 997, 991 and 992, enabling you to create an early look for your modern or modern-classic 911 interior. Classic FX also has a stock of the original 991 R Agate Grey and Black Silver material (not a reproduction) as ordered via CXX special orders for the factory. Simply remove your old seat covers (attached by Velcro) and install the new covers in their place. Nothing could be simpler!

Price: From £649 per set (plus shipping)
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Create a wow-factor welcome for your Porsche with Nufloor Polymers. Based in Sandbach, Cheshire, the company is dedicated to providing high-performance flooring and resin-bound stone systems transforming garages and driveways, ensuring you can drive your Porsche home to luxury. Working directly with customers all over the UK, Nufloor Polymers tailors each of its installations to suit individual needs and works around each client's schedule to minimise disruption. The firm is proud to use high-performance coating systems from Vebro Polymers, resulting in seamless slip-resistant floors, which are both durable and easy to clean, with special finishes to withstand the toughest of challenges, including the rigours of heavy machinery and chemical spillage. Able to tolerate extremes of temperature, Nufloor Polymers floors are ideal for domestic garages and workshops, as well as high-intensity commercial environments, and are complemented by the company's range of water permeable, weed resistant, heavy duty resin-bound stone driveway systems. Call for a quote today.

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TECHART CLUBSPORT UPGRADE FOR 992 COUPE

The newly introduced TechArt Flyweight performance division offers racetrack-ready safety and performance upgrades for 992 coupes destined for trackday action. The range includes one of the company's bespoke roll bars, six-point safety harnesses, a hand-held fire extinguisher and a towing loop. The TechArt roll bar is constructed according to current FIA regulations and offers not only additional safety, but also a sportier look for any 992 coupe. Manufactured from high-strength steel with hand-welded struts, the roll bar is available in a matte black finish or as a paintable version with optional leather or Alcantara pads. The supplied TechArt six-point safety harnesses also carry FIA homologation and are available in various colours. Additionally, new lightweight TechArt Formula VII Race forged centre-lock wheels are available for the 992 Turbo, 992 Carrera GTS and 992 GT3 models. Available in sizes specific to each application, each wheel weighs just 9.8kg on the front axle and 11.9kg at the rear.

Price: Varies

tech-9.co.uk or call 0151 4255 9113



NEW RENNLINE LIGHTWEIGHT TITANIUM LUG BOLT KIT FOR 981/718/CAYENNE/MACAN/PANAMERA

These new titanium lug bolts from Porsche accessories specialist, Rennline, are a premium upgrade for any 981- or 718-generation Boxster/Cayman or same-age Cayenne, Macan or Panamera. Available in 58, 63, 68 and 73mm lengths, each bolt is manufactured from high-grade titanium, presenting greater strength and reduced weight over Porsche's traditional steel lug bolts. In fact, with a weight reduction of up to forty percent when compared to the OEM parts, Rennline's offering makes a big difference to unsprung weight, thereby improving handling, acceleration and braking performance. Additionally, the titanium material offers excellent resistance to corrosion, ensuring your Porsche's lug bolts will maintain an as-new appearance.

Price: \$295 (set of ten)

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MACHINE MART PRESENTS TWO NEW COMPACT CLARKE JUMPSTARTERS WITH COMPRESSORS

Worried about being caught with a flat battery or tyre? Panic no more! Machine Mart now sells two handy portable charging units capable of starting batteries and inflating tyres. The Clarke Jumpstart 910 provides vital standby or emergency power for the home, vehicle, business or boat. With its built-in air compressor, it is also ideal for general leisure use. Take this compact multi-purpose energy pack anywhere to provide instant starting, lighting or power for many everyday small appliances. You can also use this jumpstarter for inflating tyres, footballs, dinghies and air beds. Meanwhile, the Clarke JS1100C Jumpstart (pictured) is a portable twelve-volt power pack able to provide standby or emergency power to start vehicles with engines of up to three litres of capacity. Like the Clarke Jumpstart 910, the Clarke JS1100C Jumpstart features an integrated compressor for inflating tyres or leisure products. It also boasts an integrated LED light, making it ideal for emergency repairs or starting. Additional outputs include two twelve-volt DC accessory sockets (the cigarette lighter type) and a five-volt USB connector allowing the unit to power a wide range of portable equipment, such as smartphones and laptops. Established in 1981, Machine Mart operates a growing network of sixty-five sales outlets nationwide. Visit the company's website to locate your nearest store.

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ANODISED COOLANT CAP FOR 996/997/986/987

This beautiful blue billet aluminium coolant tank expansion cap from Porsche engine parts specialist, LN Engineering, is suitable for 996- and 997-generation 911s equipped with the M96/M97 flat-six, as well as Boxster and Cayman models of the same age. Manufactured in the United States and featuring an easy-grip outer surface, blue anodising and a laser engraved graphic, the cap comes pre-installed with a new OEM pressure relief valve assembly and can be ordered alongside LN Engineering's M96/M97 anodised billet oil filler cap.

Price: \$119

lnengineering.com or call +1 815 472 2939



CARGRAPHIC SPORT SILENCER FOR 944 TURBO

This three-piece rear silencer kit for the 944 Turbo features a slash-cut rolled tailpipe with a 115x85mm oval and perforated insert. Mirror polished, the part looks fantastic, but delivers no drone or resonance, even when installed in combination with other Cargraphic exhaust components. Manufactured from 304L-grade stainless steel, the kit is a direct replacement for a tired factory silencer and has been dyno tested to ensure improved throttle response (by way of freer revving), reduced operating temperatures and reduced back-pressure. Equipped with reinforced laser-cut brackets and comprising CNC mandrel-bent pipework, the kit can be ordered for independent/DIY installation or for fitting in Cargraphic's high-tech workshop in Landau in der Pfalz, Germany.

Price: €595

cargraphic.de or call +49 6341 968 911 0



DYNAMAT XTREME SQUARED AUTOMOTIVE NOISE AND VIBRATION REDUCING MATERIAL

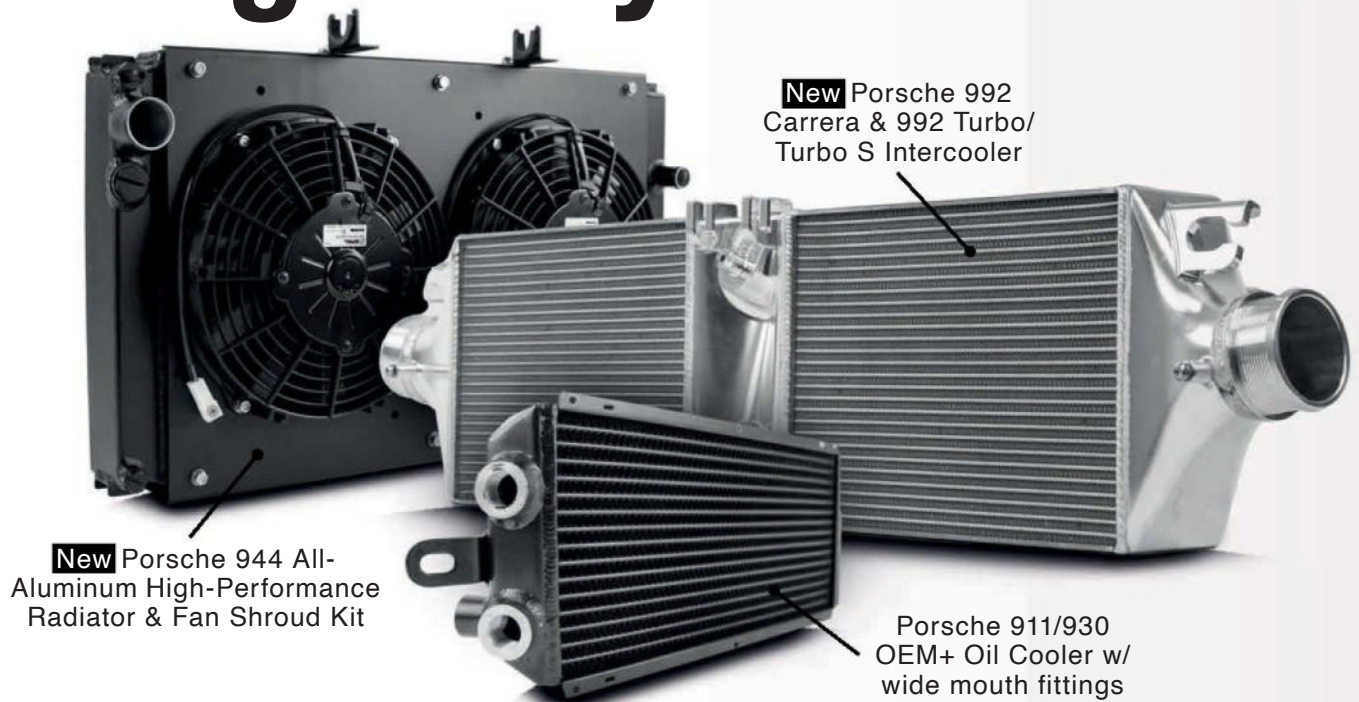
Dynamat has long been the first name in vehicle sound deadening and vibration-reducing materials, a tradition sure to continue with the introduction of Dynamat Xtreme Squared. Essentially, it's the company's industry-leading Xtreme line in eighteen-inch square sheets with a one-inch cutting grid. Quieting annoying road noise and improving the dynamic range of the speakers in your Porsche, each pack contains eight sheets covering a surface area of eighteen square feet. Dynamat Xtreme is a patented, lightweight, elastomeric, butyl and aluminium constrained-layer vibrational damper. The product conforms and fuses easily to sheet metal and other hard substrates. Material performance is optimised for temperature ranges between -10°C to +60°C (14°F to +140°F) and can withstand temperature extremes between -54°C to +149°C (-65°F to +300°F). Ideal for car doors, floors, roofs and boot spaces, the product can be applied direct to painted surfaces.

Price: £149.99

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TIM HARVEY

If you thought the process of selecting the perfect pre-loved car to serve as your first Porsche was wrought with challenges, rest assured the same is also often true when buying a brand-new Porsche, a frustration compounded by the threat of missing out on a summer of track time...

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



My congratulations to *911 & Porsche World* on its 350th issue. I'm sure the popularity of the magazine reflects both the passion of those putting it together and the enduring love we as owners and readers have for all things Porsche. I wonder what we will be writing about and driving in another 350 issue's time?

We are in a summer of events right now, with an almost impossible number of shows taking place every weekend. Fitting everything in is a challenge. For myself, it's a case of juggling my diary to balance work, family life and as many motoring opportunities as possible. We've had the Le Mans Classic, British Touring Car Championship (BTCC) meetings, the Classic Touring Car weekend, the Formula One Grand Prix, The Supercar Driver Secret Meet, the Festival of Speed and numerous other fun activities to attend. I have to say, I love it — there's always something interesting to look forward to at these shows. By the same token, this time of year reminds me how much I hate the long, dark, damp winter days, which bring salt-covered roads and precious few daylight hours.

Speaking of the Silverstone Grand Prix, did any of you note the result of the supporting Porsche Mobil 1 Supercup race? Sixteen-year-old Robert de Haan, the lad I mentioned two issues ago, finished second in not only his first Supercup event (against the best in the world), but it was also his first time racing on the Silverstone Grand Prix circuit. An incredible achievement.

The Super Touring Power meeting at Brands Hatch gave me not only a chance to meet up with old friends and rivals from what many motorsport fans consider the BTCC's golden era, but also the opportunity to drive my old Labatts-liveried Ford Sierra Cosworth RS500. Virtually unchanged from when I last raced the car in the final meeting of the 1990 season (after which, multi-class regulations were fully replaced by Super Touring rules evolving from Group A's lower category), it was like putting on an old pair of slippers. I instinctively knew to flick on the two fuel pumps, the ignition, the differential pump and fire her up. The sound of the starter motor engaging and the engine starting instantly took me back to racing the car in period. It's funny how the mind works — it felt as though my last time behind the wheel of this boisterous Blue Oval could have been yesterday.

Driving this Sierra in the present was no different than it was three decades ago. Indeed, after half a lap, I felt as though I'd never been away. I was happy to push the car hard, much to the enjoyment of its current owners and the watching crowd. A 'Cossie' on full chat is a sight and sound to behold, after all.

As regular readers will know, I should have been the proud owner of a new 992 GT3 RS by now, but I regret to inform you I'm a victim of dreaded "supply shortages". A champagne problem, I know, but with the car now not due to land until later this year, drastic action was required if I was not to miss the summer's trackday and events season. When you get to the age of sixty-two, which I will be in November,

there are less summers ahead than behind — the thought of not having a Porsche GT product in my garage was highly unedifying! Fortunately, I was able to acquire a very low mileage 992 GT3 in perfect specification thanks to the kind folk at Porsche Centre Preston, who also fitted a full Manthey Racing kit of suspension and aero parts to make the car even more track focused.

Although this is 'only' the standard GT3 and not an RS, interestingly, with the addition of the Manthey Racing kit, it does exactly the same lap time at the Nürburgring as my previous 991 Gen II GT3 RS, complete with full Manthey kit. Progress indeed, not to mention proof (once again) that with every new generation of 911 comes greater performance inherent in the design. I don't mind admitting, in past issues of *911 & Porsche World*, I have been rather scathing in my reviews of the 992. Truth be told, I still have issues with this generation of 911, but my complaints focus on the cabin's digital user interfaces — featuring touchscreens with endless menus, rather than a few simple buttons — and the overall size of the car. The driving experience, which is more important than anything else when it comes to a 911, is simply immense.

The 992 platform is inherently more stable at the rear, allowing one to carry far more corner entry speed. Additionally, traction is simply supreme. Yes, the 992 is more polished and refined than the 991, but with the addition of a Manthey Performance kit, the 992 gains some of the GT feel I feel is masked in standard specification. So far, I'm loving this GT3. As far as 'gap cars' go, it takes some beating. ●



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KARL MEYER

Buying your first Porsche can be an exciting, but nerve-racking experience. When visiting a sales centre, keep in mind you're the boss and savour every moment of the process. The first time only comes around once, as does the super-special first drive after securing ownership...

Karl Meyer is a UK-based independent Porsche buyer advising OPCs and independent specialists. Buying everything from 986s to Carrera GTs, his 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



Whilst I truly love my work, which consists of buying Porsches, analysing the market at a granular level and talking to some of the most fascinating minds who move and shake our industry, it can all get a tad clinical, what with model mix percentages, transactional values (versus advertised values) and the issue I am hearing a lot about of late: the number of days a car remains in stock. I don't wish to undervalue how all this plays to my love of detail and the nerdiness many of us Porschephiles will admit to, but it's certainly not why I got started with the brand. My inspiration, in fact, came from a motorway drive with my dad not long after my sixth birthday. A 911 Turbo (930) flew past in the fast lane. I recall being fascinated by the near comically sized wing hanging from the rear of this strangely shaped little vehicle.

Quite simply, I was mesmerised. This event fired me to where I find myself today. At times, I miss the simplistic relationship I used to have with the Porsche brand and occasionally need to be reminded of it. Preparing to pen this column, I've given time to remembering those early days exploring my passion for Porsche. It's been

cathartic and I'm genuinely excited to share my feelings and views with you.

With this issue of *911 & Porsche World* focusing on buying your first Porsche, there's every chance you're at the beginning of your ownership journey. I'm sure you're brimming with excitement, brought about by the enjoyment of research and hunting for 'the one'. Savour these moments. Cherish them. Your first day of Porsche ownership only comes around once.

The underlying theme of this article is 'head versus heart' with reference to the buying process. I was influenced by both in equal measure — I needed my Porsche purchase to be a responsible use of my funds, but also to result in a huge amount of pleasure. I once thought this mentality was unique to me, but with hindsight on my side, I'm going to assume you're thinking along the same lines. Of course you are! If you were wired any other way, odds are you'd be reading a different magazine.

There are, of course, exceptions to the rule, but *en masse*, Porsche owners are as clinical, passionate, reliable, quirky and as different as the cars they drive. Start chatting to owners at shows and you'll quickly discover what I'm saying makes perfect sense. Indeed, Porsche spends millions trying to understand its

customers in order to sell to us effectively. The product should reflect its buyers, after all.

My first Porsche was a 996 Carrera 4 coupe loaded with manual transmission and finished in Vesuvius Grey Metallic with a full factory GT3 body kit and wheels. I'll never forget that first drive home. I kept looking at my hands wrapped around the three-spoke steering sports steering wheel, its centred red-and-black-and gold crest staring back at me. Thoughts switched between "this must be a dream" and "I've made it!"

I also remember having to *really* wind up the 996, certainly when compared to the BMW M3 I'd just sold. It took a day or so to get to grips with how different a 911 is to any other car. I loved that Porsche. It made me feel like I'd finally arrived in life. As a young guy driving a 911, I also felt people took me more seriously. To be honest, I've never admitted this before. Why I am choosing to do so here must be testimony to my misty-eyed moment.

I'm also sharing this information because I want you to realise holding that gold-crested steering wheel in your hands for the first time (or any time, come to think of it) is a truly special experience. A quick look at the number of people in the UK who will ever drive a Porsche — never mind owning one — is a humbling statistic we should never take for granted. Enjoy the hunt. Savour the research and feel thankful to be one of the lucky few who get to drive a Porsche.

The climate in the wider market right now is exactly what you're likely thinking. There's definitely a sense of caution being exhibited by Porsche showroom visitors aware of the cost of living crisis we find ourselves in, but as we've seen time and again, the brand weathers prolonged periods of hardship better than most.

Despite the world's financial concerns, many Porsche Centres remain busy, as do independent specialists, but if we are heading into tough times resulting in a challenging sales marketplace, there is definitely an upside for Porsche showroom visitors — dealers will have to further improve their customer service and the overall buying experience in order to attract otherwise cautious clients. It's healthy for dealer principals to be reminded customers are their bosses, so to speak. Remember this when you're shopping for your first Porsche. ●





YOUR FIRST PORSCHE

IT'S A KNOCKOUT

Welcome to the battle of the £50k Porsche soft-tops. In the silver corner is a 991 Cabriolet with killer spec. In the blue corner is a 981 Boxster GTS packing a potent punch. Which delivers the knockout blow?

Words **Steve Bennett** Photography **Dan Sherwood**





Fifty grand to spend on a Porsche convertible? Don't mind if I do. I'll have a Boxster, thank you very much. This has always been my default, hardcore Porsche enthusiast choice. Why? Simply put, the Boxster was designed as a convertible from the off. The 911, on the other hand, wasn't. To my mind, the Cabriolet has therefore always been a style-over-substance compromise. Besides, the 911 Coupe just looks better, doesn't it?

This is a prejudice I've built up and nurtured over the years, which is mad, not least because I really enjoy top-down motoring and I really, *really* like 911s. Is a 911 Cabriolet really so dynamically inferior to a 911 Coupe? Of course it isn't. Do I need to get over myself? Yes, quite probably.

It's not just me, though. It's a typical Britpack motoring journo thing. Allow me to present you with a good example of anti-911 Cabriolet group think at work. When Porsche launched the second-generation 997 (complete with PDK and direct injection engines) to the world's press in Germany, the manufacturer chose to do so almost exclusively with Cabriolets, reasoning it was the middle of summer and reviewers would likely prefer roof-down action when evaluating the new,

improved 911. While the rest of the world's press were quite happy with this diktat, Porsche-obsessed motoring scribes from Britain had a collective meltdown, virtually coming to blows in pursuit of driving the only two Coupes on hand. Of course, evaluation of PDK and direct injection was hardly going to be compromised because we driving Cabriolets. Even so, Chris Harris was particularly stroppy and gave members of the Porsche Cars Great Britain press team a proper roasting, even though the situation we found ourselves in really wasn't their fault.

What does this prejudice come down to? It's largely just a load of macho nonsense, isn't it? Real 911 enthusiasts only drive Coupes, so we're led to believe. Hell, even a sunroof is frowned upon. Motoring writers will cite torsional rigidity (or lack thereof) as the dynamic enemy to the 911 experience and will probably claim how Walter Röhrl reckons a 911 Cabriolet is "shit", off the record, of course.

Fortunately for Porsche, its customer base isn't made up of hardcore, fan boy journalists. Consequently, it sells plenty of 911 Cabriolets, and for very

Above and below Carrera is the base 911 (although our star drop-top benefits from tidy factory extras), but even this specification is head and shoulders above top offerings from many of the world's sports car makers





Above Steering wheel button controls for PDK aren't as satisfying as paddles

Below If you're interested in buying a 911 you can service at home, consider the fact access to the 991's flat-six isn't as easy as you'll find with earlier 911s

good reason. Newsflash: of late, I've been really coming around to the idea. Indeed, while recently watching

tellybox re-runs of culinary hero, Rick Stein, eating his way through France, I was more taken with his 997 Cabriolet than the local grub depicted on-

screen. "That looks like a very pleasant way to get around France," I thought. Being a Porsche nerd, I noted Stein was driving a first-generation 997 Cabriolet equipped with Tiptronic S transmission. "Even better," I mused.

All things considered, it really is rather timely that Editor Furr has thrown (an admittedly fictional) £50,000 in my direction and instructed me to

get my arse down to independent marque specialist, William Francis Porsche, based near Bury St Edmunds,

981 Boxster GTS. Both are being offered by William Francis Porsche for £50,000 and therefore are in direct competition

with one another.

Indeed, there has been no shortage of interest in both cars — we're not the only team in town to make a point of driving these

THE 991'S SIZE CAME INTO QUESTION AND THERE WAS A RIGHT OLD HOO-HAH OVER THE ELECTRONICALLY ASSISTED STEERING

to compare and contrast the Porsche Cabrio pairing you see on these pages. Yep, it's a tough life and all that, but as compare and contrasts go, and despite my Rick Stein fantasies, the 911 Cabriolet on the menu is going to have its work cut out. It is, after all, up against a tasty Boxster GTS.

Let's cut to the chase. What we have here is a 991 Carrera Cabriolet and a

two Porsches back-to-back. It's understandable. If you're in the market for the full dropped roof Porsche experience, then from 996-generation 911 and 986 Boxster, right through to 992 and 718, your choice requires serious thought. Not so much when buying brand-new, but when eyeballing pre-loved Porsches, this convergence is all the more interesting.



SPEND IT WISELY

The 991-generation 911 and 981-generation Boxster were developed in tandem and launched within months of each other between late 2011 and early 2012. It's fair to say the 991 got most of the attention, chiefly because it was the third major evolution of the 911 since development of Ferdinand 'Butzi' Porsche's original concept for the 356's successor sixty years ago. Not all of the attention was of positive, though. The 991's physical size came into question and there was a right old hoo-hah over the introduction of electronically assisted steering. Needless to say, it was us 911 fan boy motoring journalists



fanning the flames, as per usual. The 981 Boxster, meanwhile, had equally chubbed in size and featured exactly the same electro steering rack, but was received near rapturously. Go figure.

There was, perhaps, some justification to the cool reception received by the 991. In order to further pacify the defining rear-engined handling and dynamic traits of the 911 (and introduce more interior space), Porsche had seen fit to lengthen the wheelbase and reposition rear axle line. The result was a 911 that didn't much feel like a 911 anymore. Porsche also saw fit to downsize the base engine from 3.6 litres to 3.4 litres. Power went up to 350bhp, but torque, while up, was delivered much higher in the rev range, which really didn't work with the now typical Porsche intergalactic gearing. Oh, and talking of gearing, it took two years for the manual version of the 991 to arrive. When it did, the seven-speeder was roundly criticised for not being one of Porsche's finest cog swappers.

With drop-tops being such an important model in the 911 range, Porsche saw fit to develop and launch the 991 Cabriolet alongside the 991 Coupe. And, as a poke in the eye to 911 Coupe purists, Porsche claimed

improved torsional rigidity of eighteen percent over the discontinued 997 Cabriolet, as well as weight advantage of forty-five kilograms. Much of the saving was because of a roof frame constructed from aluminium and titanium, plus fabric-wrapped composite for the centre panel.

With all this in mind, it's fitting that our star 991 Carrera Cabriolet is an early 2012 example featuring the 3.4-litre flat-six (the second-generation 991

base model was upped to 3.6 litres) and PDK. If you're questioning how this particular 911 can realistically compete with a surely more sportingly inclined 981 Boxster GTS, then consider the fact this 911's original owner (and therefore the person driving the Porsche configurator) clearly had very sporting intentions, opting for Sport Chrono Plus, dynamic engine mounts, twenty-inch Carrera Classic wheels, a factory aero kit and Sports seats, which

Above and below Platinum Silver works brilliantly on the 991 Cabriolet, as does our car's body add-ons



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are electrically adjustable, heated and ventilated. Now that's a seat!

The 981 Boxster was launched in 2012. The GTS variant was introduced less than three years later. A 2015 example is what we have here. When compared to discontinuation of the 997 and release of the 991, arrival of the 981 might not have been big news, but it ushered in a new, more grown-up look for the two-seater, characterised by much sharper styling. Porsche claimed an extra forty percent structural rigidity over the outgoing 987 Boxster. Engines ranged from the sweet (but torque challenged and gearing hampered) 240bhp 2.7-litre flat-six to a 3.4-litre 315bhp unit, which made a much better fist of driving the typically long gears in either six-speed manual or seven-speed PDK form.

SIX SHOOTER

With our feature 981 being a GTS, we have 325bhp on tap, some 25bhp shy of the 991 Carrera Cabriolet's 350bhp. In all honesty, both cars make use of the same engine, but in different states of tune. This was, remember, a time when it really wouldn't do for a Boxster or Cayman to outgun a 911.

There's more to the GTS than its powerplant. These three letters have become very much a thing in the Porsche lexicon, symbolising serious bang-for-buck over the S model on which a given GTS is based, whether it be a 911, Boxster or Cayman. In short, for not much more spend, you get a

lot more dynamic kit. There's lashings of Alcantara, too. There is, of course, always room for more – the original buyer of this particular GTS, a Mr M Tibaldi, turned the options up to eleven and added Porsche Torque Vectoring Plus (PTV Plus) and a pair of hugely desirable heated carbon-fibre buckets.

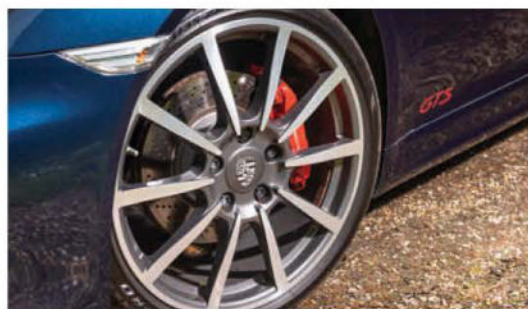
This useful information comes from the original bill of sale, issued by Porsche Centre Guildford. The documentation also adds weight to market intel, which suggests Porsche's GTS models really do hold their value. The evidence? Mr Tibaldi paid £68,313 for his tidily optioned GTS. In eight years, it has shed little more than £18,000. We don't have the as-new data

for our 991 Cabriolet, but we can be sure it's dumped a lot more cash than the Boxster. Be that as it may, the point here is price parity and two potentially different ways of achieving roof down thrills from the same stable. Best we get on with the driving, then.

First up is the 991 Cabriolet, if for no other reason than camera boy, Dan Sherwood, is busy snapping the Boxster. First impressions are nothing to do with driving and dynamics. This 911 is spacious, a sense enhanced by the lack of roof and the 991's more accommodating interior over that of the earlier 997. This drop-top looks proper classy in Platinum Silver with a contrasting burgundy top, too.

Above and below
For many buyers, a 911 Cabriolet offers an irresistible wind-in-the-hair driving experience, but consider the merits of the Boxster before taking the plunge





Above Our 981 Boxster GTS is offered at the exact same price point as our 991 Carrera, but which would you like to see in your garage?

That little revelation out of the way, it's time to be a bit more analytical. It's been a while since I've driven a 991 and it's safe to say that of all generations of water-cooled 911 to date, the 991 isn't my favourite. I should stress, this opinion has nothing to do with Coupe or Cabriolet body styles, or from being a hardcore motoring journo 911 fanboy. You see, from my very first 991 drive back in 2011, I sensed, as did others, that the 911 had lost some of its mojo. The 991, so I surmised, would really only start to dance when on the limit. Frankly, it was less fun than what came before. I reasoned the 991 was more GT than sports car. It was more grown up. Then again, that's sports car evolution for you.

In some respects, when it comes to a 911 Cabriolet, none of this is a bad thing. Watching Rick Stein drifting serenely around Provence in his 997,

know if this is true, but there are a few things that worry me. Those twenty-inch Carrera Classic rims, for example. They look the business, but that's

a lot of wheel for the passive suspension to soak up and control. At the end of the day, I'm a ride-and-handling nerd. I don't know how some folk put

A ROOF FRAME CONSTRUCTED FROM ALUMINIUM AND TITANIUM, PLUS FABRIC-WRAPPED COMPOSITE FOR THE CENTRE PANEL

I wanted to be there too, soaking up the sights, sounds and smells. This is all part of the open-top vibe and it's important to remember a 911 Cabriolet isn't supposed to be a GT3.

Then again, perhaps the original owner of this particular Porsche wanted some of that going on, hence the car's choice specification, hinted at by the pronounced rear ducktail? I don't

up with modern, crash-bang suspension setups. Let's not get too far ahead of ourselves, though. There are, you'll be pleased to know, plenty of positives to be experienced.

The Sports seats are great and I even test out the active seat ventilation, which on a hot day would certainly keep your back from sticking to the leather. The heated seat option speaks for itself and is always a winner in winter. And there's a very nifty electrically retractable wind deflector unfolding behind the front seats, useful for keeping your barnet in check.

The 911's PDK transmission is getting on a bit now, but has proved to be largely reliable, which is a good thing, obviously. It also remains one of the best semi-automatic transmissions out there, moving seamlessly through ratios. Paddles were an option, but here we have the not quite so intuitive shift buttons. Walter Röhrl wasn't a fan. No problem, though, because I don't feel the need to manually shift. I'm happy to cruise and enjoy the countryside.





I'm certainly not about to engage Sport Chrono Plus. Well, okay, in the spirit of trying everything on offer, I do, but all it really does is make the 3.4-litre six go very shouty, hang onto the gears for much longer than necessary and firm-up the suspension, all for not a lot of gain in pace. It's really at odds with the rest of the car. That said, getting the best out of the 3.4-litre flat-six takes a fair bit of commitment.

A word on the electro steering rack, in view of the fuss made of it made back at launch. It is, I find, much as I remember — artificially light and 'dead' feeling at low speed, but more chatty as pace picks up. It's still weird to think the rack isn't physically connected to the steering wheel. Software is creating the feedback, but very soon, you stop being concerned about it.

NITTY MITTY

Porsche may well claim significantly more torsional rigidity over the 997 Cabriolet, but there's still shake, rattle and Röhr! going on, not helped by those large wheels and exacerbated by the UK's not-so-great asphalt. I can't help but feel Porsche Active Suspension Management (PASM) would have been a smart box tick, complemented by nineteen-inch wheels in place of the twenties. Ultimately, though, the issue

here is not the fact that this is a 911 Cabriolet. Drop-top or tin-top, all early 991s fall into the same dynamic and driving holes. The 991 Carrera simply

THERE WAS NO HIDING THE FACT THE 981 WAS THE BETTER HANDLING SPORTS CAR AND DYNAMICALLY SUPERIOR

isn't a 911 that really gets under your skin. If it were, then a slight bit of body shake would be neither here nor there.

I'm being harsh. There's still plenty to enjoy — driving a 991 Cabriolet isn't all about blitzing B-roads. Ignore the Sport settings, find smoother tarmac and this Porsche is instantly in a much happier place. I don't think a 911 Cabriolet is ever supposed to be an out and out sports car, not even in Turbo form, so best not to try and make it one.

And so to the 981 Boxster GTS. A done deal, the best place to put your £50,000? Not necessarily. For some folk, it's a 911 or nothing. A Boxster will never shape up for these buyers. Fair enough, but should said folk get Boxster curious, then prepare for a penny-dropping moment.

Whereas the 911 has stiff competition from other quarters, the Boxster has pretty much had the roadster market to itself since 1996. No other manufacturer has seriously challenged Porsche to a fight. Sure,

there have been a good few mid-engined sports cars along the way, but few have been convertibles in the Boxster mould. "What about the Lotus

Exige?" I hear you cry. Hethel's offering is a lot more expensive. Besides, Exiges are hampered by proprietary engines. Part of the Boxster's

dynamic genius is its 911-derived flat-six. Not only is it mid-mounted, thereby keeping weight in the middle of the host Porsche, but the weight is also as low as it can go.

The result is chassis and handling

Above If you're in the process of testing Porsches before deciding which one to purchase, be sure to sample the Boxster's superb mid-engined chassis dynamics





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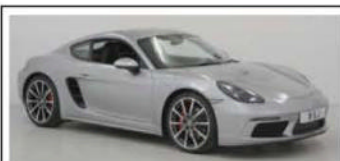
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911 (997) "2S" 3.8 pdk (58 - 2008)
Basalt black with black leather
61,000 miles **£43,000**



911 (997) "2S" 3.8 pdk cab (59 - 2009)
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Cayman "S" 3.4 pdk (65 - 2015)
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911 (997) "4S" 3.8 tip (06 - 2006)
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61,000 miles **£36,000**



Cayman "S" 3.4 pdk (63 - 2013)
Agate grey with black leather
50,000 miles **£36,000**



Cayman "S" 3.4 pdk (14 - 2014)
Red with black leather
53,000 miles **£36,000**



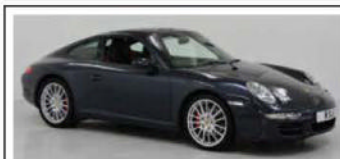
Cayman 2.7 pdk (63 - 2013)
GT Silver with black leather
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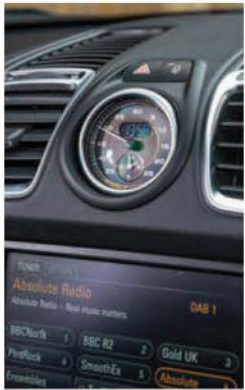


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Above Due the model's sixty years of heritage, some buyers won't be able to get away from wanting a 911, but slip outside this train of thought and you'll find the Boxster a hugely rewarding drive and great value for money

genius to rival any sports car at any price. Did Porsche develop the 991 to be more GT than sports, letting the 981 Boxster/Cayman twins fill the gap? Maybe not

consciously, when the 981 series arrived seemingly minutes after the 991, but it became abundantly clear

the 911 could no longer rely on its quirky balance to stay ahead of mid-engined machines. There was no hiding the fact the 981 was the better handling sports car and dynamically superior.

And so it proves today. Sitting lower in the Boxster and gripped by a leather-trimmed carbon-fibre Sports bucket, I am very much connected to the mid-engined action. It is a shame this GTS doesn't have the shift-tastic manual six-speed gearbox, but it has got everything else I would want from a 981, including PASM, which really works its magic on the gnarly local topography. Unlike the 991's passive setup, it doesn't let the twenty-inch wheels take over.

The 981 Boxster GTS is utterly sorted. The wide track and longer wheelbase (over the 987 Boxster) generates terrific amounts of grip. You can throw this

Porsche at a corner, keep piling on power at the exit and the car remains stuck to the surface, resolutely holding off any sniff of understeer. The sense of balance

273lb-ft at 4,500rpm. It feels much faster as a result. No surprises on the scales, either — the Boxster is lighter, registering kerb weight of 1,350kg

versus the 991's 1,400kg.

Like our 991 Cabriolet, the 981 Boxster GTS features Sport and Sport Plus driving modes. The latter is a largely pointless

YOU CAN THROW THIS PORSCHE AT A CORNER, KEEP PILING ON POWER AT THE EXIT AND THE CAR REMAINS STUCK TO THE SURFACE

is palpable. Even with your bum skimming the road, there is huge confidence transmitted by all the Boxster's contact points. Yes, I include the steering here, which by the time of the 981 Boxster GTS, benefited from further development over the earlier 991's system.

As mentioned, Porsche claimed forty percent extra stiffness over the 987 Boxster. It shows. There's not a wobble to be felt, even on the choppiest of surfaces. Remember, the Boxster was designed to be a drop-top from the beginning. Many of you will argue the 981 Boxster GTS gives away twenty-five horsepower to the 991 Cabriolet. True, but the 991 generates its extra power higher up the rev range. Torque is what you feel on the road. Whereas the 991 Carrera delivers peak 288lb-ft at 5,600rpm, the 981 Boxster GTS gives

option for the public highway. Likewise, the option to stiffen the dampers. My advice? Select Sport mode to sharpen throttle response and PDK shifting and leave it right there. Oh, and you'll probably want to keep the exhaust at low volume. It really is quite attention-seeking. Maybe I'm just shy and retiring? There's no sugar-coating the result in this £50,000 drop-top bout. It's a knockout for the Boxster in every respect. And no, it doesn't come down to 911 Cabriolet prejudice. Ultimately, it's a case of dynamic prowess. The Boxster in 981 form has it, whereas the 991 Carrera doesn't, whether Coupe or Cabriolet. Don't get me wrong, the 991 Carrera Cabriolet is a pleasant place to be and more than fulfils the wind-in-the-hair brief, but the 981 Boxster GTS does this and so much more. ●

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TEN OF THE BEST

Ready to buy your first Porsche? Take time to consider our list of ten very different Stuttgart speed machines serving as excellent entry points into Porsche ownership. Each car not only caters to specific tastes and needs, but also offers a huge amount of bang for your buck...

Words Dan Furr Photography Ade Brannan, Dan Sherwood, Dan Pullen, Dirk Deckbar

1. 986 BOXSTER

It's not by accident almost every *911 & Porsche World* contributor has owned a 986 — in terms of value for money, the first-generation Boxster stands head and shoulders above all other Porsches. Early 2.5-litre cars, complete with their previously derided (but now finding favour) 'fried egg' front lights, are often the cheapest route into Porsche ownership, but be mindful of condition — while early Boxsters can be bought at criminally low cost (sub £5,000), many available examples are cheap because they've been neglected. Buy the best you can afford and, if possible, ask a specialist or knowledgeable owner to take a look over your prospective purchase before you part with your hard-earned cash.

Though Porsche presented the Boxster as a fresh new concept in 1993, there's no denying influence provided by the 914, introduced in 1969 as a replacement for the 912. The 914 sold in big numbers (admittedly, this was in four-cylinder guise, with the 914/6 proving less popular due to its lofty price tag), which is why it remains surprising Porsche took so long to revisit the idea of a mid-engined roadster. When it did, success was assured — the 986 Boxster was a huge hit, which is why there is no shortage of examples to choose from today. Of course, the main reason for owning a 986 is the model's driving dynamics, which are a perfect blend of power delivery, pin-

point turn-in, poise and handling. The fact the 986 is the lightest and most agile of the Boxster dynasty makes it a better choice than spending (much) more on a 987, 981 or the built-like-a-tank 718. Hold out for a late 3.2-litre S.



2. 912

If you have romantic ideas about owning an early 911, but your bank balance forces you to keep dreaming, then the 912 is the car for you. Introduced as an entry-level Porsche after discontinuation of the 356 in 1965, the 912 was built to offer the brand's customers a low-price alternative to the then new 911 — Porsche clientele were shocked at the big jump in price between the 356 and 911, a necessary increase on account of the six-cylinder model's comparatively high production costs. Keen to ensure sales weren't lost to rival manufacturers, Porsche equipped the 911 with the outgoing 356's flat-four and simplified the interior. The result was the 912, which went on to outsell the 911 by a significant margin during its early time in production. As the years rolled by, 912 specification improved, becoming ever closer to the 911, but with assembly facilities required for the 914, the 912 was discontinued in 1969.

To look at, there's nothing to separate the 912 and same-age 911, save for the boot badge. On the road, however, it's far easier to explore the full performance potential of the 912 and, if the car's flat-four is treated to upgraded barrels and pistons, it'll deliver similar power to the two-litre 911.

A word of warning, though: the cost of 912 ownership might be four times lower than that of a same-age 911, but shared underpinnings means the price of non-engine parts and body restoration is largely the same as it would be if you were in possession of the six-cylinder model.



3. 968 SPORT

Limited to 306 units, the UK-only 968 Sport remains one of the Porsche scene's best-kept secrets. To understand what an amazing buy this three-litre coupe is, consider the fact you're looking at a Club Sport with a bigger wiring loom, enabling the appointment of power windows, a tailgate release switch and electric mirrors. Comfort seats (trimmed in model-specific cloth and joined by rear seats covered in the same material) replace the Club Sport's Recaro buckets. Oh, and the Sport's wheels are painted silver instead of being body-coloured. This really is all there is to differentiate the models, other than the price — at the time of writing, the cost of acquiring a Sport is less than half you'll shell out for a Club Sport.

Owing to the fact Sports started life as Club Sports before the folk at Porsche Club Great Britain found themselves having to offer a softer alternative for the UK's terrible roads, a Sport is listed as Club Sport (and features in the same chassis number series) on its factory build sheet. Sport specification is referred to as the CS Luxury Package.

This is a Stuttgart speed machine in the truest sense — the lack of sound deadening and any other supplementary equipment means you're left with a relatively lightweight, track-inspired 968. There's no distraction,

just the basic controls required to chuck this thing around. And with near equal front-to-rear weight distribution and the trappings of the Club Sport chassis, this is one of the best-handling Porsches to date. Foot down, and the torquey 237bhp Variocam-kitted inline-four sings. Power past 4,000rpm and it flies. The rear hatch makes the Sport practical, too.



4. 996 CARRERA

Ownership of a 911 for less than ten grand might sound like pie in the sky, but values of base model 996s have bottomed out in recent months. Obviously, you need to be mindful of the quality of 911 you're buying at this price point, but even a low-mileage, mint-condition 996 Carrera can be yours for £15,000. As is the case with the 986 Boxster, purists upset at Porsche's move away from ellipsoid headlamps, the use of a water-cooled flat-six and horror stories relating to intermediate shaft bearing failure (and bore scoring) have kept 996 values low, but don't be deterred — most affected engines will have had corrective work taken care of by now, something supporting paperwork will prove. Besides, with the 996 Carrera being such a massive sales success, it's easy to walk away from any car not living up to expectation on inspection. Indeed, at any given time, there are many 996 Carreras in the classifieds of automotive sales websites and online auction rooms, enabling you to hold out for the right condition and even a specific colour, should you be hankering for a particular paint job.

The arrival of the 997 and a return to more traditional Porsche design language emphasised how the 996 was a radical rethinking of the original 911 concept. In this regard, the 997 has helped to keep 996 prices low, which is excellent news for 911 buyers working with a modest budget. Invest in an inspection from a specialist and enjoy this bargain 911.



5. 987 CAYMAN

The first-generation Cayman is a firm favourite among *911 & Porsche World* contributors. The 987 base model and S versions are powered by 2.7-litre and 3.4-litre flat-sixes, delivering 242bhp and 291bhp respectively. An update in 2009 saw the 2.7 replaced by a 252bhp 2.9-litre flat-six and the 3.4 afforded direct fuel injection and power to the tune of 306bhp.

A five-speed manual transmission was standard equipment for the base model 987 Cayman, although a six-speed Getrag gearbox was available as a cost option. The latter was standard equipment on the S. A five-speed Tiptronic was also available, replaced by PDK for the 2009 facelift. Desirable optional extras include Porsche Ceramic Composite Brakes (PCCB), Porsche Active Suspension Management (PASM), bi-xenon headlights and Sport Chrono.

The 987's superb mid-engined chassis dynamics, fantastic looks and many shared components with the 997 saw Porsche customers wonder why they should be emptying their wallets for a 911. In the current climate, a presentable first-generation 987 Cayman S can be yours for £12,000.



6. 928 S2

The earliest 928s made use of a 4.5-litre V8, while the last-of-the-line GTS was powered by a 5.4-litre evolution of the same engine. Somewhere in the middle lies the S2, a 306bhp 4.7-litre variant available from 1984 and benefiting from Bosch LH Jetronic fuel injection, a twin-head distributor linked to a high-output EZF ignition system (allowing higher compression ratio and increased torque) and ABS brakes (the first for a Porsche). Interestingly, the S2's V8 was the final version of the engine to include only sixteen valves. Hydraulic tappets are used and the camshafts are belt-driven, resulting in what was the longest timing belt ever seen on a production car. The block is made from Alusil, allowing for tough cylinder bores and low wear — these engines will conquer huge mileage with ease, rewarding with largely fault-free operation and 410lb-ft torque.

The vast majority of 928s are equipped with an automatic gearbox, but where early 928s feature a three-speed unit, the S2 was blessed with a four-speed, which continued to be used throughout 928 production, well into the 1990s. The unit is known for its 'lazy' operation, but if used to its full potential, an equivalent 928 with manual transmission will require an extremely skilled driver to keep up. Budget for spend of twenty grand.





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7. 997 GT3

A GT3 isn't necessarily the most obvious choice for your first Porsche, but if you're working with enough of a budget to stretch to the original 997 GT3, we'd highly recommend you consider taking the plunge. Despite being somewhat overshadowed by the later 3.8-litre 997 GT3, the 3.6-litre version is an absolute joy, producing a purposeful 409bhp from its glorious normally aspirated (and largely bulletproof) boxer. Bolstered by manual transmission, sublime steering and stunning chassis dynamics, this remains one of the greatest 911s we've driven to date, whether on road or on track. The latter, it should be noted, is where this car truly comes alive.

Why should you consider a 997 GT3 as your first Porsche? Well, not only is it forgiving in everyday driving situations (cabin comfort is high) and an absolute riot at race circuits, values are only going one way, making for a sound investment — at present, you can secure ownership of a 997 GT3 for £75,000 (maybe less if you've got your bargaining hat on), which is significantly cheaper than the £120,000 you'll need to budget for a 997 GT3 3.8. How long will prices remain at this level, though? 996 GT3 values are already reaching 997 GT3 territory. Our advice is to get in on the action while the 3.6-litre 997 GT3 remains within reach of a sensible five-figure budget. The only fly in the ointment is the availability of the 981 Cayman GT4 at exactly the same price point. Decisions, decisions.



8. 944 S2

Considered by many to be the sweet spot of the 944 line-up, the S2 looks exactly like the Turbo. Power isn't far off, either — where the Turbo kicks out close to 220bhp (an update in 1988 added an extra thirty ponies), the normally aspirated S2 produces 208bhp from what was the world's largest four-cylinder series production engine at the time of manufacture. The S2 also received an updated transmission better suited to the demands of the model's torquey three-litre inline-four, which enabled the sprint to rest from 62mph to be completed in 6.8 seconds.

Top speed was quoted as 150mph, but there have been countless reports confirming this figure as being somewhat conservative, perhaps to avoid upsetting Porsche showroom visitors shelling out for a new 911 in period? Helping to keep power planted was a sporty suspension package with a desirable cost-option limited-slip differential. Flat-faced Design 90 alloys were fitted as standard equipment. The S2 introduced a cabriolet to the 944 range for the first time, though coupes outsold drop-tops by a ratio of almost three to one. Budget £9,000 and let the good times roll.



9. 914

Mid-mounted engines proved a colossal success for Porsche at the track, but not since 356 no.1 had a road car from the Stuttgart brand featured a powerplant ahead of the rear wheels. Things changed with the arrival of the 914 in 1969. The Porsche-not-looking-like-a Porsche was introduced as a replacement for the entry-level 912, a four-cylinder offering very much looking like a Porsche. The 914, on the other hand, appeared to have been designed with a set square, despite the bulk of the Targa-topped two-seater's design carried out in-house by Porsche stylist, Heinrich Klie.

Four-cylinder 914s originally featured a VW 1.7-litre Type 4 flat-four producing 80bhp. Engine displacement soon increased to 1.8 litres, before topping out at two litres. Unexpectedly, combined sales of all 914 variants (118,978 units produced, 3,351 of them powered by a Porsche two-litre flat-six) made it Porsche's most successful production car.

All left the factory with left-hand drive. In motorsport, the 914 was homologated as the 914/6 GT. Boxy wheel arches, increased track and a strengthened chassis delivered extra grip, while the two-litre flat-six was comprehensively redeveloped. A wealth of aftermarket parts are available to turn a standard 914 into a GT replica. Allow £17,000 for a stock 914.



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10. 957 CAYENNE TURBO

The first V8-propelled product from Porsche since the demise of the 928 GTS, the Cayenne was based on a common Volkswagen Group platform (thereby saving on production costs) and appealed to emerging Asian markets, ultimately resulting in China becoming Porsche's biggest export territory, a title held for decades beforehand by North America. The first off-road production Porsche (though quite how many are used in this fashion is anyone's guess) since the Porsche-Diesel tractors of the post-war years, the Cayenne was also the first series Porsche to feature four doors.

Though the Cayenne is a rollicking great fourby, it was available to buy in Turbo trim from the off, providing driving enthusiasts a powerful Porsche offering an excellent balance of performance and practicality. First came the 955 Turbo, producing just shy of 440bhp and 457lb-ft torque from its 4.5-litre twin-turbo V8. Later, for the 2008 model year, the 957 (essentially a first-generation Cayenne facelift) landed in Turbo guise, upping the ante with increased displacement of 4.8 litres, resulting in 486bhp and 516lb-ft torque. This is impressive output today, let alone fifteen years ago.

The first-generation Cayenne has a reputation for cylinder bore wear. It's a rare occurrence, hugely amplified by online reports from those unlucky enough to have suffered engine failure as a consequence of the problem. A noticeable knocking noise from the front end will tell you if there's cause for concern, which amounts to a complete engine rebuild or installation of a donor unit. Walk away from any Cayenne you suspect is being propelled by a busted V8. Thankfully, Turbos feature under-piston oil squirters which

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pretty much negate risk of damage, but make sure you listen carefully when the engine is operating under load, as well as at idle, before agreeing to buy whichever turbocharged 957 is tickling your fancy.

The low cost of an early Cayenne Turbo (4.5-litre examples are available for less than the price of a 924 S, while facelift models can be bought for £20,000) is very appealing. "The biggest thing buyers need to worry about is the V8's cooling system," says Gary Conway, head of Notting Hill-based sports car servicing and tuning centre, GCAP Performance, and owner of a 957 Turbo. "Early Cayenne Turbos feature plastic coolant pipes which send fluid to the turbochargers, as well as to the engine itself. These pipes are weak and become brittle with age. Facelift models feature aluminium parts, but a small number of early 957 Turbos managed to roll off the production line with the troublesome plastic pipes in place. It's essential buyers check the condition of these pipes before purchase."

He goes on to explain how Cayenne header tanks can split over time ("they're Volkswagen expansion tanks in a super-hot Porsche engine bay") and how coolant loss can be caused by a compromised crossover pipe at the rear of the engine, between the heads. "This pipe is crudely glued into place. The adhesive softens, resulting in a loss of fluid. Porsche redesigned the coolant manifold to cure the problem, but it's an expensive item. Some owners bodge the fix with a grub screw. GCAP offers an expertly designed, two-part screw-in pipe eliminating risk of failure. This is a significantly cheaper option than buying a new manifold from Porsche."

Oil changes should be observed every 5,000 miles and, though Porsche claims timing chains last the life of the V8, Gary recommends not letting the host Turbo run on its original chain kit for more than 100k miles. Also, Cayenne Turbos are heavy on their front ends, which is why drop links, ball joints, subframe mounts and the top torque mount can wear faster than many owners expect. Replace tired rubber with polyurethane parts improving ride quality through reduced engine and chassis movement. ●



11

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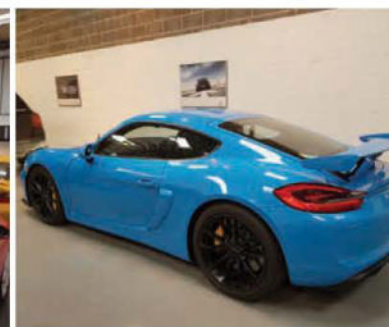
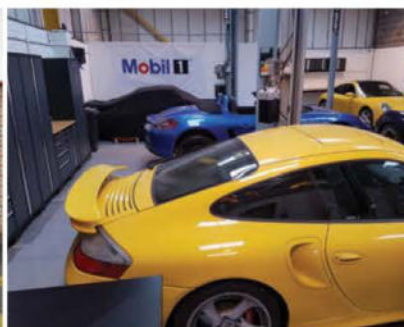
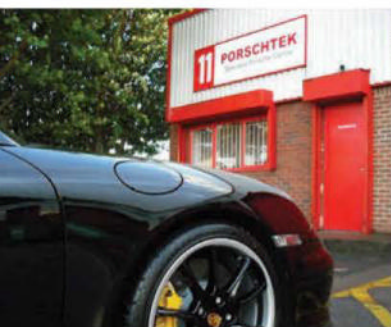
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RUB OF THE GREEN

The KAMM Manufaktur 912 C now boasts production specification following its debut as a prototype last year, but can this carbon-clad coupe deliver on its promise of being a focused four-cylinder air-cooled Porsche despite possessing multiple personalities?

Words **Dan Furr** Photography **Dan Sherwood**

When attempting to determine which car to select as your first Porsche, there's every chance

you've been lured by the romance of owning an air-cooled 911. And then you spot the price tag. If you're concerned about spend of this magnitude, consider the 912, little known outside Porsche circles. Billed as the entry-level Porsche at launch in April 1965, it was powered by the 1,582cc Type 616/36 flat-four, inherited from the overlapping 356 C, a Porsche discontinued in May 1966. Pragmatically, the 912's introduction was cost-driven: it came into being simply because the 911 was

too expensive for many of Porsche's previous customers. Creating a more affordable Porsche – by putting a cheaper, less powerful engine into an austere version of the 911's bodyshell – was the logical solution.

Aesthetically, there was no difference between the 911 and 912, other than badging. The contrast came in the price. While the 1965 911 was priced at DM22,900 (£9,902), the 912 was stickered at DM16,250 (£7,026), therefore representing a saving of DM6,650 (a whopping £2,875). It was anticipated the new body shape (allied to a tried-and-trusted four-cylinder powerplant deemed perfectly acceptable by 356 buyers) would do the business. By comparison, the outgoing 356 C 1600 SC coupé cost DM16,450 (£7,113), meaning the 912 represented something of a bargain, certainly in terms of Porsche prices.

You got the old running gear, but with a sleek new body shape. In short, the

912 was a safe bet, both mechanically and stylistically. Admittedly, the 90bhp flat-four's output was modest, especially when compared with the 911's 130bhp, but in reality, the smaller-engined Porsche was pretty gutsy, not least because at just 970kg, the 912 was a lightweight when pitched against its 1,080kg six-cylinder sibling. Despite the 911's flagship status, however, the four-cylinder model was a commercial success, particularly in the United States. Indeed, 912s were considerably more numerous than contemporary 911s, with 28,333 912 coupés and 2,562 912

seemed like an anachronism. We hadn't heard the last of it, though. In 1976, between the end of 914 production and delay of the incoming 924, the 'baby 911' resurfaced on the US market as the 912 E, complete with G-series impact bumpers, although as far as the cognoscenti were concerned, the comeback kid was pegged back by its Bosch L-Jetronic-injected 1,972cc flat-four, derived from the VW 411 and developing just 86bhp, less than the original 912. Only 2,099 912 E were manufactured, all left-hand drive. Famous owners include *Wheeler Dealer*,

Mike Brewer.

As mentioned elsewhere in this magazine, on the road, it's far easier to explore the full performance potential of the 912 than that of

A MEAN, LEAN, GREEN MACHINE DEMONSTRATING JUST WHAT'S POSSIBLE WITH THE 912 PLATFORM

Targas built against 22,768 of all types of 911 made between 1963 and 1969. Significantly, perhaps, the 100,000th Porsche to roll out of the Zuffenhausen plant was a 912 Targa (destined for Stuttgart's traffic cops).

By 1969, the deal with Volkswagen to produce the 914 as a joint venture called time on the 912, which literally had to make way for the mid-engined roadster on the Porsche production line. From then on, the 1.7-litre, VW-propelled, Targa-topped two-seater was presented as the new entry-level Porsche sports car. In any case, Zuffenhausen was confronting increasingly stringent US emissions legislation. This spelled trouble for the 912.

Porsche also had to rationalise its product line-up – the deal with Wolfsburg meant the 914 was a given, and the 911 range by now comprised three models graded according to performance and trim: the T, E and S.

Under these circumstances, the 912

a same-age 911. And, if the Type 616 flat-four is treated to upgraded barrels and pistons, it'll deliver similar power to the contemporary six-cylinder boxer. Crucially, and relevant to the theme of this edition of *911 & Porsche World*, the 911 will deplete your bank account of considerably more cash than an impeccably restored example of the four-cylinder Porsche. Of course, those with their head in the sand won't be able to see past the badge at the rear of the 912. Sound familiar? If you're guilty of considering classic Porsche ownership as an air-cooled 911 or nothing, then I urge you to put prejudice aside and allow me to introduce you to the KAMM Manufaktur 912 C, a mean, lean, green machine demonstrating just what's possible with the 912 platform.

Three cars in one, so it turns out. The 912 C (the suffix denotes the presence of enough carbon-fibre to make NASA jealous) is the brainchild of Hungarian film producer, Miki Kazmer. Following

Facing page Now in its early production specification, the KAMM 912 C is available with a full carbon monocoque



a wave of press releases announcing development of the car back in 2022, I first got behind the wheel of the prototype on a sunny October day at Goodwood. "I wanted to develop a 912 an owner would be comfortable in when commuting or driving short journeys around town, as well as when cruising on long-distance road trips," Kazmer told me when we met at the historic motorsport venue. "Simultaneously, the car needs to be ready to convincingly attack a track. It's a delicate balance."

The 911, you might think, would be the obvious starting point for his vision of a do-anything classic Porsche, especially when he cites the legendary 911 R as his primary inspiration, but with the cost of acquiring a mid-1960s Neunelfer now stratospheric, he reasoned the thirty-thousand-plus 912s built between 1965 and model discontinuation in 1969 provide a far more cost-effective and readily available Porsche for him to work with. And, as mentioned earlier, the 912 is hardly a compromise over classic 911 ownership — patience paid off for would-be buyers when the five-dial instrument cluster from the 911 became standard 912 equipment in 1967. Additionally, Fuchs five-spokes became a cost option, allowing the entry-level Stuttgart speed machine to

look even more like a 911 than it already did. Heightened specification, however, attracted heightened cost — in the UK, the price of acquiring a new 912 rose to £1,974, saving buyers only £462 over shelling out for a 911.

Kazmer was keen to start his build with a higher-spec five-gauge 912, hence the purchase of the 1968 example his team transformed into the emerald-coloured marvel seen here. I remember

carbon-fibre has been used in the construction of this car. In this regard, the exposed weave does a brilliant job, but it doesn't sit well with its master's desire for 912 Cs to operate under the radar. Incidentally, KAMM customers feeling flush can option a full carbon-fibre monocoque.

Lift the engine and you're presented with even more carbon-fibre. It's everywhere, from KAMM-branded throttle body trumpets to the shroud surrounding the beefed-up flat-four. "I don't like the 'doghouse' look of the standard Type 616 boxer, which I consider too similar

Above Much more than the 'baby 911', the 912 is deserving of standalone praise as one of Porsche's best legacy products

THE TWO-LITRE FLAT-FOUR IS NOW PRODUCING 190BHP AND ALMOST 185LB-FT TORQUE, ALTHOUGH IT FEELS CONSIDERABLY MORE POTENT

thinking the colour (not Irish Green, not British Racing Green, but somewhere in between) somewhat understated for a prototype intended to inspire series production. Even so, in the interests of remaining true to the original 912 aesthetic, the car's creator tells me he'd rather the deep hue covered the entire body — beautifully woven carbon is exposed in flashes from nose to tail, whether it's the 'torpedo tops' of the front wings, the carefully isolated Mobil Pegasus motif on each flank, the door number circles or the stripe running down the centre of the engine lid, bonnet and bumpers. From a marketing perspective, it's critical for KAMM to promote just how much high-quality

in appearance to same-age Beetle engines," Kazmer explains. "With this in mind, my engine builder, JPS Aircooled, sourced a Type 547 four-cam engine cooling shroud, which was subsequently used as the template for a carbon-fibre version made specifically for the KAMM 912 C." Open the lid and the result is something of a 'jewellery box' effect, but don't be fooled into thinking the changes are only skin deep.

An aerospace engineer by trade, Josef 'Pit' Schweiger established JPS Aircooled in the Swiss municipality of Geuensee as a producer of high-quality precision parts for 356 and 912 engines. From valvetrains to pistons and cylinders, manifolds, flywheels and

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carburettor components, Pit has been providing individual parts and oversized four-cylinder air-cooled engine kits (displacement ranging from 1,720cc through to 2,054cc) to owners of early Porsches for many years and has an international client base spanning all four corners of the globe. JPS Aircooled was therefore the obvious choice when Kazmer wanted to partner with an engine builder capable of thoroughly transforming his 912's 1.6-litre lump.

SIZE MATTERS

The prototype engine was enlarged to two litres and developed power approaching 170bhp, which might not sound much by today's Porsche powertrain standards, but it's important to be aware this is almost double the 912's original output. Plus, when you consider the KAMM car weighs an astonishingly low 750kg, the power to weight ratio is in keeping with many of today's smaller sports cars, ticking the box on Kazmer's wish list dictating the 912 C needs to be capable of keeping up with modern traffic. He wasn't done there, though. Working with Schweiger following the prototype's star turn at Goodwood, the engine was comprehensively redeveloped with an uprated case, billet heads, rods, reprofiled cams, drive-by-wire throttle bodies, a Life Racing ECU, plus an

advanced power distribution module replacing fuses and relays with solid-state switching. The result is noticeably smoother operation, instantaneous throttle response and a significant hike in horsepower. The two-litre flat-four is now producing 190bhp and almost 185lb-ft torque, although it feels considerably more potent, partly a result of the low body weight and a 7,200rpm redline (raised from the prototype's 6,800rpm), which I'm keen to exploit.

Transferring power to the rear wheels is a five-speed dog-leg Type 901 gearbox, which replaces the car's original four-

speed unit. Kazmer toyed with the idea of a Hewland sequential transmission, but opted for the OEM-plus option in a bid to stay true to the car's heritage. Different ratios have been fitted (a choice of short or long ratios are available), making for a suitably track focused cog swapper. A ZF limited-slip differential has also been added, while a hydraulic racing clutch provides greater shift control and ease of use in traffic.

Where the prototype 912 C rolled on replicas of the Ford GT40 six-spoke, Kazmer has worked with British wheel manufacturer, Image Wheels, to develop

Above and below
Editor Furr gets to grips with the 912 C on Bedfordshire's high-speed twisties

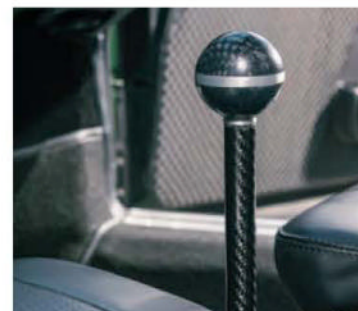
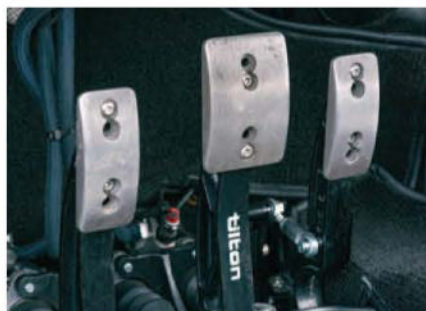




Above If you missed the carbon flashes exposed by pauses in exterior paintwork, there's no escaping the lashings of lightweight weave in the 912 C's cabin

Right Tilton pedal box is the perfect choice for the KAMM car

Top right Never look a Roland Gift horse in the mouth



a bespoke fifteen-inch single-piece wheel (choose between five-stud or centre-lock) mirroring the look of the rims propelling the legendary 917 sports-prototype to victory at the 24 Hours of Le Mans. This is a far more aesthetically appealing design and is better suited to the 912 C, not only in terms of the car's overall looks, but by providing a nod to Porsche's competition history. The wheels are wrapped in sticky 195/55 (front) and 205/50 (rear) Yokohama Advan Neova AD08 RS semi-slick tyres.

Replacing the prototype's 964-derived Brembos is a set of AP Racing four-piston brakes clamping drilled and grooved discs.

In fairness, for a car this light and sub 200bhp, this configuration is overkill (more so the carbon-ceramic brakes recently requested by a KAMM customer), but the distinctively branded anchors look great and sit snug behind the chunky spokes — the width of a Rizla paper separates rim and caliper. Admittedly, there is an element of 'futureproofing' taking place against future power increases. Incidentally, there's a hydraulic handbrake at play, allowing drivers to do their very best impression of drift king, Keiichi Tsuchiya.

When I drove the prototype and was asked by Kazmer to provide an honest assessment of the car, my biggest criticism concerned its suspension. The

setup made use of adjustable dampers (with front coilovers manufactured to bespoke specification), plus adjustable rear arms, RSR-style anti-roll bars and polybushes throughout, but I reasoned ditching the torsion bars and switching to full coilover suspension would not only allow the engine to be brought further forward (thereby improving front-to-back weight distribution), but would

and rumble strips mid-corner will be absorbed before the driver has time to react, easily holding the desired line through a series of high-speed bends. Grip levels in all conditions are vastly increased, giving the ability to push the host Porsche to limits the driver previously thought not possible. Configuration can be achieved by way of an in-cabin rotary switch or a full-

colour touchscreen controller, allowing damping presets to be stored and activated in an instant, even when on the move.

At the very least, compare

THE CAR'S STEERING FELT VASTLY IMPROVED, THE RESULT OF AN UPRATED QUICK-RACK

also enable the appointment of TracTive semi-active suspension, a system regular readers will be familiar with through our testing of various feature cars making use of the Dutch brand's products. There was only one snag: at the time of my loan of the 912 C, TracTive didn't make a suspension kit for the 912.

TracTive's Active Controlled Electronics (ACE) dampers are fitted with patented Dynamic Damping Adjustment (DDA), a dynamic proportional valve operating as a bypass, allowing capacity for a large range of damping. Capable of operating from soft to hard in a barely believable six milliseconds, a TracTive ACE system is one of the world's fastest suspension solutions.

ACE has an intuitive ability to react to changing track surfaces and road conditions. Bumps, compressions

the convenience of a system like this to having to stop the car and crawl around on the floor to fiddle with on-body damper adjusters. Being able to switch between suspension settings on the fly is a huge win for the driver of any car travelling on contrasting surfaces. I'm not talking exclusively about variations between road and track — the standard of UK roads differs wildly from street to street, much as it does in Kazmer's native Hungary. Being able to soften or stiffen damper rates while the car is moving across changing surfaces (or from one end of a long track to the other) is a luxury no Porsche owner will want to be without after experiencing what a TracTive system has to offer.

Following Kazmer's work with TracTive to develop a prototype 912 ACE system based on the suspension brand's offering



for the G-series 911, I was delighted to learn TracTive has produced a series production kit, which is now fitted to the KAMM car. A discreet dash-mounted rotary knob flicks between settings. Talking of cabin furniture, carbon rules the roost. It's everywhere you look, from the bespoke leather-trimmed buckets, to the gear stick, gear knob, steering column cowl, dash centre strip, rear quarters, parcel shelf, door cards, kick panels and floor boards.

POINT OF ENTRY

As I noted when testing the prototype, climbing into the 912 C is a breeze. There's no roll cage scaffolding to contort my body around, no awkward bucket seat bolster to jump over. Each pew is kitted out with a multi-point safety harness, which is unnecessary for the road, but the track-friendly bias of the 912 C lends itself to this kind of heavy-duty safety equipment. In truth, it makes a change for me to hop into a 912 with any kind of seat belts — Porsche offered them as an optional extra in period.

When I was in charge of the prototype, my driving was limited to the roads in and around the Goodwood estate. Relatively high-speed roads, I grant you, and there were a few tasty corners to chuck the car into, but knowing Kazmer is pitching the 912 C as an air-cooled Porsche perfectly at home racing around a track as it is commuting, I felt it important to test the production version in a variety of driving environments, tackling inner city traffic, motorways,

twisty B-roads and an open circuit. Across a couple of days in early July, this is exactly what I did.

I started my drive in central London, more or less in rush hour. Making my way out of the city, I was immediately hit with heavy traffic demanding lots of stop-start action, lane hopping and sharp turns down concealed side streets as sat-nav constantly altered the route I was travelling. It was a particularly hot day, but the 912 C's electric air-conditioning system kept the cabin cool and the needles on gauges monitoring engine operation remained stable during long periods of idle. The car's steering felt vastly improved, the result of an uprated quick-rack, and I was immediately

impressed by how comfortable the ride is. By contrast, on the roads around Goodwood, the KAMM prototype felt somewhat crashy, as though the car was riding on its bump stops, even with a moderate damper setting dialled in. Here in London, dropping in and out of potholes, navigating roadworks and doing my best to avoid contact with kamikaze motorcycle couriers, the ride was as comfortable as you'd expect from a family hatchback.

The transmission has also been hugely improved over what came before. "The biggest problem with the stock 901 gearbox is its linkage," Kazmer suggests. "Worn plastic parts cause a huge amount of movement. My team designed a

Above Wheels are a bespoke take on the 917's six-spokes



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new uniball-free linkage incorporating chromoly tubing and all new metal bearings, thereby reducing movement. The last thing I want is for someone to question which gear they're about to select when they're driving the 912 C. It's important this car retains the analogue driving experience one expects from a classic Porsche, but removes the stress associated with operating a retro ride. Essentially, the new linkage incorporates a link for moving the gear stick front and back, plus another for left and right. The outcome is greater feel and, with a gate in for reverse, there's no chance of accidentally selecting anything other than forward gears." A spring centres the stick when in neutral.

DROWN OUT

Eventually, I made my way out of London and reached the absurdly dull M1. Cruising at speed was hampered by sudden colossal rainfall, but considering the 912 C weighs less than half a Ford Focus and rides on semi-slicks, it maintained impressive grip, even when all four lanes were completely hidden from view on account of deep water covering the motorway.

Bedfordshire's rural twisties, blessed with dry asphalt and blazing sunshine, beckoned. It was here I got to find out just what the updated 912 C is capable of. First point of order? Switching the TracTive suspension to a harder setting

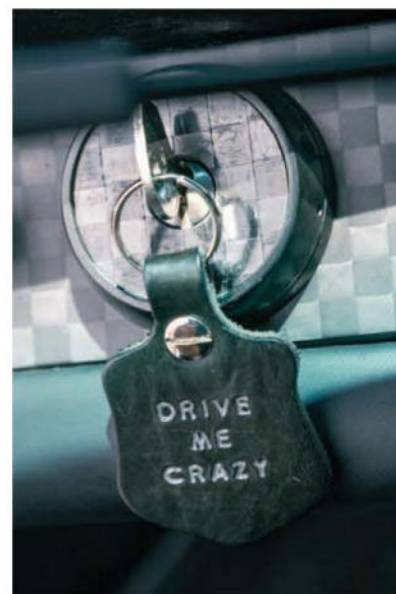
and pulling the new-for-series-production dash plunger labelled *Drive Me Crazy*. Now, you'd be forgiven for thinking I was instantly subjected to hits from three-piece 1980s pop sensation, Fine Young Cannibals, but no. Instead, I'd activated an ECU map releasing all the power on offer. Working through the gears, foot to the floor interspersed with dabs of heel and toe, the flat-four created one of the most satisfying engine noises I've heard in a Porsche. It was as if a tommy gun was going off behind my ears. It was loud, of course, the volume made greater by the installation of thin polycarbonate windows, but it wasn't loud enough to

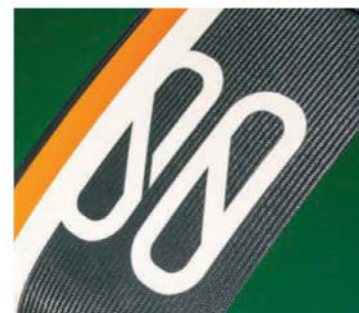
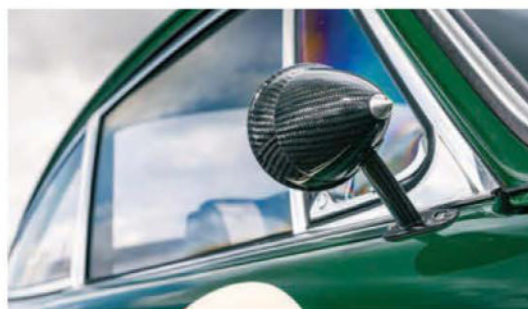
make me want to ease off the gas. On I pressed.

Along straights, this thing pulls and pulls. And pulls. Here, the scant weight of the car made itself known, and though Kazmer tells me KAMM is developing a 912 C aero kit to counter the threat of front-end lift as further power is released from the four-cylinder boxer at the rear, I didn't detect the nose twitching as I rushed toward the redline at every opportunity. Then again, I wasn't on roads long enough for me to reach the kind of speed where I'd need "really big balls", as he succinctly puts it. Even so, as alluded to earlier, it's possible to

Above TracTive and KAMM worked on developing a semi-active suspension system for the 912 C

Below JPS Aircooled flat-four apes the look of the iconic Type 547 four-cam and pumps out a healthy 190bhp





Above Lightweight construction affords the 912 C kerb weight of just 750kg, with further savings to be made, as a recent customer commission is proving through the use of carbon-ceramic brakes and titanium for various chassis componentry

wring the neck of this car and explore much more of its performance potential than you'd be able to in a same-age two-litre 911 — you can drive the KAMM 912 C at ten tenths, whereas you're probably only likely to explore half (or less) of what a same-displacement air-cooled 911 offers before you run out of road or, more likely, talent behind the wheel. Even in a 912 bearing standard trim, you don't need to be travelling particularly fast to feel like you're reaching high speed. All the thrill of a 911 without the risk of losing your driving license. What's not to love?

More downforce is always welcome, though, not that the TracTive system had trouble pinning the car to the road, even when I launched into corners quickly. This confidence is inspired by my experience of ACE technology in various Porsches, from an electric 964 to a 997 Cabriolet and everything in between. Put simply, no other available aftermarket suspension comes close to how well-suited TracTive products are to Porsche sports cars.

The AP stoppers have instant bite and slow the car just as effectively as I could hammer it along the high-speed stretches of Bedfordshire backroad. There's much more power in the lower rev range than I remember from the 912 C prototype, which is a hugely pleasing development. On this note, I should point out nothing KAMM does is a process of

trial and error. Kazmer's team is engaged in advanced engineering and simulation at every stage of vehicle development.

To the track. I ventured onto a small circuit requiring constant jumps between throttle and shift. When I tested the prototype 912 C, Kazmer stressed the car was more circuit-biased than he intended the company's production run of 912 Cs to be, hinting further development work would result in less of a workout behind

clearly a case of *how low can you go?*

As a result of enhanced specification, the 912 C is now priced at €360,000, which includes acquisition of a donor 912. KAMM customers can supply their own 912 for conversion, which drops the price to €320,000. With many Porsche restomods starting at seven figures without donor car, this represents fantastic value for money. Proving the point, only two build slots remain for

2023. The first customer 912 C, so I'm told, is destined for life in Miami.

I'm not going to pretend six figures is typical of the amount of money someone has to play with

THERE'S MUCH MORE POWER IN THE LOWER REV RANGE THAN I REMEMBER FROM THE 912 C PROTOTYPE

the wheel. He's obviously delivered on this promise. Don't get me wrong, the series 912 C is a physical drive, but you're not going to step out of this car feeling tired, even after multiple laps around a challenging circuit.

There's more on the horizon, too. Customer orders are in, and with them come requests for individual equipment. There's the aforementioned carbon-ceramic brakes, but the next phase of 912 C development will also see the introduction of new CAN-driven dash clocks, further transmission upgrades (a push-button gate for reverse, among other changes) and development of magnesium and carbon-barrelled wheels. Titanium is being used for manufacturing of driveshafts and trailing arms. Creating a lightweight air-cooled Porsche is

when shopping for their first Porsche, but the 912 C serves not only to demonstrate how there are serious alternatives to the 911 when it comes to parting with your hard-earned cash, but just how capable cars outside the 911 stable are when given the lease of life not afforded to them by the factory. Budget forty grand for a 912 E, fifty for a short-wheelbase version of the original 912. Do the smart thing and budget for the cost of fitting TracTive suspension.

With the 912 C prototype, I suggested Kazmer was on the verge of creating one 912 to rule them all. With production specification, he's nailed it. If you're in a position to do so, contact KAMM Manufaktur and secure one of the firm's precious few build slots. Don't be left green with envy. ●

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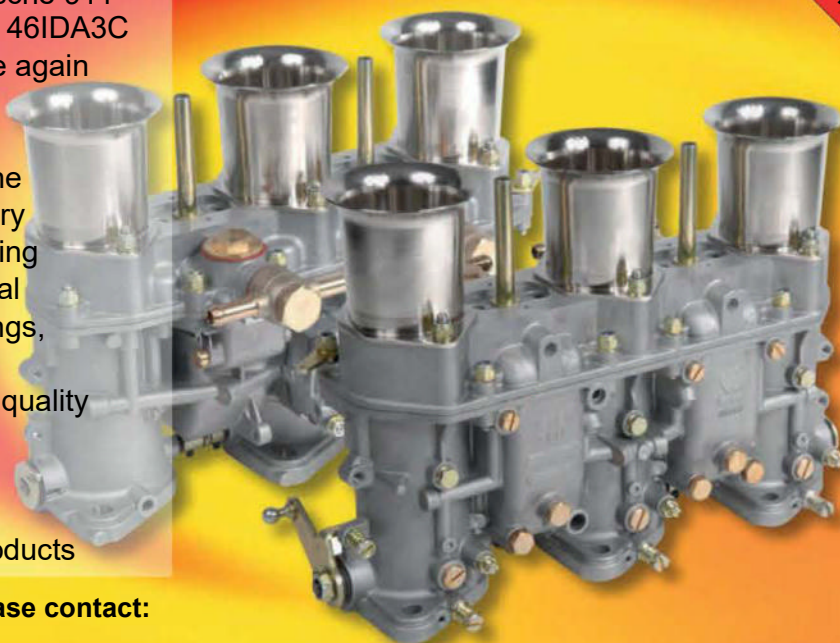
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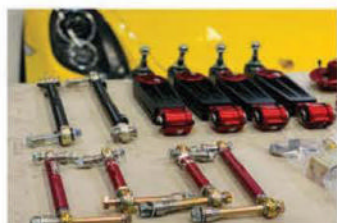
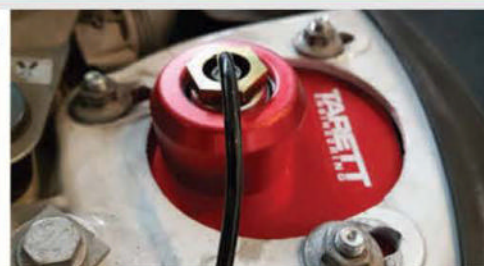
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911 & Porsche
World

It seems hardly believable, but this edition of *911 & Porsche World* is the magazine's 350th issue. Much has changed since the title launched on 27th April 1990. The magazine's founder and publisher was Clive Househam, a former editor of *Hot Car* and *Street Machine*, and for many years, a committed Porsche enthusiast. Clive held a long-held ambition to run his own business and combined this dream with his passion for Porsche to establish *911 & Porsche World*, selling his beloved 911 SC to raise capital for the venture.

Desktop publishing was, of course, in its infancy and the magazine was launching at the height of economic recession, but against all odds, *911 & Porsche World* proved successful, advancing from quarterly issues to bi-monthly in 1992. A year later, pagination increased from eighty-four to one hundred pages. By mid-1996, Clive was looking to appoint a full-time editor, a move which preceded a shift to monthly publication in July 1998. Remarkably, for a magazine which has been in circulation for thirty-three years, *911 & Porsche World* has had only three editors beyond its founder — Chris Horton was in the hot seat from 1996 to 2006, Steve Bennett (a current regular contributor to the magazine) took over from Chris and remained in post until 2020, when former *Ultimate Porsche* and *GT Porsche* editor (and current *Classic Porsche* editor), Dan Furr, was handed the reins.

911 & Porsche World is the world's best-selling monthly Porsche magazine and, in recent years, has seen pagination vary between 132 and 148 pages. 350 issues is a huge achievement in a challenging marketplace now jam-packed with specialist titles, which is why we wanted to mark the occasion with a competition. We've partnered with our friends at ScratchShield to do exactly that.

Washing your Porsche can be a gamble between achieving a glass-like finish and dulling the car's paintwork by adding swirl marks and scratches. If your wash mitt touches the bottom of your bucket, it can pick up sharp grit, resulting in unsightly damage. ScratchShield has created a one-way filter system providing a barrier between mitt and grit. Its swirl pattern and legs act as baffle plates preventing a vortex moving the dirt above the shield.

We've got ten (yes, you read that correctly) ScratchShield ultimate wash kits to give away. Each kit comprises two deep-fill buckets, two seat lids and two ScratchShield filters. One is a standard black plastic filter, the other is ScratchShield's new Grit Magnet filter. Finished in striking yellow, Grit Magnet takes the benefits and advantages of the regular ScratchShield filter to the next level by incorporating a magnet attracting (on average) twenty percent of the ferric material removed from your car during the wash process. To be in with a chance of being one of our ten lucky winners, answer the following question:

Which city is named on the Porsche crest?

- a) Stuttgart
- b) Dublin
- c) Melbourne

Head to www.bit.ly/scratchshieldcomp and register your answer. The competition closes Friday 25th August and is open to readers worldwide.

CONTACT

For further information about ScratchShield's range of bucket filters and accessories visit scratchshield.co.uk, where you can order products direct.

TERMS AND CONDITIONS

Entries close at 23:59 on Friday 25th August 2023 and the winners will be drawn Monday 28th August 2023. The winner will be notified within twenty-eight days of the close of entries. The editor's decision is final and no correspondence will be entered into. Entry is free. Employees of Kelsey Media and their family members are not eligible to win. Asterisk denotes approximate value of prize. Only one entry permitted per person. Bulk entries will not be accepted. There is no cash alternative and the prize is not transferable. If any prize or product is lost or damaged during the course of delivery to the recipient, ScratchShield will provide reasonable assistance in seeking to resolve the problem. It will not always be possible to obtain a replacement for lost or damaged goods and, in this event, no financial compensation will be paid by Kelsey Media or its affiliates. We reserve the right to cancel the competition if circumstances change beyond our control. *Classic Porsche* and *911 & Porsche World* are Kelsey Media brands. Kelsey Media takes no responsibility beyond promoting this competition. Kelsey Media will only ever use your information in accordance with its strict multi-layer privacy notice. For full details, visit kelsey.co.uk/privacy-policy. If you have queries regarding Kelsey's data policy, you can email our Data Protection Officer at dpo@kelsey.co.uk. Submitting data indicates your consent to the rules outlined here.

YOUR FIRST PORSCHE



BODY LANGUAGE

A car in need of recommissioning might seem like a cheap route into Porsche ownership, but when taking on a project, preparation, not to mention honesty about your aims, budget and capabilities, is key to success...

Words **Dan Furr, Paul Guinness** Photography **Dan Sherwood**

As attractive as a box-fresh older Porsche is, not everyone wants to pay for a car restored or recommissioned by someone else's

hand. Indeed, there are many marque enthusiasts who relish the opportunity to take on a Porsche that's a little (or a lot) rough around the edges and restore it to former glory, whether the doer upper in question takes the form of a rolling restoration or bare metal rebuild. These are the Porsche fans who enjoy the restoration process, buying down-at-heel cars and spending every spare moment (and, usually, far more money than initially anticipated) bringing them up to a show-worthy standard. As rewarding as all of this sounds, there are serious considerations you need to be aware of if you're tempted to join this happy clan of Porsche-obsessed worker bees.

It's important for us to state there's no reason why even an inexperienced first timer can't consider taking on a full-scale restoration project, although it's easy to lose sight of reality and get carried away with the romance of it all. Picture the scene: winter evenings spent tinkering with spanners as a rusted hulk of Porsche gradually gets transformed into a gleaming winner of silverware, all in the comfort of a centrally heated garage stocked with the finest tools and all the spare parts you could wish for. Bliss.

Sadly, life isn't like that. You're far more likely to spend evenings lying flat on your back on a freezing slab of concrete, your fingers numb, your toolkit inadequate and your language foul enough to shock a shipbuilder as you curse the day you ever bought the rotten box of bits causing you grief.

Whether you're a restoration virgin or an old hand at rebuilds, it's vital you choose a project within your capabilities. Porsche owners who either can't afford or prefer not to entrust their four-wheeled friend to a professional restoration company will end up doing much of the work themselves, but everyone has strengths, weaknesses and limitations, and unless you're experienced and skilled as a welder, should you really be taking on a Porsche in need of major bodywork renovation? If you don't know a torque wrench from a thread chaser, ask yourself whether you're looking at

from a project car can soon result in sky-high spend. There's also the value of originality to consider. Were the individual components you're looking at matched to the car at the factory? Consider this when evaluating the asking price of whichever Porsche you're thinking about saving.

Your choice of model is very much a personal thing, but again, you need to apply logic to the decision-making process. You also need to be realistic about your own abilities, budget and aspirations. A two-litre 924, for example, will be much cheaper and much easier

to work on at home than, say, a 356.

Porsche owners are fortunate insofar as our cars generally enjoy excellent parts availability, but to buy a project car without first carrying out

ONE JOB INEVITABLY LEADS TO ANOTHER AND, SUDDENLY, YOU'VE GOT BILLS TWICE AS EXPENSIVE AS YOU'D ORIGINALLY CONSIDERED

the idea of restoration through rose-tinted spectacles.

That said, rest assured everyone has to start somewhere. Moreover, we applaud anyone who wants to take on an ambitious Porsche restoration project, regardless of their experience or abilities. Besides, learning on the job is often the best way to truly familiarise yourself with Stuttgart's finest.

The term 'restoration project' can apply to cars in dramatically different states of disrepair, from MoT failures requiring little more than new sills, light paintwork and a mechanical tune-up, to a box of spares claimed to be a rare 911, but in reality, is more likely to be the unwanted leftovers from an autojumble. In the case of the latter (or any car not fully assembled on inspection), it's essential you're satisfied the majority of components are present and correct. Even if they're not in a serviceable state, they'll be invaluable when it comes to sourcing spares or having pattern parts made. After all, missing items

research into the cost of items you're likely to need is an avoidable mistake.

While we're on the subject of budget, it's essential your finances are strong enough to see the project through to completion. There's no shortage of semi-stripped project Porsches to be found in garages, the property of owners who ran out of money or enthusiasm partway through the build. When budgeting, don't underestimate the cost of, well, everything. Whatever you reckon the job will set you back (whether it's having a wing repaired or a brake and steering system rebuilt), the work is bound to cost more than you think, particularly when it comes to 911 engine work. One job inevitably leads to another and, suddenly, you've got bills twice as expensive as you'd originally considered.

Okay, that's the pep talk done. Let's say you've bought the Porsche you intend to work on. You tell your mates it'll be a thorough, in-depth build. What you do now is critical to how the entire project will pan out. It's all too easy

Facing page

Troublesome rodents will happily make a health hazard of any car left out to pasture



to dash into your garage, start ripping bits off the car and feel satisfied the strip-down process is going brilliantly, but this is where the problems start. A year or so from now, when you need to start refitting the bits and pieces you've enthusiastically removed, there's a chance you won't know where you've put them, where they came from or how they fit back onto the car. "I'll remember. No problem," you say to yourself. Take it from us, you won't.

PLANNING STAGES

You need to tackle the task ahead as though it were a military operation. You want to start stripping parts off the car? Fine, but each and every item should be carefully removed, cleaned, labelled and stored away somewhere safe for future use or replacement. The storage of parts is vital for straightforward assembly later down the line, so try to establish some kind of logical system, with separate areas of your garage or workshop devoted to exterior trim, interior trim, steering, braking, engine bay and so on. Obviously, a properly disassembled car will take up a large amount of space, which is a luxury not everyone can take advantage of, but any kind of forward planning you can achieve will save huge amounts of time (and frustration) later in the project timeline.

As to which models make the most sense when it comes to Porsche project

cars, your choice may be dictated as much by budgetary restrictions as personal preference. The good news is that Porsche is as accessible as it is exclusive, meaning any enthusiast with pretty much any budget can get on the Porsche ownership ladder, a feat not possible for Ferrari fans working with limited finances. What is important to remember, however, is that being able to afford the dilapidated project car and being able to stump up the money required to turn that same bag of bolts into a fully operational show queen are two different things. Conduct research,

speak to other owners, get a handle on the costs and availability of common components required for the model you've got your eye on. Once satisfied you've got all bases covered, get that poorly Porsche home and start work.

Of course, magazine articles showcasing finished restorations often fall foul of talking about freshly completed cars in the here and now, rather than outlining the level of work involved in transforming a resurrected ride from its formerly impotent state to the condition deserving of a prominent place on the newsstand. Naturally, we

Above and below
Be realistic about your skills, available budget and the time you can dedicate to any Porsche project



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can all appreciate a pristine Porsche, but it's important for published articles not to unwittingly misrepresent how challenging a build might have been. After all, many readers keep hold of magazines as a point of reference. The last thing we want is for an enthusiast to get partway into a restoration, only to find their bank account haemorrhaging cash and their patience wearing thin because, citing inspiration from column inches, what they thought would be a perfectly manageable job on a reasonable budget turns out to be a total nightmare costing the earth.

ALTERED IMAGE

"The most important piece of advice I can offer anyone considering embarking on a restoration project is not to be misled by how the car about to be stripped and rebuilt looks at first glance," stresses Dave Bridges, head of Cambridgeshire-based classic car paint and bodywork specialist, DB Restorations (dbrestorations.co.uk). "Many extensive restorations start with a vehicle that looks fairly presentable, yet there's every chance major corrosion and other problems are lurking within. Ensuring the car you're thinking about

buying and restoring is checked over by a technician well versed in the field is ideal, but at the very least, ensure an inspection is carried out by a marque specialist who can tell you about common complaints associated with the model you're eyeballing, even if he or she is unable to advise on the intricacies of bodywork correction specific to the car you're looking at."

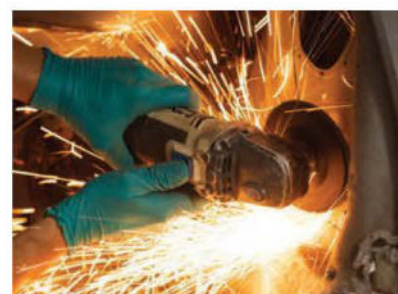
He cites the 356 currently occupying space in his workshop (alongside a Lotus Cortina, Jaguar E-Type, MG MGA

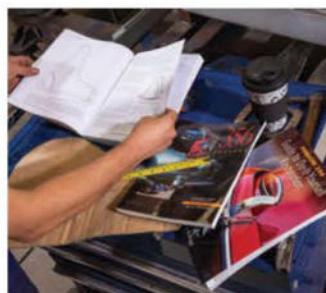
and Datsun 240Z) as a prime example of how appearances can be deceptive. Owned by the brain behind classic 911 accessories brand, Rocket Wrench, the car looked half-decent until it was media blasted. "Though not original, the paintwork wasn't too bad, giving the impression of a solid base to work with, but blasting revealed a huge amount of rot and evidence of bad bodywork repairs we estimate were carried out in the early 1970s," Dave remarks.

Mr Rocket Wrench, the owner of a

Above Aftermarket panels offer a degree of flexibility for the restorer to manipulate, but it is important to remember early Porsches were handbuilt, with no two cars being exactly the same as one another

Below Battered front clip is one of many sections replaced with fresh metal





Above Trusted reference materials can save a huge amount of time and are readily available

stunning 1976 911 S restomod we'll be showcasing a future issue of *911 & Porsche World*, always wanted a 356 to play with. As a frequent flyer from Britain to the USA, he'd regularly find himself having to join a connecting flight from Los Angeles before being able to reach his destination in Seattle. Timing his trips to coincide with key Porsche-themed events on the West Coast, including Luftgekühlt meets, ensured he got to know key players on North America's classic Porsche scene, contacts who informed him about a dormant 1963 356 B located in New Jersey.

"I bought the car on the strength of photographs the seller emailed to me, but my heart sank when the Porsche eventually arrived in the UK," recalls the decorated former Explosive Ordnance Disposal Officer. Rust, rust and more rust was the order of the day. Add a colossal amount of rat droppings to the mix and you have one very poorly kept 356. Adding insult to injury, rodents had destroyed every piece of the car's wiring and its carpets, but the biggest complaint was yet to come — after Mr Rocket Wrench donned a protective bodysuit and thoroughly fumigated his newly acquired 356, he discovered all serial numbers on the engine and associated componentry had been violently hammered with a chisel in order to hide original identification marks. "I know the flat-four is period correct, but

it's safe to assume it's not original to this Porsche," he sighs. "Needless to say, my plan to fully restore the car and sell it as a 'matching numbers' 356 was immediately in tatters."

A cautionary tale. Thankfully, even including shipping costs, the price he paid for the "biohazard-spec" Porsche was ridiculously low. He has now settled on a plan of action that'll see him keep the car and treat it to "mild Outlaw

manufactured by Porsche in period, yet each one of the parts was a different length. When faced with these kind of challenges, you're often forced to accept custom fabrication is the easiest and most cost-effective solution."

This kind of work is no problem for Dave and his talented team, including time-served technician, Leo Merkaj, who is responsible for all welding on the Rocket Wrench 356, but this isn't to say

the restoration is straightforward.

"Before you get stuck into a job like this, it's vital you do as much research as possible," continues Dave.

"Advice from

ALL SERIAL NUMBERS ON THE ENGINE AND ASSOCIATED COMPONENTRY HAD BEEN VIOLENTLY HAMMERED WITH A CHISEL

updates", a reaction to not having to be strict about maintaining originality. Not that any of this makes a blind bit of difference to the fact the car's bodywork was in a seriously bad way.

Dave has been restoring and repairing cars since 1976, but even bodywork specialists with a fraction of his vast experience are wise enough to know you can't rely on so-called direct-fit parts for vintage vehicles. "Early Porsches were handbuilt, meaning no two examples of the same model are exactly the same. Aftermarket panels often provide a degree of flexibility for the restorer to fine-tune, but even new or second-hand factory original parts can be miles away from your requirements," he says, citing the trio of genuine 356 outer structures he recently came across. "They were

other owners, a full inventory of what's needed, how much of it is available to buy from existing suppliers, how much of it is available direct from Porsche and, of course, a subsequent list of required fabrication is essential," he says. "Additionally, reference materials will save an owner a huge amount of time and money. There are many detailed restoration manuals available for Porsche cars. The level of detail in some of the 356 books we've been thumbing through drill down to how many spot welds should be on each applicable panel, where they should be located and the exact distance between them. This information is not only massively helpful, but also vitally important if you're looking to return a car to its exact factory specification." Mr Rocket Wrench



concur. "After media blasting removed all previously applied filler and old paint from the shell, Dave and I wandered around the car marking with an X where replacement panels and repair sections were required, and an F where it was clear fabrication work was needed.

I then spent fifteen grand on panels and parts from 356 restoration specialist, Karmann Konnektion, but I had to return to the car with my Sharpie and turn many of the Xs into Fs due to the fact thirty percent of what I needed for the build simply wasn't in production." Words of caution for anyone thinking the restoration of a Porsche more than half a decade old might be a simple case of 'take off the old, bolt on the new'.

MIND THE GAP

Tolerance in the measurements of aftermarket panels can be a challenge to anyone thinking of adopting a DIY approach to classic Porsche restoration. "Take front wing fill panels as a case in point," says part-time curmudgeon and full-time miniature Schnauzer fancier, Mr Rocket Wrench. "They need to perfectly align with the A-pillar, windscreen frame and door panel, as well as lining up with their corresponding sill. You can get it perfect at the bottom, only to find

measurements are massively out at the top. This is just one of the problems when working with a hand-assembled

THE FUN JOB OF SMOOTHING AND PAINT PREPARATION IN ADVANCE OF A FRESH COAT OF COLOUR

Porsche, such as a 356, known for its many quirks and build discrepancies from car to car. Trial fitting is essential to ensure perfect panel gaps, but it's not always an easy task."

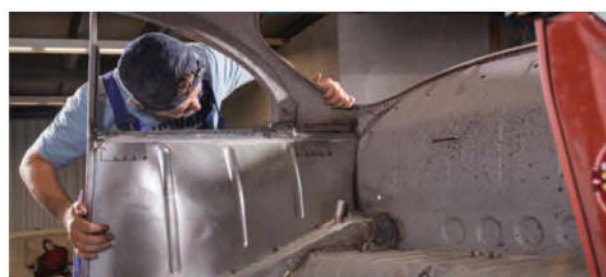
At the time of writing, Leo has another two weeks of welding left to do on the car until the fun job of smoothing and paint preparation in advance of a fresh coat of colour, although the jury's out on what hue will cover the restored four-pot Porsche, a car which will be powered by a fully rebuilt and upgraded powertrain and will make use of modern creature comforts, including electrically operated air-conditioning. "We've test-painted various removable panels in grey, as well as a gorgeous Maserati shade of pearl red, a copper-gold hybrid from the McLaren colour catalogue and an OEM Porsche blue," says Dave. "We're not sure which of these colours Mr Rocket Wrench will tell us to stick with, but the car is going to look amazing, whatever his choice. They're all great finishes."

We press, but Mr Rocket Wrench is keeping tight-lipped when it comes to revealing his preferred colour, although

he's more than happy to provide advice to those thinking about starting a similar project. "My military career in the field of bomb disposal

informs my decisions when it comes to the restoration of an old Porsche," he explains. "The bottom line is that something is either right or wrong. There's no in between, no margin for error. When dealing with explosives,

Above and below Brand new panels have been used throughout, replacing rotten original metal and sections of the car subjected to poorly executed repairs in past decades, although custom fabrication has been unavoidable



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you can't assume anything. You have to approach every device with an open mind. It's the same when working with an older Porsche. Don't think you're going to have an easy time of restoration just because the car looks pretty in pictures. Furthermore, if you're going to buy a car blind over the internet, especially if it's an air-cooled Porsche located overseas and you're unable to view your acquisition until it lands on your doorstep, accept the fact you'll find faults you weren't expecting and be prepared for these complaints to cost you extra time and money to correct. This has certainly been my experience."

TAKE A LOOK

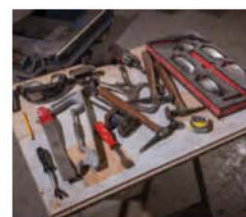
Reinforcing earlier warnings, he goes on to talk specifically about the 356. "Understand these are handmade Porsches, which means there can be big differences in bodywork fitment between cars. Even when working with much later models from the Porsche product line, don't assume replacement panels represent a simple 'buy and replace' solution, regardless of whether they've been supplied by Porsche Classic. Where possible, have the car inspected by someone who knows what they're looking at and expect the unexpected. If you're prepared to take all of this on the chin and have budgeted accordingly, then I wish you every

success with your Porsche restoration. Irrespective of whether you're taking on a recommissioning job or a full restoration, not to mention recommissioning work unexpectedly turning into a restoration, go into it with open eyes and you're bound to have fun bringing your chosen Porsche back to life."

Judging by the amazing condition of his 911 S (a car you may have seen on display at the Goodwood Festival of

Speed) the copious amounts of head scratching and occasional sleepless night a Porsche restoration brings are well worth putting up with. In an attempt to prove the point, we'll be showcasing the finished Rocket Wrench 356 in *911 & Porsche World* as soon as DB Restoration's work is complete. Until then, we'll just have to keep guessing what colour paint the car's dedicated owner will end up selecting. ●

Above and below
Before deciding to take the plunge on a legacy Porsche sports car in need of work, check to make sure the parts you require are readily available, either through Porsche or independent retailers





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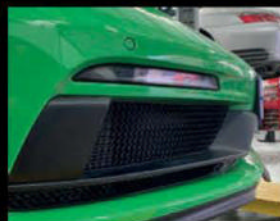
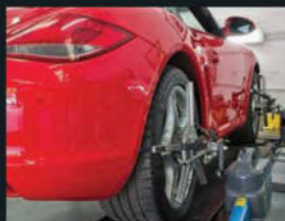


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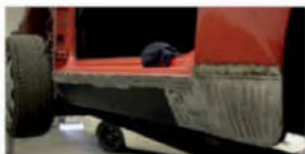
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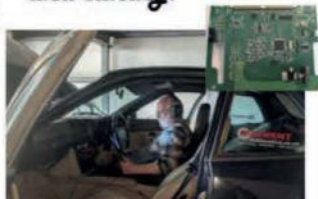


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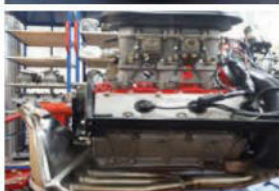
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HEART AND SOUL

Not all Porsches are created equal and not all Porsche buying experiences follow the same pattern. We catch up with Def Leppard guitarist, Vivian Campbell, and explore the story behind his personalised 991 Gen II GT3...

Words **Dan Furr** Photography **Chris Wallbank**

Buy with your head, not with your heart. That's what we're told, isn't it? Well, yes, and this advice may well be easy enough to observe

if you find yourself shopping for a car to serve simply as a means for getting from A to B, but unless you're on the hunt for a Cayenne or Macan, it's unlikely you're buying a Porsche with a focus on the weekly shop, the school run or carting dogs for walkies. Porsches are more than lumps of metal to take care of commuting (although it should be noted, even the most mundane of motoring feels special in a Stuttgart-crested sports car). These machines have a spirit. They feel special. They get under your skin. As a consequence, it's easy to dismiss the rules you'd apply to the purchase of a 'regular' car when buying a Porsche.

This applies even to those who have plenty of practice in the art of acquiring four-wheelers from Zuffenhausen. Take Def Leppard and Last in Line guitarist, Vivian Campbell, as a case in point. Across the course of the past few issues of *911 & Porsche World*, we've showcased a selection of cars from his carefully curated collection, including his 1956 356 Type 1 coupe, 1958 356 Type 2 Speedster, 1967 911 S, 2004 996 GT3 RS, 2011 997 GT3 RS and his 2016 991 GT3 RS. He's also the proud owner of a 997 GT3 RS 4.0 and has not only a Singer Vehicle Design 964 restoration in build, but also an Emory Motorsports 356 Outlaw due for completion in the coming months. All were considered purchases, and though the custom trim of his 2018 991 Gen II GT3 could well be described as a masterclass in restraint,

the process of personalisation was very much driven by emotion.

"I remember the day vividly," he tells us, fresh from the latest leg of Def Leppard's current mammoth tour of the world's stadiums. "It was 25th August 2017, my fifty-fifth birthday. The second-generation 991 GT3 had been unveiled at the Geneva Motor Show six months earlier. I was keen to secure a built slot, which I soon discovered was like pulling teeth unless you were prepared to pay crazy money above list price. Despite the fact I was living in Los Angeles, staff at

coupled with the fact it was my birthday, encouraged me to throw caution to the wind and specify the car exactly as I wanted it, no compromise, and certainly no concern for the cost of extras."

The bad news concerned Viv's health. In March 2013, he was diagnosed with Hodgkin lymphoma, an uncommon form of blood cancer, where the body makes too many lymphocytes (white blood cells), causing the immune system to work inefficiently. According to Anthony Nolan, a registered charity established to save and improve the lives of people

with blood cancer and blood disorders, around 2,100 people are diagnosed with Hodgkin lymphoma in the UK every year. "I was quite naïve about my condition," Viv admits. "I began

a six-month course of chemotherapy and lost all my hair, but I reasoned this was the beginning and end of the situation. I reckoned I'd be able to return to normal life as soon as the treatment ended. My oncologist was less optimistic. He was right to exercise caution, as demonstrated when later scans revealed the lymphoma had returned."

BACK AT IT

Another round of chemotherapy followed. "That didn't work, either," Viv sighs. "Consequently, I engaged in hardcore chemo in readiness for a stem cell transplant." In short, the treatment involves replacing blood stem cells with new, healthy stem cells from a suitable donor. Thereafter, the new stem cells will attach to the patient's bone marrow (a process referred to as engraftment) and start to make new blood cells. The success of a stem cell transplant is influenced by a variety of factors, including the patient's general health, but due to today's better understanding of

SUMPTUOUS MAHOGANY HIDE FOR THE LOWER DASHBOARD, DOOR HANDLES, CENTRE PANEL, SEAT BOLSTERS AND HEAD RESTS

Porsche Centre Columbus, Ohio, were hugely helpful and managed to get me a place in the queue. The only downside was the wait for the factory Paint to Sample window to open, something I was keen to exploit."

An invitation to meet with Porsche Cars North America's Vehicle Personalisation and Accessories Manager, Philip Mauney (now the company's Senior Manager of Experimental Marketing), followed. The meet took place at Porsche Experience Centre Los Angeles and gave Viv the opportunity to not only look at a selection of Paint to Sample colours, but also to evaluate the custom interior options available for his new GT3. "I knew I wanted the car finished in Irish Green," he confirms, "but I hadn't decided on any other elements of personalisation. Philip kindly spent the day showing me leather samples and discussing various options for individual equipment. My visit came hot on the heels of unwelcome personal news. This,

Facing page Viv took delivery of his personalised GT3 in 2019, despite placing his order in 2017



what makes a good match, plus ongoing development of improved treatments, recipients are generally living longer than ever before.

As you've probably guessed, the bad news immediately preceding Viv's visit to Porsche Centre Los Angeles concerned his stem cell transplant. "My doctors told me it hadn't been successful," he sighs. As a reaction to this bombshell, he was determined to tick a stack of boxes when it came to configuring his GT3. Consequently, the car was specified with extended leather, comprising sumptuous Mahogany hide for the lower dashboard, door handles, centre panel, seat bolsters and head rests, which are embossed with the Porsche crest. The door cards and rear quarter panels were optioned with a mix of Mahogany and soft black leather. The same treatment was lavished on the storage bin lid.

Irish Green was carried over from the exterior to various cabin components, including the air vent housings. The car's carbon-fibre buckets, meanwhile, were specified with Pepita 'houndstooth' inserts. On each side of the body, the Porsche logo features in bright yellow lettering, sandwiched by light grey stripes. Rounding out the updates, the sill kick plates are finished in brushed aluminium and illuminate in a fetching shade of green (option 3630-76, fact fans).

"It took what seemed like forever for

the car to arrive," Viv recalls. In point of fact, despite being ordered in the summer of 2017, his GT3 ended up being a late 2018 build, delivered early 2019. Negative news concerning failure of the stem cell transplant obviously had him gagging to get behind the wheel, but notwithstanding huge demand for the 991 Gen II GT3, the Special Wishes options he'd selected lengthened the build timeline. The delay was, however, worth the wait. "Of all my Porsches, this is the car I'll keep for as long as I'm alive," he grins.

It's easy to see why he's so

enthusiastic about the gorgeous green machine. Following on from the first-generation 991 GT3, the Gen II version received significant changes, allowing for a 9,000rpm redline from the GT3 R-derived four-litre flat-six, which generates a purposeful 493bhp and 339lb-ft torque in standard trim and delivers noticeably improved throttle response. The model's rear wing is almost an inch taller than that of its predecessor and hangs further back, creating enhanced grip by way of what Porsche claims is a massive twenty percent increase in downforce.

Above Driving his GT3, Viv has matched the lap times he set with his PDK-equipped 991 GT3 RS

Below On stage with Def Leppard in Mexico City earlier this year



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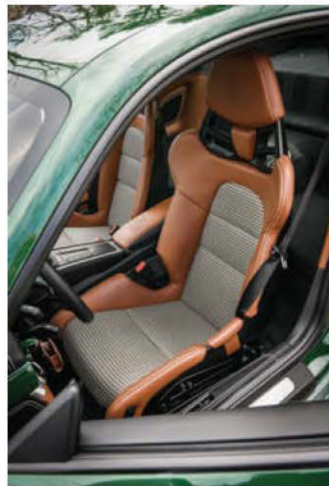
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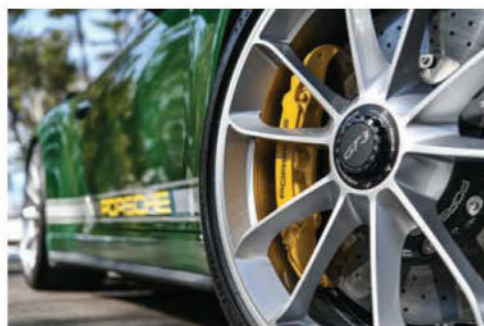
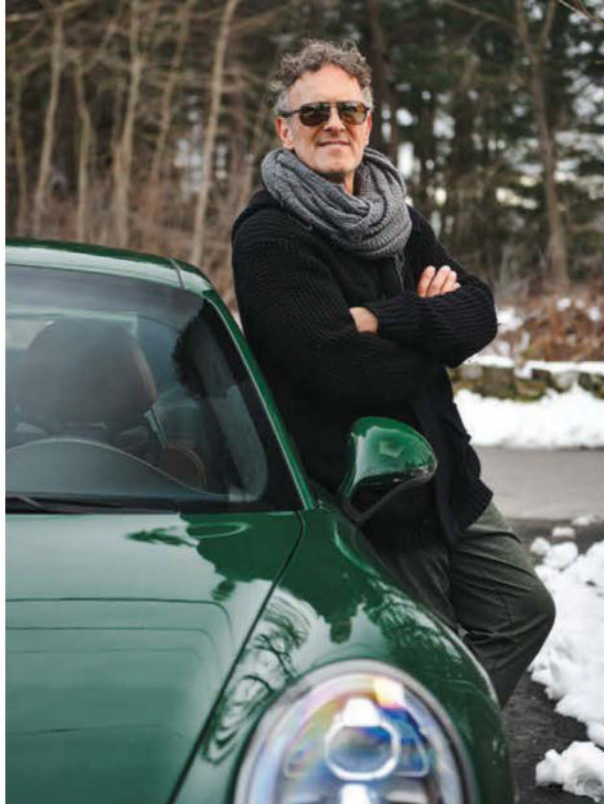
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Above Of all Viv's 911s, this is the one he'll never part with

Facing page Special Wishes options include pairing Irish Green paintwork with gorgeous Mahogany leather, which is joined by Pepita bucket seat inserts

Changes to the 991 Gen II GT3's suspension were roundly celebrated by the motoring press, but the reintroduction of manual transmission (absent from the first-generation 991 GT3) excited 911 enthusiasts more than any other menu items. "In Los Angeles, a car like this is ideal for taking on empty canyon roads with long sight lines, which I enjoyed prior to relocating to New Hampshire," Viv tells us. "Here on the eastern seaboard, my 911s are used almost exclusively on trackdays, not that I ordered my Irish Green GT3 with circuit action in mind — by the time of my meeting with Philip, I already owned a couple of Rennsports. That said, I've driven this GT3 at my local track and I'm pleased to have been able to match the lap times I set in my PDK-equipped first-generation 991 GT3 RS. Even so, I'd shed more tears if I had an accident in the GT3. For this reason, plus being acutely aware of the fact I push harder every time I take one of my cars to a track, I don't anticipate punishing the GT3 any more than I already have."

Doctors suggested aggressive radiation treatment as an available follow-on from the failed stem cell transplant, but Viv was far from eager. "Instead, I joined a trial for a then new experimental immunotherapy drug named pembrolizumab, now sold under the Keytruda brand. Designed

to treat cancer of the lung, neck, head, stomach, breast and cervix, the drug also treats melanoma and Hodgkin lymphoma. I was an early candidate for

using Keytruda for a long time and it has begun to lose its efficacy. As a result, from November of last year to April of this year, I've been on a cocktail of pembrolizumab and chemotherapy."

He has a fresh round of scans scheduled to take place not long after this issue of 911 & Porsche World goes to print. "The

THE REINTRODUCTION OF MANUAL TRANSMISSION EXCITED 911 ENTHUSIASTS MORE THAN ANY OTHER MENU ITEMS

trial. Thankfully, the treatment worked very well. I'm lucky insofar as my cancer was diagnosed early, meaning I haven't been playing catch-up at any point while living with this condition — I've been able to manage the illness on my terms. Moreover, Hodgkin lymphoma is a form of cancer which tends to respond well to treatment. Be that as it may, I've been

biggest problem has been how treatment interferes with my busy work schedule," he continues, strikingly matter-of-fact about his situation. "I'm in two touring bands, both engaged in regular studio work. When I'm feeling tired or nauseous after chemotherapy, it can be difficult to do my job. Fortunately, for the most part, I've been able to schedule the treatment





itself around tour dates, which has been hugely helpful.”

As the process of ordering his GT3 illustrates, cancer has given Viv a new outlook on life. “I remember

how anxious I was buying my first Porsche,” he remembers, referencing the Grand Prix White 964 Carrera 2 he bought not long after joining

Def Leppard in 1992. “It wasn’t a new 911, but I still considered it a car commanding a considerable sum of money. Having said that, the 964’s asking price was eclipsed by the cost of my first new 911, a purchase which made me very nervous. I also felt apprehensive when paying for my first Porsche GT car. Following the proverbial kick in the balls from news concerning my failed stem cell transplant, however, when it came to tailoring my Irish Green GT3 to personal preference, I was totally cavalier in my approach. I wanted this 911 to be perfect. To hell with the cost!”

JOURNEY OF DISCOVERY

Though the updates applied to the car are purely cosmetic — Viv’s Paint to Sample 997 GT3 3.8, on the other hand, features a wealth of engine and chassis upgrades courtesy of technicians at BBi Autosport in Huntington Beach,

California — this is every inch an utterly awesome GT3. “I need to get out and find a selection of great driving roads where I now live,” he shrugs, acknowledging how all other 911s on

roll following recent recommissioning at Seacoast Specialist Cars, the independent Porsche maintenance and repair shop showcased in last month’s issue of *911 & Porsche World*.

A 911 not homologated for sale in the United States, the 996 GT3 RS is seldom seen in this part of the world and therefore garners special attention.

Of course, having the luxury of jumping between one amazing 911 and another is an enviable position to be in. Deciding which Porsche to take for a spin can therefore only be a matter of the heart. ●

HIS 996 GT3 RS, BOUGHT IN 2021 BUT YET TO BE DRIVEN IN ANGER, IS NOW READY TO ROLL FOLLOWING RECENT RECOMMISSIONING

his fast fleet are used hard at the track, but how the green machine’s future is to be played out on the public highway. “If I don’t, there’s a good chance I’m not going to be putting many miles on this Porsche. I’m fairly new to the area and heavy touring means I haven’t yet had the opportunity to go exploring.”

Def Leppard hits the road again in early August, continuing the band’s world tour with a string of dates across the USA before Viv teams up with his Last in Line bandmates and plays a series of rather more intimate shows throughout September. Audiences in Japan and Australia await the Leppard crew in November. In between, we hope Viv finds the time to stretch his GT3’s legs on New Hampshire’s rural twisties, although the green wide monster has stiff competition for his affections — his 996 GT3 RS, bought in 2021 but yet to be driven in anger, is now ready to

Above and below
Viv is looking forward to exploration of New Hampshire’s many rural backroads



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DISH OF THE DAY

Currently celebrating its tenth anniversary, Nottingham-based Cavendish Porsche is an independent marque specialist with all the right ingredients...

Words and photography Dan Sherwood

When it comes to reasons for celebration, anniversaries are up there with the best

of them. And for Nottingham-based Porsche specialist, Cavendish Porscha, ten years in business is cause for

rapturous applause, mirroring festivities in February 2013, when the firm took occupancy of its premises in Long Eaton. "Originally, I planned to trade from Cavendish

Bridge, which is a small village straddling the River Trent between Shardlow and Castle Donington in Derbyshire," says fifty-four-year-old Simon Petty, Cavendish Porscha's founder and Managing Director. "Unfortunately, the deal for the workshops I'd agreed to occupy fell through at the last minute, meaning I had to find new premises. The company was already registered as Cavendish Porscha, a direct reference to the intended site of operation, but rather than start over, I decided to stick with the name, even after securing a workshop some five miles northeast of Cavendish Bridge."

You might notice the spelling of the company name is now different to when

Simon first opened for business, an anomaly driven by Porsche's litigation team informing him of its enthusiasm for vigorously seeking prosecution in relation to any unauthorised use of the Porsche name. "It happened about three years into trading," Simon sighs. "I now know Porsche isn't particularly enthusiastic about anyone using its

our workshop and see a classic 911 on one ramp and a new GT3 on another. We have a wealth of knowledge and experience working on water-cooled and air-cooled engines. We're also well-known for gearbox rebuilds." He's keen to stress his team caters for more than just the 911, though. "Our customers own a wide variety of Porsches, including

Boxsters, Caymans, transaxle models and SUVs. It really is a broad church."

Cavendish Porscha's frontman cut his teeth in the motor trade in 1987, when he

THE GUYS AT CAVENDISH PORSCHA HAVE MADE SURE THE PORSCHE COMMUNITY IN THE MIDLANDS HAS A TRUSTED REPAIR SHOP

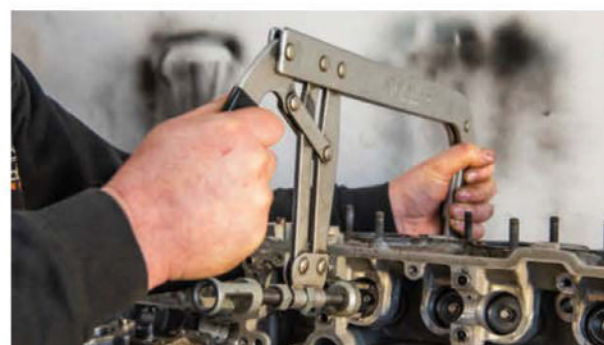
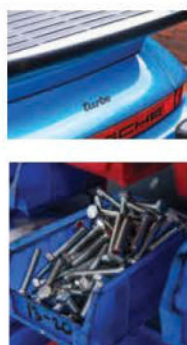
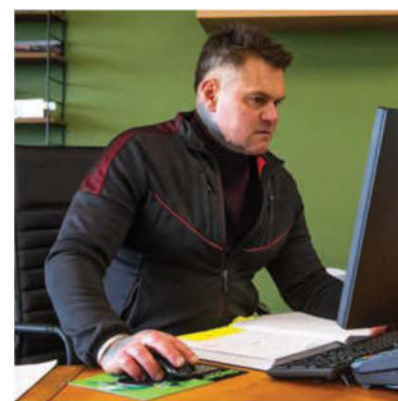
name or crest without consent. The good news, however, is that with a little creative licence, you can avoid an expensive legal battle, as demonstrated when I swapped one vowel for another and Cavendish Porsche became Cavendish Porscha."

Whatever the name above the door, the guys at Cavendish Porscha have made sure the Porsche community in the Midlands has a trusted repair shop to carry out all manner of work on all ages of Stuttgart-crested sports car. "We specialise in the servicing, maintenance, repair and MOT testing of all models and generations of Porsche," Simon continues. "It's not unusual to walk into

embarked on a Youth Training Scheme (YTS) apprenticeship after gaining a qualification in Motor Vehicle Technology at Nuneaton College of Art and Technology. "I was eighteen years old," he explains. "I'd always had a passion for cars. An apprenticeship at Birmingham's TVR and Maserati specialist, BLE Automotive, was a gateway to working on the kind of sports and luxury cars I'd long admired. Importantly, I got my first taste of the Porsche marque at the same time." Although his day job was primarily spent up to his elbows in either Blackpool's raucous rides or luxury Italian exotica, Simon's weekends were spent spanning race-prepared 911s owned

Facing page
Cavendish Porscha occupies two units housing a total of six ramps, as well as a dedicated engine build room, offices and a waiting area

Below The company's workshops are in Long Eaton and serve owners and enthusiasts across the Midlands





by BLE's duo of motorsport-addicted owners. Specifically, they competed in the Pirelli Cup Challenge. "One of the guys raced a Carrera 3.2 Clubsport, while the other raced a Carrera 3.0," Simon remembers. "Along with some of the other technicians at BLE, I would prepare the cars for action and attend race meets, where I served as a mechanic and support crew member. This role gave me a great insight into the workings of Porsche products. Before long, I was hooked on the brand."

ROYAL CALLING

His newfound addiction to the world's favourite sport car manufacturer was soon satisfied when, just a year later, in 1988, a new Porsche main dealer, Monarch Cars, was opened in Little Aston, a short distance from Simon's hometown of Tamworth. Needless to say, he wasted little time in applying for an apprenticeship at the new firm.

"My application was successful, leading me to work my way up through the ranks of the business across the following two decades," he explains. "I was always concerned with the workshop side of things and, for many years, I was very much hands-on with customer cars. As time went on, however, I progressed to the level of workshop controller, which meant I was

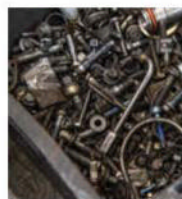
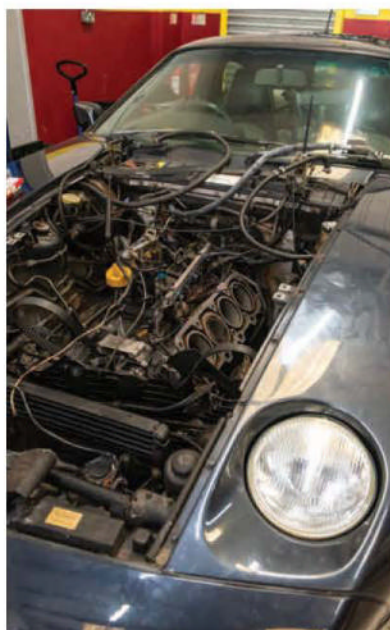
managing logistics, quality control, stock ordering, workflow and client liaison. By the time I left the Monarch Cars in 2008, I had solid understanding of not just the cars, but also how to run a successful Porsche garage."

Owning and running his own workshop was the objective. Before achieving his goal, however, he wanted to gain experience outside of Porsche's main dealer network, thereby getting a taste of what an independent marque specialist could offer enthusiasts and how such a

concern operated. "I spent the next five years working as a freelance technician for various Porsche indies, including Ramus Porsche in Birmingham and Motors in Motion in Worksop, learning what I could about how each company operated, all the while saving money to invest in my own venture."

Since opening the doors of a single unit situated on Long Eaton's Gainsborough Close industrial estate, Cavendish Porsche has grown from strength to strength. "When I

Above and below
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established the company, it comprised myself and technicians, Howard Noble and Sam Skeritt, who is still with the firm today. Back then, I was on the tools a lot more than I am now, but I found it hard to manage the demands of the business, such as dealing with customer enquiries, ordering stock and working on the cars themselves. That said, as difficult as it was to juggle different roles and responsibilities, meeting the challenge gave me the grounding I needed to take on the adjoining unit, which I leased two years after opening. Put simply, we had a huge amount of work and needed the extra space." Cavendish Porsche occupies both units to this day.

The main workshop comprises five two-post ramps, as well as a separate room dedicated to engine rebuilds. There's also a veritable Aladdin's cave of used Porsche spares ideal for getting cost-conscious owners out of a scrape or when a brand-new component is out of stock. "Obviously we pride ourselves on the quality of the work we carry out, which involves using predominantly new

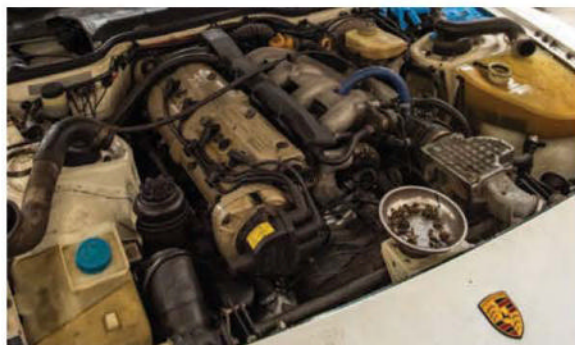
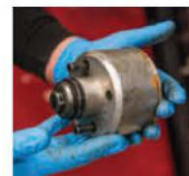
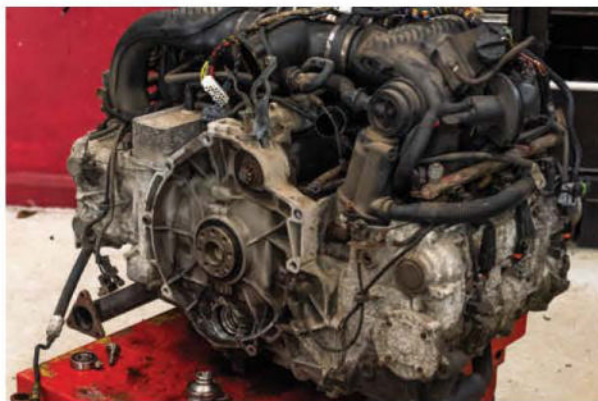
Porsche parts from reputable suppliers, such as main dealers and independent retailer, Design 911," says Simon, "but having a wealth of used spares on site is hugely helpful. For example, if a customer's car urgently requires a random clip, pipe or sensor, or even a full exhaust or major engine component, such as a cylinder head, we can often offer a cost-effective alternative solution

to a brand-new part, saving the car's owner both time and money."

Cavendish Porsche's second workshop houses a single four-post ramp and a state-of-the-art four-wheel laser alignment machine. It is also home to Simon's office and a recently re-vamped customer waiting area, complete with leather sofas and only the finest Porsche periodicals. Ahem.

Above and below
Ongoing demand for Cavendish Porsche's services remains strong, with customers facing a seven-week wait for appointments





Above The firm is currently celebrating its tenth anniversary of trading following Simon's time working in various roles at a main dealer and as a freelancer for various Porsche indies

"My intention was to offer Porsche vehicles for sale, but we try to focus solely on maintenance and repair services, with only a few customer cars sold on a sale or return basis," Simon explains. "Even working six days a week, we're simply too busy running the workshops to add a dedicated car sales arm to proceedings."

And busy they are. Currently, if you want your car serviced or repaired by Cavendish

Porscha, you're looking at a seven-week wait, such is the volume of work already on the firm's books. This is largely due to demand placed on Simon and his team by many of the independent luxury and sports car sales outlets located in the Midlands. Indeed, brands such as Baytree Cars, Sagitta Automotive and Auto 100 rely on Cavendish Porscha to meticulously inspect, service and prepare the Porsche-badged offerings in each company's ever-changing portfolio of vehicles for sale.

"As much as I try and stay away from the workshop in order to concentrate on running the business, I get my hands dirty when time constraints demand I do so," Simon reveals. "Having an extra pair of hands on the tools helps with workflow when we are at full capacity.

Besides, I really enjoy getting stuck in from time to time."

With the exception of bodywork and paint, which Simon sub-contracts out to a trusted local specialist, Cavendish Porscha is equipped to carry out practically any kind of work on your

DEMAND PLACED ON SIMON AND HIS TEAM BY MANY INDEPENDENT LUXURY AND SPORTS CAR SALES OUTLETS

Porsche, including the installation of performance upgrades. "We have the all the latest Porsche diagnostic equipment. Also, with the specialist Porsche tooling at our disposal, there's very little we can't do in-house," he explains. "This allows us to offer similar workshop facilities to those you would find at a main dealer, but with the bonus of lower labour rates, which are bolstered by fixed-priced servicing. We are also in possession of three courtesy cars, which are available to customers as and when required."

Cavendish Porscha specialities you won't find at your local Porsche Centre are the build of 911 backdates and unique hard-edged Outlaws. "We enjoy some of the more radical projects our customers ask us to get involved with," Simon beams. "As a case in point, in

2020, we were tasked with building an Outlaw 964 for Jamie Barnett, one of our long-standing customers. As a huge Porsche fan with a big fleet of cars, he wanted a unique 911 capable of standing out in a crowd. We put together a 964 with big brakes, Bilstein B16 suspension,

magnesium RS wheels, a ducktail spoiler and a stripped interior with full roll cage and bucket seats. Quite the machine."

Other projects the Cavendish

Porscha team has worked on include the nut and bolt restoration of a 1967 short-wheelbase 911, a 964 transformed into an F-series replica and a 1968 short-wheelbase 911 converted to long-wheelbase specification and powered by a three-litre flat-six from a 911 SC. "Whether it's a coveted classic, a bespoke backdate or one of Porsche's modern marvels, as long as the Stuttgart crest is on the nose, we're more than happy to work on whichever car a customer presents to us," Simon says, enthusiastically. "A decade into trading, we're confident our skills, knowledge and ongoing passion for Porsche means Cavendish Porscha will continue serving fanatical marque enthusiasts for at least another ten years to come." That's what you call a recipe for success. ●



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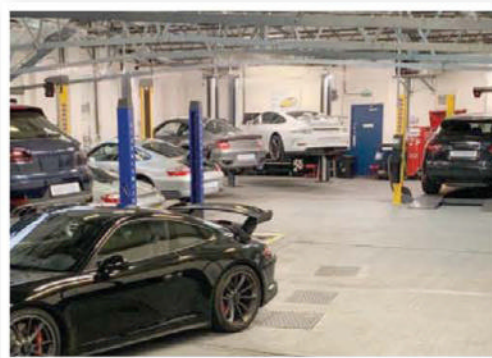
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YOUR FIRST PORSCHE

996 TURBO

When compared to earlier and later 911s making use of forced induction, the 996 Turbo represents one of the Porsche's scenes best buys...

Words Dan Furr and Johnny Tipler Photography Matt Woods



More than twenty-five years have passed since the 996 debuted, yet talk of the model's radical departure from previous 911 architecture fails to quell. Arguments for and against the first water-cooled Neunelfer rage on, but whichever side of the fence you find yourself sitting, there can be no doubt regarding the merits of the 996 Turbo, a model respected as one of the best production sports car of its era.

Equipped with four-wheel drive and a 3.6-litre, twin-turbocharged, dry sumped,

water-cooled flat-six, the 996 Turbo is no slouch, but where previous turbocharged 911s were considered aggressive, the 996 Turbo feels altogether more refined. Yes, you get 414bhp and 415lb-ft on tap, and anyone thinking about buying a 996 Turbo will almost certainly be aware of the fact this particular boosted Porsche makes use of a flat-six with a direct link to Porsche's GT1 racing programme, but with the arrival of the 911 GT3, the 996 Turbo felt more of a grand tourer in stock trim, even if it was capable of delivering monstrous pace.

Emphasising the 996 Turbo's superb cruising potential, the model was offered

with either a six-speed manual or a five-speed Tiptronic transmission. Both options proved popular, meaning it's worth holding out for the right car — there are plenty of available examples to choose from. Those of you able to exercise patience may even be rewarded with the opportunity to buy a 996 Turbo kitted out with Porsche's desirable X50 performance package, comprising larger K24 turbochargers, updated ECU software, revised intercoolers and a strengthened gearbox. Introduced in 2002, the X50 option bumped power to 444bhp.

Eighteen months later, 911 fans looking for a combination of a turbocharged flat-six



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and open-air motoring were offered the 996 Turbo Cabriolet. The first model of its kind since the 964 Turbo Cabriolet in 1989, the newer 911 proved to be a big hit, encouraging Porsche to release the Turbo S in both coupe and cabriolet formats for the 996's final stint of production. More or less a 996 Turbo with an X50 performance package as standard, the Turbo S also featured upgraded audio gear, model-specific cabin trim and super-effective Porsche Ceramic Composite Brakes (PCCB).

Unlike earlier and later force-fed 911s, the 996 Turbo represents

something of a bargain on today's used car market, arguably as a result of negative press concerning the 996 Carrera's mechanical robustness. Tarring the Turbo with the same brush is a mistake, but one which has kept ownership of a 911 equipped with forced induction accessible to those working with a modest budget — a Tiptronic 996 Turbo Cabriolet can be yours for less than thirty grand. That's a huge amount of Porsche for the money.

Across the following pages, we highlight what you need to be aware of when shopping for a 996 Turbo.

IDENTITY AND SERVICE HISTORY

As ever, let's address the basics first. The 996 Turbo you're looking at should display a matching Vehicle Identification Number (VIN) on its V5 registration document and on the identification stamp located under the battery compartment cover. The VIN is also visible on the base of the windscreen (passenger side) and on the label stuck to the driver's door jamb..

Elsewhere on the V5 document, you'll see the engine number. Unless you've got the car on a ramp, this will be difficult to spot in the metal, but it's located on the bottom of the engine. You might be able to see it with the aid of a flashlight if the car is on the ground and you get on all fours.

Spend a couple of quid at mycarcheck.com, where you can download a history report outlining any insurance claims, change of registration number, recorded mileage and whether there's any outstanding finance on the car. You should also enter the vehicle's details into the DVLA's free-to-use MOT history database, which can be found at bit.ly/dvlamot. The service will return all test passes, failures and advisories registered as far back as electronic records are stored (which is helpful in identifying any ongoing mechanical or safety issues). If you have the V5 document number at your disposal, you can even see which test centre carried out the inspection.

Damage may have been inflicted upon any 996 Turbo driven in anger, so check panel gaps are straight. Look for signs of mismatched colour and don't be afraid to ask questions. You might be eyeballing a Porsche which has simply been tapped with a trolley in a parking lot, but then again, the car might have been stacked into a tyre wall at a race circuit. Either way, Porsche body repairs shouldn't be done on the cheap. Ask to see receipts relating to the work, if applicable. A paint thickness gauge will help you to determine if you're looking at quarters full of filler.

Full service history, ideally accompanied by invoices for any work undertaken, is desirable when buying any used 911. These cars should be maintained by specialists with depth of model knowledge. General service garages are not likely to know the ins and outs of the 996 Turbo's mechanicals. Moreover, servicing at a general garage is a clear indication the seller (or previous owners) has probably skimped on spend, meaning the car is unlikely to have been cared for correctly. Lack of Porsche Centre or trusted independent specialist stamps in the service book will likely cause you problems come resale time. It is far better for you to buy a 911 which has been looked after by businesses well-versed in the care of these cars.

Pay special attention to the most recent paperwork in the car's history file. This should indicate which jobs are imminent, affording you the opportunity to negotiate a lower purchase price. Additionally, take advantage of an online VIN decoder, which will provide you with a Porsche-specific build sheet in exchange for a small fee. This document will let you know exactly how the car left the factory, including standard model specification, whether it is a Turbo with X50 kit and/or was optioned with any individual equipment. Your nearest Porsche Centre may be prepared to provide the same information without charge.



EXTERIOR

"We've yet to see a 996 Turbo with heavy bodywork corrosion roll through PIE Performance's workshop doors," muses Chris Lansbury, owner of Suffolk-based independent Porsche servicing, maintenance and sales specialist, PIE Performance. "The metalwork on these cars was fully galvanised at the factory. With the exception of door catches on the earliest of 996 Turbos, rust is rare, but it's worth keeping an eye out for signs of accident damage and poorly executed repairs." To this end, he recommends checking the floor pan, as well as the exterior bodywork. A paint gauge depth reader may prove beneficial in determining whether factory paint remains, although any respray work should be documented in the car's history folder.

Headlamps can discolour. They can also attract surface imperfections through stone chips. Replacement lights are expensive, so consider purchasing a headlamp restoration kit as your first attempt to rectify the problem. Rear lenses can crack. The light clusters are sealed, meaning a full replacement is the only solution.

"If you're looking at a 996 Turbo Cabriolet," continues Chris, "check to make sure the roof fully retracts quickly and without signs of stuttering. Also, test the active rear spoiler, which should raise when the car hits 70mph, but can be manually activated. The part's rams and pump can wear over time. Most owners of affected Turbos don't realise the problem has occurred — you can't see the spoiler in the rear-view mirror." He also recommends buyers remove under-bonnet cowlings and check the bulkhead for signs of damage. "You shouldn't find anything untoward, even on the earliest of 996 Turbos."

ENGINE

The 996 Turbo was launched at the Geneva Motor Show in 1999 and available from 2000, replacing the air-cooled 993 Turbo. The water-cooled Turbo was related to its GT3 sibling by virtue of the hugely desirable (and largely bulletproof) 'Mezger' dry-sump flat-six. This revered powerplant, which is by common consent a much stronger unit than the boxer used in the 996 Carrera and its derivatives, originated in the aluminium-cased flat-sixes powering the 911 Turbo (930), SC and the partly water-cooled 962 four-valve engine, with cylinder heads derived from the 959. It was then engineered — no expense spared — to serve as a 3.2-litre chain-cam twin-turbocharged powerhouse for the GT1-98, winner of the 24 Hours of Le Mans.

It was a bold (if somewhat pragmatic) move to shoehorn a 3.6-litre evolution of this particular six-cylinder engine into the rear quarters of the 996. "Providing oil changes have been carried out regularly and in accordance with manufacturer instruction, the 996 Turbo's engine is generally bulletproof," confirms Chris. "The main concern with these powerplants is the potential for over-revving at the hands of previous owners, where poor gear selection at speed causes the engine to exceed the constraints of the factory rev limiter. The only way to determine if this is the case with the 996 Turbo you're thinking about buying is to link the car's ECU to a genuine Porsche diagnostic interface and examine the provided data."

Service intervals are listed as being every 12,000 miles (minor), 24,000 miles (intermediate) and 36,000 miles (major). Check the car's paperwork to verify these jobs have been carried out in a timely fashion.

"It's not unusual for the 996 Turbo to drink a litre of oil every three thousand miles," Chris remarks, before citing alternators and starter motors as parts known to be problematic. The front radiators are also prone to failure thanks to the large open intake apertures situated in the front bumper. Combined with the Turbo's low ride height, the lack of effective grilles proves irresistible to debris and small stones flicked up from the road by vehicles ahead. These flying missiles can easily perforate



radiators and air-conditioning condensers, while moisture held by leaves and dirt sticking to the parts can cause corrosion to set in, resulting in an expensive repair bill. Fortunately, easy-to-install stainless steel mesh grilles for the 996 Turbo are available to purchase direct from aftermarket manufacturer, Zunsport (visit zunsport.com).

On the road, you'll ideally need an unrestricted Autobahn to really light up the blue touchpaper and head like a rocket ship for the vanishing point, but a 996 Turbo is perfectly good enough for a scenic point-and-squirt, as it were. The Turbo X50, with its short shift, goes amazingly well, of course. Although it eclipses the GT3 in power, the manner of delivery is far less dramatic — you won't necessarily sense the 'aliveness' of the rear-drive GT3. The Turbo X50 does have more to say for itself than a regular Turbo, though, which is relatively muffled. In fact, the X50 version can almost be construed as a lazy 911 on account of it having so much torque and grip, whereas the GT3 is nearly as fast, but you have to use the gears much more. A different animal, in other words. Ask it for a slug of grunt and it delivers with aplomb, prompting a glorious sensation of indomitability.



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TECH: BUYING GUIDE

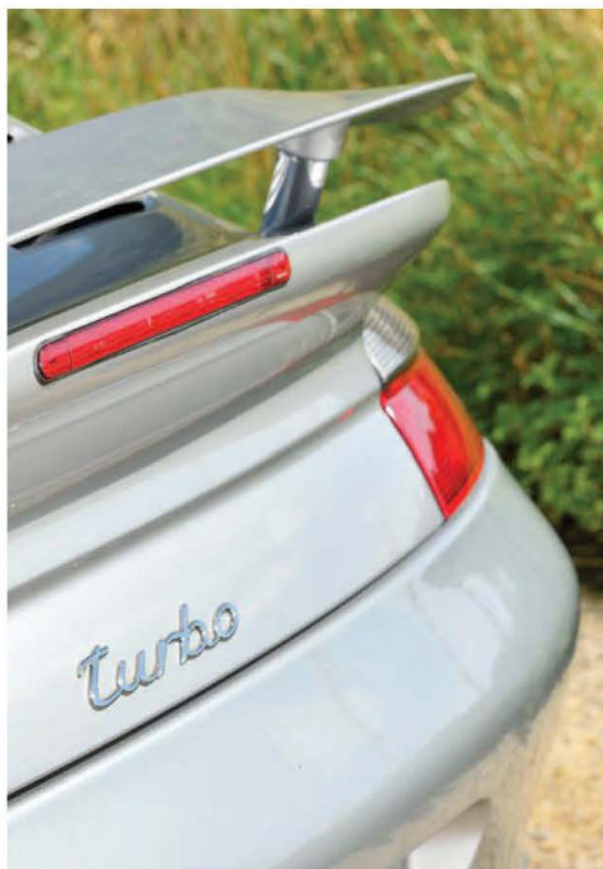


INTERIOR

Aside from bolster wear caused by clumsy drivers climbing in and out of the cockpit, there shouldn't be damage to the hard-wearing upholstery, but have a good poke around to be on the safe side. While you're in the cabin, make sure you test every switch and electrical component. "The climate control system's display screen can fail, causing distorted readings through a loss of digits," says Chris. "Window regulators like to pack up without warning. The fix isn't expensive," he adds, "but a knock-on effect of poorly executed remedial work in this area is a compromised membrane behind the door card." The result is unwanted moisture released into the cabin. The repair can be as simple as re-attaching the door card membrane with silicone, or as involved as fitting a complete new membrane. If the latter, allow £100 for the cost of the part.



By today's standards, the 996 Turbo's in-car entertainment equipment is hugely outdated, although many buyers revere originality. With this in mind, it might be worth considering shelling out for a Porsche Classic Communication Management Plus (PCCM Plus) system, which is essentially an OEM-look double-DIN head unit packed with modern functionality, including satellite navigation, Bluetooth connectivity, DAB+ radio, Apple CarPlay and Android Auto. You'll need to budget around £1,200. This spend gives you not only the head unit, but also a complete fitting kit, although your local Porsche Centre or favoured independent specialist will be able to install the unit for a fee. Our advice? Keep hold of the original head unit and store it somewhere safe — the car's next owner may be a stickler for originality. It's useful to have factory equipment, such as the standard head unit, to include as part of future resale.



BRAKES, SUSPENSION AND STEERING

While Porsches enjoy being used regularly, adding miles contributes to the wear of steering, suspension and braking components. 996 Turbos used at the track are especially prone to deterioration in these areas. Check the car's history file to see when parts were last replaced. If no evidence of replacement bushes can be found, factor the cost into the price you're paying for the car.

You're unlikely to feel much of a difference by fitting one or two new bushes, so consider investing in a complete suspension kit, including fresh dampers, springs, bushes and professional four-wheel laser alignment. This might sound like overkill, but shock absorbers and bushes celebrating double-digit birthdays simply won't be performing at their best. You want your Porsche to feel tight in the twisties, don't you?!

Aftermarket suppliers offer a range of performance parts ensuring you don't have to dig deep at your local main dealer. Bilstein, KW, GAZ Shocks and Öhlins offer various damper solutions, while polyurethane bushes from Powerflex, springs from H&R or Eibach and braking equipment, including pads in a wide range of compounds to suit different driving styles, are available direct from EBC. All parts can be bought under one roof from independent Porsche parts retailer, Design 911. Visit the company's website at design911.co.uk.

The 996 Turbo's compliant ride, fluent steering, easy shift, awesome brakes, sure-footed fourby traction and huge grip around corners combine to provide an easy, almost languid ride. In standard or X50 guise, the 996 Turbo steers very nicely, and the front-drive constituent of the powertrain is not as dominant as it can feel in a Carrera 4 driveline.

Negotiating fast turns, the 996 Turbo bucks and heaves, just like a classic 911, and, to a degree, can be given its head without any wheel-wrestling.

DRIVING IMPRESSIONS

We asked regular *911 & Porsche World* contributor, Johnny Tipler, to sum up the 996 Turbo driving experience. "Sliding into the Turbo's cabin, the electrically adjustable seats quickly locate a favourable driving position," he says. "All the mechanisms, from steering and pedals to six-speed shift and switchgear levers, are precise and brilliantly designed. Steering is fluent into and out of corners. The ride is more relaxed than that of the GT3, as you'd expect. To put it another way, the chassis is less playful, though it's hugely competent, reassuring and confidence-inspiring on country belters. On back roads, of course, the Turbo's towering pace isn't so evident as much as the car's multifaceted ability." And of the 996 Turbo X50? "Hit a dualled section for a short distance, where you can floor the throttle with impunity, and you'll enjoy instantaneous turbocharger kick-in, the X50 squaring its shoulders and hurling



itself forward with the velocity of a howitzer shell. Haul it back down with those ultra-efficient brakes."

On a quick two-lane road, with the Turbo rev-counter reading 4,000rpm in sixth gear, the wow factor kicks in. "The car's power-assisted steering enables total accuracy of line through corners and effortless turn-in to tighter bends, facilitated by unshakable grip from the low-profile rubber and four-wheel-drive traction," Johnny continues. "It's the all-round competence of the Turbo that's the making of it: surfeits of power, finely honed handling and all-wheel drive competence, governed from the supremely comfortable and efficient 996 cockpit. Make no mistake, with or without the X50 beef-up, the 996 Turbo is a truly fabulous car. You forgive the massive road noise because of the performance and handling pleasure this Porsche returns. That's what this car is all about: high-speed touring. Given the dosh, if I was looking for a 911 right now, I would buy a 996 Turbo, no question. Head in the clouds? I don't think so. Four-wheel drive, huge top speed and the brilliant 'Mezger' engine amount to a rock solid investment. The Turbo is far more civilised than a GT3, a characteristic helping determine this to be possibly the safest 911 to swap for your cash right now. It's the unsung supercar hero, awesomely capable, robust and reliable. It's a trans-continental express par excellence. And that engine! What a legacy."

"Only the rear-drive 462bhp 996 GT2 and run-out Turbo S, which was fitted with the 450bhp-aiming X50 performance upgrade kit as standard, are more powerful examples of the 996," he concludes. "In other words, the Turbo is worth investigating if you seek a greater surge factor. And the availability of a full drop-top 996 Turbo is a no-brainer if you're a sun worshipper."



TRANSMISSION AND TUNING

The 996 Turbo's 'Mezger' engine is a strong unit capable of big miles without complaint if treated as the manufacturer intended, but clutches on 996 Turbos with manual transmission can take a pasting. "The slave cylinder can fail," Chris tells us. "It's a complaint you'll be able to detect through pedal creep." Despite this frustrating fault, he doesn't think it enough of a problem to favour Tiptronic over a manual transmission. "Turbos with manual gearboxes are in higher demand, as indicated by their higher values. If you've got enough cash to be able to buy a manual Turbo over Tiptronic, then do so. You'll be rewarded with a more engaging driving experience and you'll have made a far better investment."

The 996 Turbo's manual gearbox can feel on the notchy side, which might make you think a Turbo is less pleasant to use than a GT3, but settle in, 'work' the transmission and you'll find a 996 Turbo can be almost as much of a hooligan as a 996 GT3, but with a bit more all-wheel drive security in the mix.

What about modifying? "It sounds like a cliché, but unless you're preparing the car for track work, I'd recommend leaving everything in standard specification," advises Chris. "Replace worn parts with new components, of course, but the 996 Turbo is such a capable car in factory guise, there really is no need to change anything. That said, ensure alignment is configured for your driving style and the highways you intend to travel along. A 996 Turbo with compromised road manners is a 911 far from fulfilling its role as a capable sports car." ●





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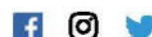
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TRANSMISSION VAMP

Whether you've recently bought a first-generation 997 equipped with Tiptronic S transmission, or you're already in possession of a 997 with PDK's semi-automatic predecessor, changing the gearbox fluid and filter is a straightforward job you shouldn't delay beyond recommended service intervals...

Words and photography **Dan Furr**



Once again, we head to the workshops of Suffolk-based Porsche indie, **PIE Performance** (pieperformance.co.uk), to find out what's involved in the task at hand. Making life easy from the start is a Tiptronic transmission service kit from Porsche parts retailer, **Design 911** (design911.co.uk). Hit the company's website and search for part number 7222770095/3.

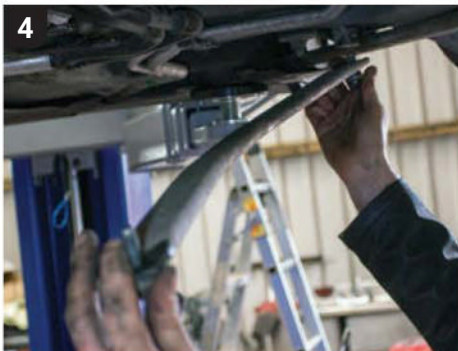


The kit includes the required transmission fluid, gearbox filter, sump gasket, new sump bolts, washers, drain plug and filter o-rings. This comprehensive kit is, in fact, suitable for all Tiptronic-equipped variants of the 996 and 997 with M96/M97 3.6/3.8-litre engines. Begin by raising your 911 in the air. It is important to ensure the car is level, not raised at one end.



3

Make sure the transmission is cold (the gearbox fluid will have collected in the bottom of the sump). Remove the rear undertray, which is held in place by crosshead screws and 10mm plastic nuts.



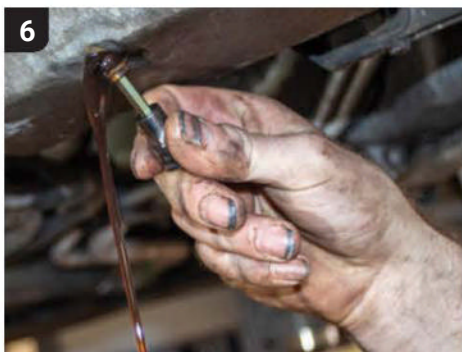
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To drop the gearbox sump, you will need to remove the rear chassis brace. Undo the two 15mm bolts holding it in place.



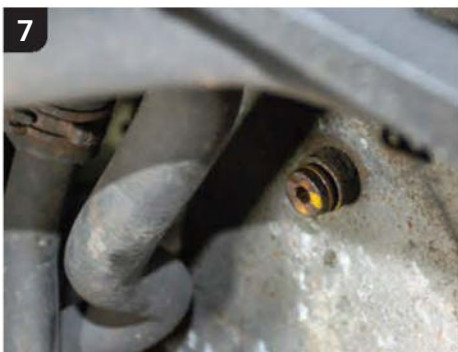
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Put the chassis brace to one side.



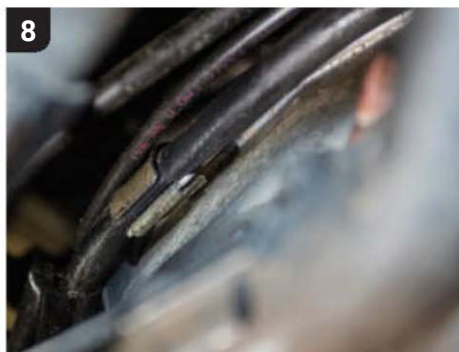
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Put a container capable of containing five litres of fluid beneath the transmission sump and slowly undo the oil drain plug with a 5mm hex socket. Pull the drain plug and washer free of the sump and discard.



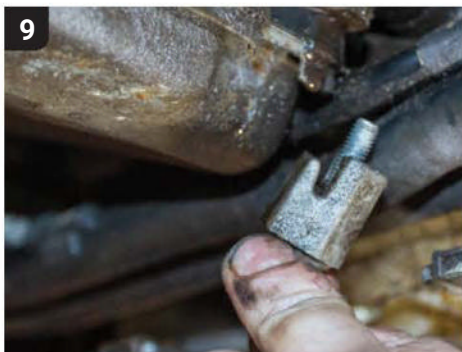
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On the upper nearside of the sump is the fluid filler plug. Crack this open. Doing so will help the sump empty the spent fluid at much quicker pace. Allow all the old fluid to drain into your container.



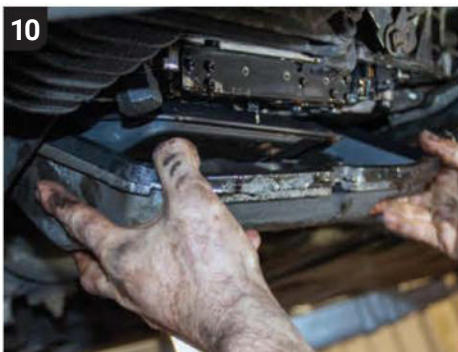
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Gently unclip the wiring running either side of the sump. There are also clips holding wiring in place at the front of the sump. Unfasten the cables and pull them free of the clips.



9

A series of six T30 torx bolts and clamping collars hold the sump in place. Work your way around the sump and unfasten them, one by one. Discard the bolts, but put the collars to one side.



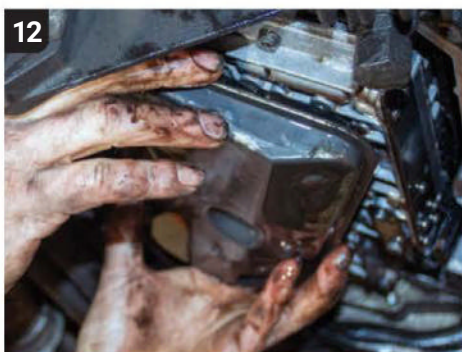
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With the bolts and collars removed, you can now pull the sump free of the transmission case. The old sump gasket may work itself loose. Hold it in place with your thumbs as you pull the sump free.



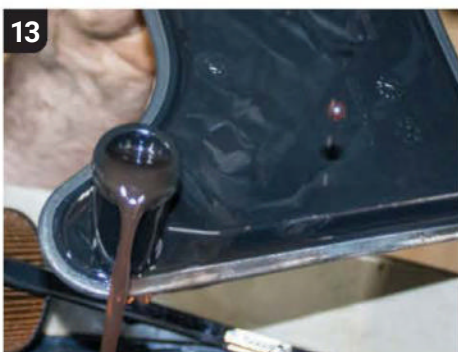
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Be mindful of the fact the sump will likely contain a small amount of old transmission fluid. Tip it into your container. Then, discard the sump gasket and put the sump to one side.



12

You can now pull the transmission fluid filter away from the gearbox. It may require a little persuasion, but don't be too heavy handed. Gentle downward pulling should see the part work free.



13

As was the case with the gearbox sump, the old filter is likely to contain a small amount of spent transmission fluid. Empty into your container and discard the used filter.



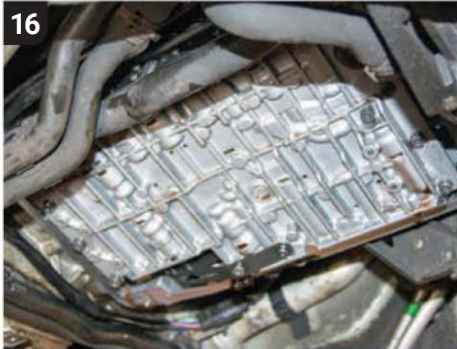
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Thoroughly clean the inside of the sump and the sump magnet with a lint-free cloth, thereby ensuring all traces of old transmission fluid (and any debris caught by the magnet) are gone.

TECH: HOW TO



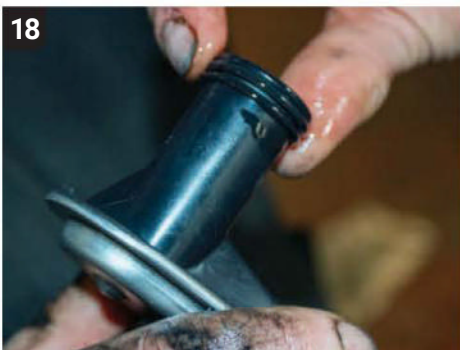
With the inside of the sump now clean and dry, take the new sump gasket and carefully push it into place.



Give the underside of the gearbox casing a clean with your lint-free cloth to ensure old transmission fluid has been removed. A lint-free cloth avoids fibres potentially clogging up the gearbox fluid filter.



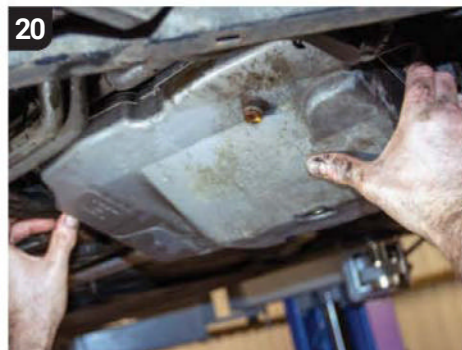
Give the sump clamping collars a good clean to make sure they are free of any dirt.



The filter's o-rings come pre-installed, but rub a small amount of transmission fluid around them to ensure ease of installation and a snug fit.



Carefully push the new filter into its new home. The part will carry its own weight (it is plastic and very light), meaning it is safe for you to let go when you're satisfied it is in place.



Now position the sump on the gearbox casing. Make sure the gasket stays in position and don't trap any of the previously unclipped wiring cables.



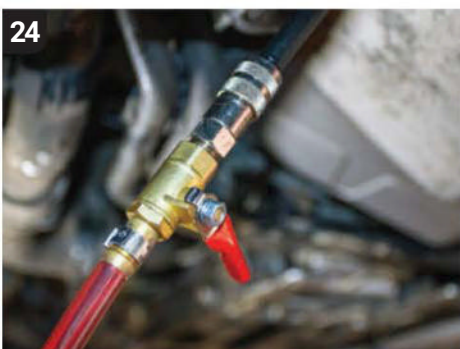
Using the cleaned clamping collars and the new T30 torx bolts supplied with the Design 911 kit, fasten the sump to the transmission case. Tighten each bolt to just 6lb-ft (8Nm) torque.



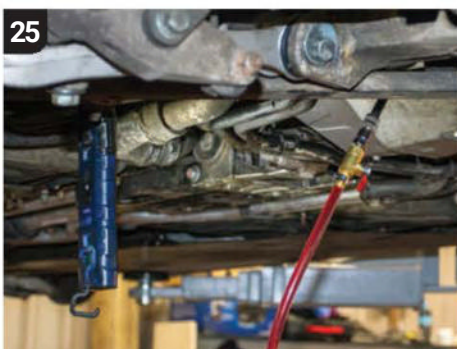
Insert the new drain plug and washer supplied with the Design 911 kit, then screw to 16lb-ft (22Nm) torque, no tighter.



To fill the gearbox, you will need a transmission fluid pump, available from most motor factors and at low cost on Amazon. Fill with the kit's supplied fluid and attach the pump to the gearbox filler.



Pressurise the pump and send fluid to the gearbox until fluid begins to weep from the filler hole. Remove the pump and insert the filler plug. With foot on the brake, start the engine and work through the gears.



Let the gearbox get up to operating temperature and then allow to cool. Open the filler plug, connect the pump and again send fluid until it weeps from the filler hole. Repeat until you no longer need to top up.

THANKS

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DAN FURR

944 TURBO, 997 C4S, 968 SPORT



As documented on previous pages, my 997 has been treated to a gearbox service while I await delivery of a new radiator for my 968 Sport, which still wears damage caused by a weird potato attack.



SEÁN MATTHEWS

996 CARRERA



Delighted to have my car back from the Pennings paint shop in time for this year's highly anticipated Flat 6 show at Goodwood. The car now returns to Pennings for a round of updates.

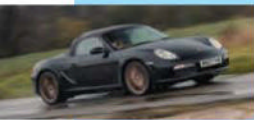


JOHNNY TIPLER

987 BOXSTER S



Pleased with the gains in power and torque from my 987 Boxster's new Cargraphic exhaust system, fabricated by the folk at Phoenix Exhausts in Devon. Time for a holiday in Somerset.



DAN SHERWOOD

996 GEN II GT3



Following my GT3's return to Rindt Vehicle Design (the company I bought the car from late last year), corrective paintwork has begun in the Windsor-based firm's new state-of-the-art paint booth.



CHRIS WALLBANK

981 GT4, 981 BOXSTER S



My GT4 returned to RPM Specialist Cars for removal of rear end swirls and scratches prior to a full-body CarPro CQuartz ceramic coating, which will protect the paintwork for at least two years.



UP TO SCRATCH

Chris Wallbank's 981 Cayman GT4 heads to RPM Specialist Cars for rear-end paint correction and a CarPro Cquartz ceramic coating...



Whilst recently paying a visit to Knaresborough-based Porsche servicing, repair, sales

and maintenance business, RPM Specialist Cars, where my 981 Cayman GT4 underwent a gearbox oil change, I couldn't help but notice the firm provides a paint correction and detailing service, coupled with the option of a ceramic coating. Examples of the company's work in this field were on display in the RPM Specialist Cars showroom — each sales car is subjected to a meticulous paint correction process, resulting in glistening, swirl-free bodywork. 987 Boxsters approaching their fifteenth anniversary looked new!

With this in mind, I requested evaluation of the paint covering panels on my GT4 not guarded by Xpel paint protection film, which was applied to the front of the car by the good folk at Assetti Performance in Ellesmere Port. To my knowledge, the paintwork left exposed was cleaned, but wasn't

machine polished and didn't have a protective coating applied. In certain light, some of the panels featured noticeable marring. I could also detect fine scratches. To my eye, this was the only thing letting the car down.

Under bright lights, RPM Specialist Cars detailing guru, Adrian Johnson, had a good look around the car and could see the swirling I'm referring to. The complaint got worse the further down each panel he looked. I have to say, this was nowhere near as bad as the cosmetic condition of my black 981 Boxster S when I took ownership, but it was still very noticeable and jarred against the immaculate front end.

Adrian has more than thirty years experience in the trade. He was fully trained in the art of machine polishing by Swissvax UK and is now a certified CarPro professional detailer. He recommended I leave my GT4 in his care for a day, thereby allowing enough time for him to bring the paintwork up to a standard he would be happy with.

He began the process with a full decontamination wash, including a pre-cleaner, snow foam, mitt wash

Facing page
Adrian carrying out the various stages of paint correction and application of the ceramic coating





(with two-bucket method) and fallout remover, along with application of a small detailing brush to get dirt out of hard-to-access spots, such as in and around badge lettering.

After the car was dried, he worked his way around the body with a clay bar to remove further contamination. He then retrieved his digital paint depth gauge. Pleasingly consistent readings lead us to believe the car wears factory paint on every panel. Music to my ears!

CUT LOOSE

Adrian informed me working on a test panel is a must before starting any form of polishing. This determines what pad, polish, speed and pressure are needed to achieve the perfect finish. Due to the hard factory paint on most Porsches, a rotary machine polisher and a fairly heavy cut polish is needed to break down the swirled paintwork before moving onto a softer pad and refining the finish. The results can be seen clearly on the rear bumper, highlighted by the 'before and after' shots on this page. Needless to say, I'm over the moon with the results of Adrian's work.

There was a particularly deep scratch requiring light wet sanding before the clear coat was polished back to a smooth and silky finish, but once

has amazing hydrophobic and bug resistance qualities, making future cleaning much easier. This was made clear to me during an effortless first

wash two weeks following application. Additionally, CQuartz offers excellent resistance to chemicals, salt and environmental damage, as well providing excellent protection against ultraviolet light.

My thanks go out to

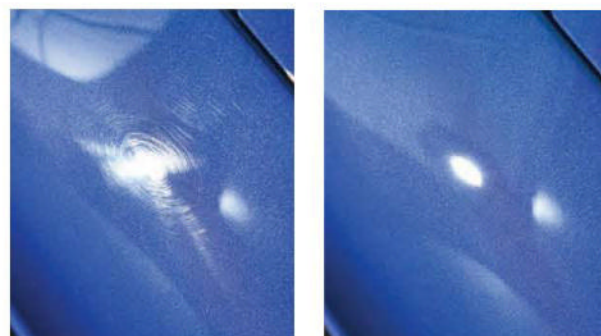
Adrian and the RPM Specialist Cars team for their continued excellent customer service and attention to detail. Visit rpmspecialistcars.co.uk/detailing, where you can find out more about the company's car care services, which include cabriolet hood rejuvenation. ●

AMAZING HYDROPHOBIC AND BUG RESISTANCE QUALITIES, MAKING FUTURE CLEANING MUCH EASIER

fully corrected, there wasn't a swirl or scratch in sight. The car looked like new again. The only thing left to do was the all-important stage of sealing in all Adrian's hard work by giving the car a ceramic coating, including atop the previously applied front-end paint protection film. Ceramic coatings can be more costly than using waxes and sealants, but the resulting paintwork protection lasts much longer.

RPM Specialist Cars uses a CarPro ceramic coating compound named CQuartz. As a leader in car care and nanotechnology, CarPro strives to offer the most complete line of in-house engineered products for all detailing purposes. CQuartz gives protection for a minimum of two years and

Below Before and after shots of the car's rear bumper demonstrate how well RPM Specialist Cars can improve the look of your Porsche



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SEAL OF APPROVAL

With the engine removed from Dan Furr's 997 Carrera 4S, a fresh round of additional maintenance jobs were taken care of before a return to the road...

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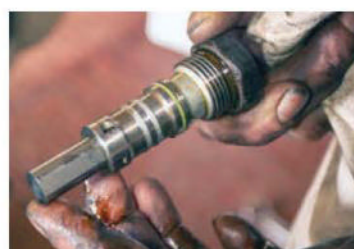
Last month's Furr's Fleet update outlined the bizarre tale of my 968 Sport suffering a smashed grille and a punctured radiator as a result of a head-on collision with potatoes jumping for freedom from an overloaded lorry trailer tipping its cargo mid-corner. To add insult to injury, the car failed its MOT as a consequence of a small leak from a brake flexi hose. By any measure, this was not a good day.

I promised you an update. I'm pleased to report the MOT failure was a relatively simple fix. Porsche parts retailer, Design 911 (design911.co.uk) came to the rescue with a new brake flexi hose, while Huntingdon-based general repair shop, SOS Automotive (sos-automotive.com) deployed a Time-Sert insert to repair what proved to be a threaded caliper.

The story about how this fault came to be (not under my watch) is for another day, suffice to say I refitted the caliper and hose assembly, bled the brakes and there is no longer a leak. Job done. To be honest, considering the hose wasn't fully screwed home, I'm amazed the leak didn't occur sooner.

As for the damaged front grille, a genuine new Porsche part sourced through Design 911 landed on my doorstep not long before I sat down to write this update. And, by the time you read these words, I will have taken delivery of a high-performance radiator, twin-fan and shroud kit from CSF. Expect to see a fitting guide in a forthcoming issue of *911 & Porsche World*.

As for my 997 Carrera 4S, you'll know the car was at the workshops of Suffolk-based marque specialist, PIE Performance, having its engine



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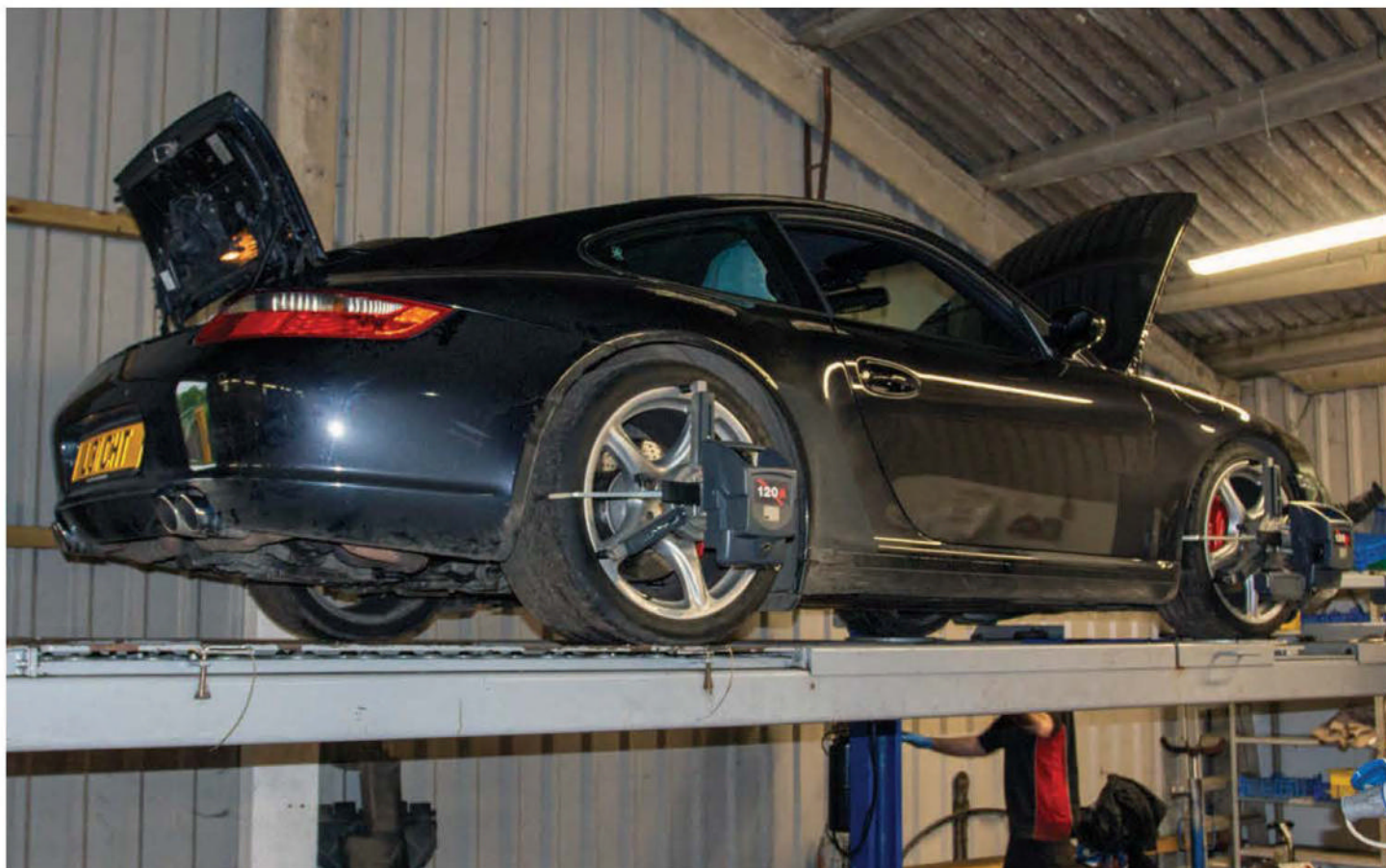
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removed in order to extract a snapped engine mount bolt. Extra work included replacing the front coolant crossover pipes, a gearbox service, new air-oil separators, new coil packs, new engine mounts, a new propshaft donut bush, a new header tank, fitting of a Spyder Performance low-temperature thermostat, new anti-roll bar bushes and installation of new rear lower arms. Additionally, as the images on these pages illustrate, the engine was separated from the gearbox to facilitate the fitting of a new rear main seal and a new intermediate shaft bearing seal. I should stress, there was no leak to speak of, but PIE Performance boss, Chris Lansbury, reasoned now was a good time to fit the seals as a preventative maintenance measure. Once again, the parts were sourced through Design 911's excellent online store.

FILTER THROUGH

Obviously, with removal of the engine and replacing of the front coolant pipes (work to be showcased in a forthcoming issue of *911 & Porsche World*) came dumping of the car's fluids. When the engine was bolted back into its natural habitat and it was time to fill the unit with fresh oil and coolant, I took the

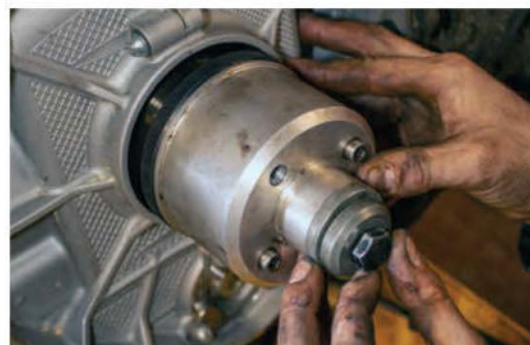
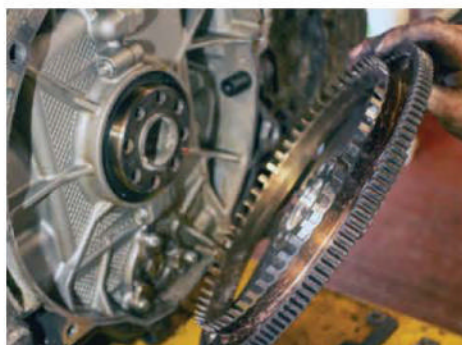
opportunity to throw a K&N high-flow Performance Gold oil filter (order part number HP-7011 from knfilters.co.uk) into the mix. The American brand's oil filters are engineered to the same rigorous quality standards as its world-famous air filters and feature high-flow filter media to ensure outstanding oil filtration. Fitting a K&N oil filter won't make the car any quicker, but it's good

to know its oil filter will be delivering premium efficiency. Incidentally, the K&N part is significantly cheaper than a genuine Porsche oil filter.

With my 911 back in one piece and its air-conditioning system re-gassed, it was time to roll the car onto PIE Performance's wheel alignment ramp for adjustment before heading home. My road report follows next month. ●

Previous spread
The M97 flat-six and Tiptronic gearbox await surgery

Below Removal of the old rear main seal and installation of the new part using a bespoke tool to ensure pinpoint accuracy

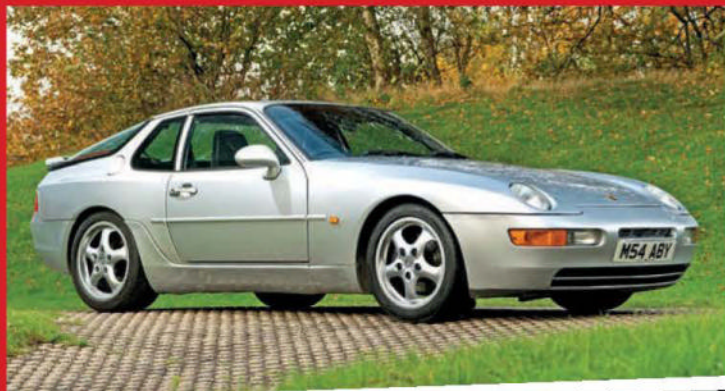


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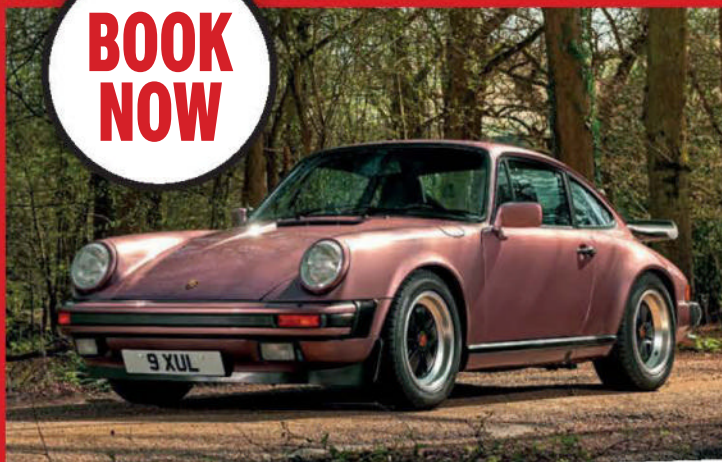
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AUCTION NEWS

RM Sotheby's sale of the extraordinary single-owner Carrera Collection took place just before this issue of *911 & Porsche World* went to print, generating €15 million gross across two auctions...

The June issue of *911 & Porsche World* brought you news of The Carrera Collection, an exciting auction of hugely collectible Porsches scheduled to go under the hammer in early July. The cars were offered across two auctions five days apart (one event was held in Italy, the other in Switzerland) and was managed by international auction house, RM Sotheby's. Remarkably, all cars were from a single, privately owned collection and were offered without reserve.

The larger of the two sales was the Swiss auction, hosted at Meilenstein in Langenthal, a hotel complex and business centre chosen on account of it having an integrated vehicle museum (recognised for its Formula One

The event proved demand for limited-run, modern-era Porsches remains strong, evidenced by a highly desirable 2016 991 R selling for CHF325,625. The top-selling car in the Italian sale, meanwhile, was a very special pre-production 993 Turbo S. This unique and meticulously cared-for 911 sold for a resounding €421,250. Shifting for the same price was the auction's 2010 911 GT2 RS, a low-mileage, highly specified example of the ultimate evolution of the 997.

The sale's 1959 356 A Carrera 1600 GT Coupé boasted period competition history. Class wins at the 1959 Pontedecimo-Giovi and Aosta-Pila hill climbs generated huge interest and something of a bidding war, resulting in a deserved sale price of €353,750. Speedsters continue to show their desirability in the market, with the event's

CLASS WINS AT THE 1959 PONTEDECIMO-GIOVI AND AOSTA-PILA HILL CLIMBS GENERATED HUGE INTEREST

exhibits). The event grossed an excellent CHF10,450,075, while the Italian auction, which took place in the Palazzo Serbelloni in central Milan, grossed €4,187,850. Both sales were conducted in front of busy auction rooms with significant additional participation over telephones and through online bidding. The success of these auctions further consolidates RM Sotheby's reputation as the leading auction house for single-owner fleets.

Many of The Carrera Collection's lots sold comfortably above their higher estimate. Highlights included a 1973 Carrera RS 2.7 Touring, which sold for CHF483,125. An excellent example of Porsche's famed homologation special, the car retains its matching-numbers chassis, engine, and gearbox, and presents in its factory-correct colour of Light Yellow over black.

Further highlights include the sale of a 1963 356 B Carrera 2 'Sunroof' Coupé by Reutter, which sold for CHF404,375. The sale's 1955 356 1500 Speedster fetched a very strong CHF365,000.

2011 and 1989 examples commanding respectable values as the gavel fell. The 997 Speedster, offered in striking Pure Blue, achieved €275,000. A Carrera 3.2 Speedster with only 1,986 miles on its odometer also attracted strong bids, selling for €195,500.

In addition to the astonishing selection of Porsches up for grabs, a variety of fascinating models from other premium marques were offered from the same owner. A trio of BMW Z8s, two Alpina Roadster V8s, an Alfa Romeo 8C Spider, two W121 Mercedes-Benz 190 SLs and an R107 500 SL rank high among the European sports cars making an appearance, while two early Chevrolet Corvettes and a 1969 Camaro SS convertible flew the flag for American muscle. A car selling extremely well was the sale's 2008 Mercedes-Benz SLR McLaren Roadster. Boasting less than 11,000 kilometres on the clock and presented in the timeless colours of Crystal Laurite Silver Metallic over Exclusive Anthracite Silver Arrow leather, this stunning and rare car attracted a CHF466,250 selling price. ●



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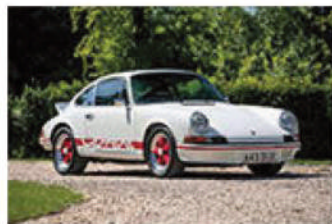
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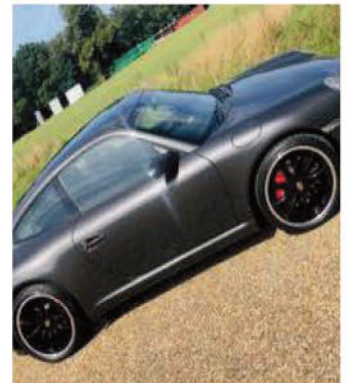
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PORSCHE 911



1988, 66900 miles, £48,995. 1988, 66,900 miles Porsche 911 3.2 Carrera Coupe Sport. Grand Prix white, white Fuchs forged alloys, white leather interior (linen), original Blaupunkt London SQM 37 radio cassette, electric seats, electric sunroof, rear wiper, G50 gearbox, rear spoiler. Fantastic specification. **Please call 07949105338, Greater London.**

118101

PORSCHE 911



2003, 53000 miles, £24,000. Lovely 996 soft top c/w hardtop as well, only 53,000 miles, had the ims and rms replaced, history with all its books etc, extended leather and aluminium interior option, never failed an MOT or had a single advisory, a lovely 996 C2 Tiptronic very hard to find one as nice as mine. Please call 07972756423, North West.

116307

PORSCHE 911



1996, 18700 miles, £125,000. Porsche 911 Carrera (993) 1996 road/race car, N reg., 3.6 lt twin turbo, 6 speed gearbox, turbos recently rebuilt and fuel lines replaced. Engine 500 bhp (approx.) Brembo race brakes road units also supplied). Please call 07860379440, East of England.

112858

PORSCHE 928



1990, 72,000 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. 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 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. Paint and underside are immaculate. Drives great. Far too much to list that has been replaced on the car., Scotland.

113608

PORSCHE 928



928 S4 1990. Rare Tahoe blue, £55k plus recently spent on body, engine and interior by Porsche approved body shop and centre for Porsches 40 years at the front dealer competition. Service history, receipts and detailed photographic of rebuild. Please call 07803042618, Scotland.

114682

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



1991, 96000 miles £25,995. Porsche 944 Turbo Cabriolet (first reg August 1991) 95. 6K mileage. One of only 100 RHD made Full documented history. In the last three years, has a full belts overhaul, full fluids replacement (engine, gearbox, diff etc), new RMS and Clutch, brake overhaul etc. Cam tower gasket replaced. The car has a uncracked dashboard and working clock. Please call 07855794548, East of England.

118408

PORSCHE 944



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

115620

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. Please call 07841757124, South West.

11101

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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 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 2003



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. Finished in Porsche Please call 07577 575770, South East. (T)

113394

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. T 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 CAYENNE



2008, £17,495. Registered on November 2008 this Porsche Cayenne GTS Tiptronic S has covered just 47k miles and boasts a comprehensive service history file from Porsche main dealers, with six service stamps & six brake fluid change stamps entered into its service booklet. Please call 07577 575770, South East. (T)

117363

PARTS & MISC.

PORSCHE WHEELS



£595. Very good condition with good Michelin 225/40 ZR 18 Tyres. PCGB Member. Please call 07446881808, East Midlands.

113187

PORSCHE 911 TURN SIGNALS



£400. Original Porsche 911 turn signals. For sale in, as is condition! Indicators (front - right and left Porsche 911 (F body) 1965-68 original Porsche/Bosch items. They are in good condition (read note). Part numbers: 901.631.401.02 and 901.631.402.02. Compatible with: all models between 1965 - 1968 (F body). Note: Used item, has an imperfection (last image) on the right side lens (passenger side). Please call 916333141, Rest of the world.

113187

PORSCHE TYRE PUMP



£80. Porsche tyre pump . Please call 07769910892 , South East.

118068

PORSCHE SEATS



£400. Original Porsche 911 turn signals. For sale in, as is condition! Indicators (front - right and left) Porsche 911 (F body) 1965-68 original Porsche/Bosch items. They are in good condition (read note). Part numbers: 901.631.401.02 and 901.631.402.02. Compatible with: all models between 1965 - 1968 (F body). Note: Used item, has an imperfection (last image) on the right side lens (passenger side). Please call 916333141, Rest of the world.

113187

PORSCHE TYRES



£500. Set of 4 NEW Pirelli P Zero Winter Tyres Bought for a Porsche 911. 305/30 R20 Y (103) x2 Front tyres - 245/35 R20 Y (91) Location Northwich, Cheshire. Please call 07973838826, North West.

117777

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PORSCHE 986/996

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116329

PORSCHE BBS



£1,500. BBS CH-R 19" alloys with approximately half worn Michelin pilot sport 4's all round. The wheels are unmarked. Please call 07546

270971, East Midlands.

119489

PORSCHE



£1,500. Porsche Boxster S 18" alloys, newly refurbished with Bridgestone Potenza tyres. The tyres have done less than 1000 miles. Please call 07546 270971, East Midlands.

119488

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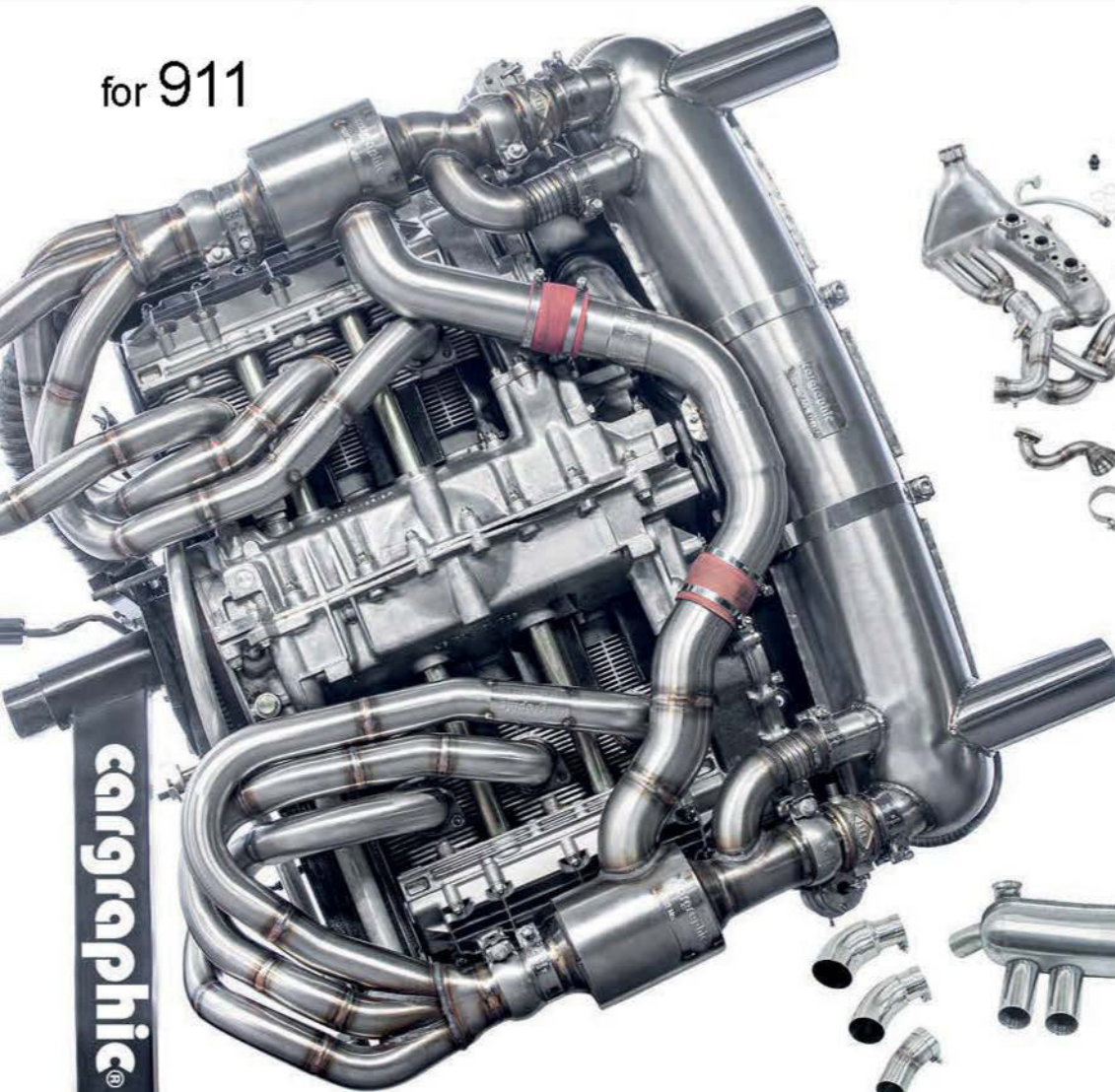


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