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Looking at the high number of 911 special editions to roll out of Zuffenhausen in recent times, you might be forgiven for thinking Porsche needs little more than the drop of a hat to launch a limited-run variant of its evergreen flagship. On the occasion of the model's sixtieth anniversary, we were certainly hoping for more than yet another Carrera trim option, which is why we were delighted to learn of the new 911 S/T's release into the wild following months of development work.

If you know your Porsche motorsport onions, you'll be well aware of the S/T label's significance in the manufacturer's competition history. Now, more than fifty years on from assembly of the short run of original 911 S/Ts, we have the 992 S/T, described by Andreas

Preuninger (head of Porsche's GT department) as "fast and performant, lightweight and agile, entertaining and involving". Well, he would say that, wouldn't he? Then again, to claim the new S/T as "my favourite GT car" is somewhat putting his reputation on the line. Better than a new GT3 RS? "This is *the* 911," he boldly stated on his Instagram channel shortly before this issue of 911 & Porsche World went to press.

We'll be testing his claim in the not too distant future. In the meantime, here's to sixty years of 911.



Dan Furr Editor
 @FurrsFleet

911 & Porsche
World

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SUBSCRIPTIONS

12 issues of 911 & Porsche World are published per annum
 UK annual subscription price: £71.88
 Europe and North America annual subscription price: £84.00
 Rest of World annual subscription price: £90.00

UK subscription and back issue orderline: 0845 241 5159

Overseas subscription order line: +44 (0)1959 543 747

Toll free USA subscription order line: 1-888-777-0275

UK customer service team: 01959 543 747

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For customer service support, please visit: help.kelsey.co.uk

Customer service and subscription postal address:

911 & Porsche World Customer Service Team,
 Kelsey Publishing Ltd, The Granary, Downs Court, ME18 6AL, UK

DISTRIBUTION

Seymour Distribution Limited, 2 East Poultry Avenue, London, EC1A 9PT
 Tel: 020 7429 4000

Distribution in Northern Ireland and the Republic of Ireland:
 Newspress Tel: +353 23 886 3850

CLASSIFIEDS

Tel: 0906 802 0279

Premium rate line, operated by Talk Media Sales on behalf of Kelsey Publishing Ltd. Calls cost 65p per minute from a BT landline. Other networks and mobiles may vary. Lines open Monday-Friday, 10am-4pm)

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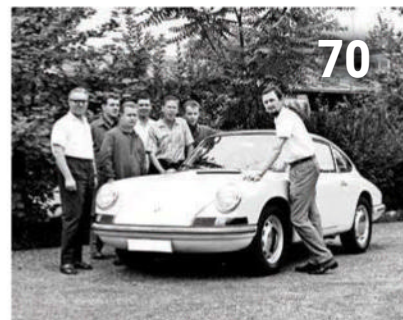
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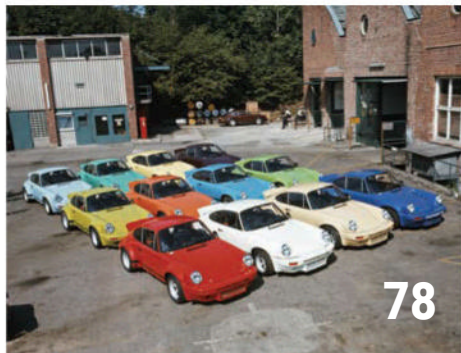
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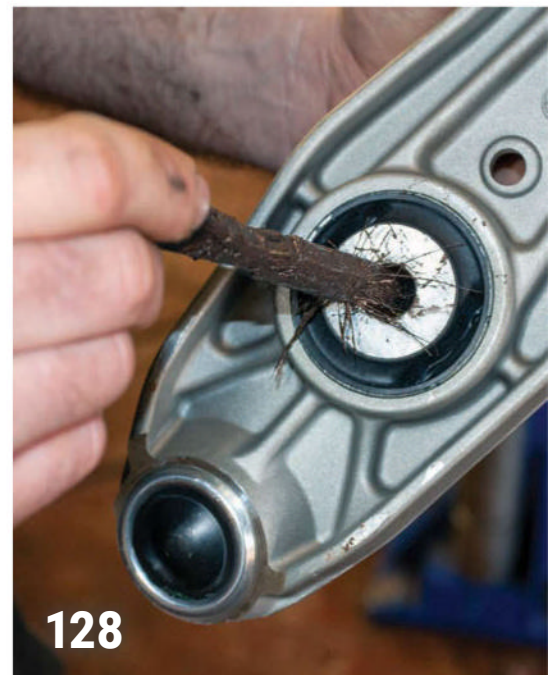
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MORE FOR LESS

It's the 968 Club Sport, minus the Club. Confused? Don't be! The ultra-rare UK-only 968 Sport could be the modern classic you're looking for at an attainable price point...

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

Indulge me if you will. While this is clearly an article about a 968, I'm going to start by rambling on about the BMW E30 M3. There is a point to this diversion, I promise. It's one born out of personal experience.

More than twenty years ago, I bought a near perfect E30 M3. I was inspired by the model's untouchable reputation amongst my peers and, of course, the E30 M3's Group A touring car legend. I was so confident this was the

"ultimate driving machine" that I didn't even bother to test drive my purchase. Moreover, in all my years as a motoring hack, I hadn't driven an E30 M3 in the line of duty. There was no doubting my M3 was a good one, though. It had even bagged a few BMW Club trophies, but there was something amiss.

At first, I thought it was simply a case of me not bonding with my new homologation special. Eventually, however, I had to face facts. Me and the M3 were never going to be buddies. The 2.3-litre engine lacked torque and character. As for the handling and steering, I found it flat and lifeless.

The nadir came on a track day at the Lotus proving ground. I lobbed the M3 at one of Hethel's chassis engineers, a chap whose opinion I respected. He punted the car around a few laps, returned the keys to me and shrugged. In response, I asked what, in his opinion, was the best rear-drive chassis he'd ever driven? "Porsche 968 Club Sport," was the unequivocal reply, before he went on to speak of handling genius born out of the front engine/rear transaxle configuration.

The BMW was soon sold. Though I didn't immediately replace it with a 968 Club Sport — I jumped into a Carrera

3.2 — I consoled myself with the fact a 944 Lux was my daily driver. A 968 Club Sport arrived a couple of years later, although I was unable to keep it for as long as I would have liked. At £7,500, I certainly wish I had.

The point to all this? I'm not going to claim I was right about the M3 and everyone else is wrong. That would

compromise on specification — take the Club out of Club Sport and you get the UK-only Sport, of which just 306 were built at the last knockings of the 968's short time in production.

At this point, it would be apt to consider just how the 968 came to be and why its allure was rather faded at the time of its demise (through no fault

of its own). Born of what many consider to be a front-engined Volkswagen folly and surprisingly long lived as a layout (almost two decades), the 924/944/968 family

was rapturously well received in its day, and for good reason.

Die-hards were sniffy (not us) about the 924 and its VW connection, but those in the know will tell you the 924 redeemed itself with the 924 Turbo, success at Le Mans and various homologation specials.

PURE AND SIMPLE

In 1982, purists were placated with the arrival of the 944, considered to be a 'proper' Porsche thanks to its purely Porsche engine, which started life as a 163bhp 2.5-litre eight-valve unit cleverly making use of many 928 bits and bobs, including the cylinder head. The 944 Turbo was launched in 1985 and immediately became the enemy within — it's 220bhp and 150mph top-speed was on par with the suddenly antiquated-looking Carrera 3.2. Talk about the old and the new.

Peak 944 came with the 211bhp, three-litre, sixteen-valve 944 S2 and the updated 944 Turbo, delivering near 250bhp. Both models offered 150mph performance, but with a different driving experience, thereby catering for fans of normally aspirated engines and those who enjoy forced induction. This really should have been the end of the

FLYING VERY MUCH UNDER THE RADAR IS A PORSCHE MANY CONSIDER TO POSSESS ONE OF THE BEST REAR-DRIVE CHASSIS EVER MANUFACTURED

be very arrogant indeed. Truth is, the BMW just wasn't for me. Also, I really should have driven an E30 M3 before buying one. My opinion certainly hasn't dented the E30's reputation or its now stratospheric value. By contrast, flying very much under the radar is a Porsche many consider to possess one of the best rear-drive chassis ever manufactured. It's rare, too. To continue with the E30 M3 versus 968 analogy, BMW produced eighteen thousand E30 M3s. Compare this with Porsche's paltry 12,776 968s, 1,538 of which were Club Sports. Makes you think, doesn't it?

While you won't get into even a basic early M3 for much under £70,000, you can jump into a 968 Club Sport for under £40,000. Not bad for the cultiest of 968s, complete with its colour-coded wheels, fixed bucket Recaros and track-tuned chassis. The 968 Club Sport might be semi-forgotten about now, but it was lauded as *Autocar's* Driver's Car of the Year in 1993 and received similar accolades from other motoring titles.

Hold on a tick. We're not here to talk about or even drive a 968 Club Sport. Great car that we've established it is, there's a potentially even better 968, certainly in terms of value and rarity, albeit with just a smidgeon of

Facing page Originally intended to be labelled 944 S3, the 968 is a model in its own right and, in the Sport and Club Sport, gave birth to two of the best-handling Porsches ever to roll off assembly lines



story. You see, despite mammoth sales success throughout the 1980s, main dealer visitors shelling out for 944s were reducing in number by the early 1990s. The 944's day looked to be done, rather like Porsche itself – the company was struggling in the face of recession, the rising popularity of Japanese sports cars and the lukewarm reception afforded to the then new 964.

Oh, and less said about the 928's popularity at this time, the better.

Killing the 944 would have resulted in Porsche having only a two-model range, but replacing the front-engined, four-cylinder, water-cooled model was a non-starter – there was nothing on the drawing board and no money to finance development of a new sports car. Enter, then, the 968 and the mother of all makeovers. Originally slated to be labelled 944 S3, Porsche claimed the 968 to be eighty-three percent new, which did rather stretch credulity. In its defence, the 968 looked strikingly more modern than the 944, introducing an even smoother new look, which would go on to influence design of the 993. It's amazing what new front wings, an updated bonnet, new lights and revised front and rear aprons can achieve.

Cup-style mirrors, updated door handles, Cup 2 alloys and exposed headlamps also played their part in presenting what was being marketed as a new Porsche.

There were changes under the restyled bodywork, too. The three-litre engine, for example, was significantly updated. The biggest change concerned the debut of Porsche's VarioCam variable valve timing system (featuring adjustable timing of the inlet camshaft), which broadens the spread of torque and top end bite, performance also helped by a revised plenum. Output was up to 237bhp and 225lb-ft, enough to push the 968 to nigh on 160mph. Not bad from a normally aspirated four-

cylinder engine. Power was fed to a new six-speed transaxle manufactured by Getrag and based on the old Audi-designed five-speed unit.

The 968's makeover didn't extend to its interior, however, which is largely identical to the 944 Turbo and the 944 S2. Subtle suspension changes were made in the form of revised dampers and roll bars. And, of course, there was the Club Sport model, helping bestow the 968 with the stuff of legend. Even so, this masks the stark fact the 968

Above Limited to just 306 units, the UK-only 968 Sport is one of the Porsche scene's best-kept secrets

Below Editor Furr driving the 968 Club Sport factory demonstrator – save for colour-coded wheels, there is nothing to separate the look of the 968 Sport and Club Sport





Above Modernised rear light clusters, redesigned bumpers, Cup door mirrors and exposed pop-up headlamps were a step on from the aesthetic of the earlier 944 S2

Below The 968 made use of Porsche design language shared across the range in order to promote the idea of a 'family' of products, rather than standalone models

was a sales flop — it was deemed too expensive and had too much competition from the likes of Nissan's 300 ZX and the Mazda RX-7. Incoming Porsche CEO, Wendelin Wiedeking, decided to pull the plug after just eighteen months of production.

The final 968s were sold in 1995, nearly twenty years after launch of the 924. Not a bad run, really. And while the 968 may not have been appreciated back then, it has since gained a loyal following. There you have it, then — the development curve from the 125bhp

924 to the 237bhp 968, the common thread being the front engine and rear transaxle layout (via a propshaft

range felt like it came from another planet. It's difficult to fathom both concepts came from a single sports car manufacturer.

Back to the plot. What we have here is a 968 Sport, one of the rarest and underrated Porsches around. Let's revisit that manufacturing figure: just 306 968

FOLLOWING EXTENSIVE MECHANICAL WORK AND A FULL RE-PAINT, THIS HAS TO BE ONE OF THE BEST 968 SPORTS AROUND

contained within a torque tube) for near 50/50 weight distribution. And is there not irony to this? After all, Porsche is famous for its dogged perseverance of the 911's rear-engined layout, and yet it built a car near perfect in its weight distribution. Compared to any contemporary 911, the 924/944/968

Sports were assembled. Not many, is it? And, when compared to the Club Sport, the Sport is more about what Porsche put *in* rather than what it took out.

The Club Sport is famous for its driver-focused specification, which saw the power windows, electric mirrors, central locking, rear seats, rear wiper, most of the wiring loom plus a chunk of sound deadening all lobbed in the bin. Even the remote electric hatch mechanism was culled. The body-coloured, fixed-back seats helped to contribute to an accumulative fifty kilo weight loss, as did a smaller battery — the standard-sized power pack was no longer required.

The chassis is stock 968, save for a twenty-millimetre drop in ride height. This doesn't sound much, but it was enough to transform the 968 driving experience, particularly when combined with the Club Sport's seventeen-inch wheels (7.5J at the front, 9J at the rear), wrapped in premium 205/40 and 245/40 boots. There was also the M030 option, which introduced stiffer springs,





adjustable Koni dampers, stiffer anti-roll bars, limited-slip differential and larger brakes, including 911 Turbo calipers and larger-than-standard discs. All this sounds good, but believe us when we tell you a standard 968 Club Sport is better for UK roads.

KEEP IN CHARACTER

The genius of the Sport is how it retains the Club Sport's chassis, wheel and tyre combination, but puts back some of the deleted equipment. The electric windows, mirrors, boot release, rear seats and sound deadening all make a welcome return. Additionally, the Club Sport's buckets were replaced with Comfort-spec 'tombstones' trimmed in a model-specific black fabric. All this happened on the very same production line as the Club Sport, which is why a Sport is officially listed by Porsche as a Club Sport with the added "968 CS Luxury Package".

Rather than the Club Sport's rather more 'out there' colour options (they weren't all yellow, although it seems like it) and the prominent script featured on the flanks of UK variants, the Sport could be finished in any shade from the Porsche paint palette.

If all this sounds like having your

cake, scoffing the lot and then smearing the remainder over your face, then you may well be right, especially when you consider the fact you can acquire ownership of a 968 Sport for less than £25,000 today. Make no mistake, this is a bargain classic Porsche.

As you can see, we've got one right here, courtesy of our pals at Suffolk-based independent Porsche servicing, maintenance and sales specialist, PIE Performance. The car is finished in Aventurine Green, making it a real sleeper. It isn't for sale, but has recently been recommissioned for a PIE Performance customer following the car's unfortunate incarceration with a non-Porsche specialist, who managed to make a complete hash of a partial restoration and ruined the paintwork into the bargain. Still, every cloud and all that — following extensive mechanical work and a full re-paint, this has to be one of the best 968 Sports around. And we're going to drive it. I've been hoping a front-drive Porsche would come my way for some time, primarily because it has been a while since I've driven one. Back in 2018, most likely, which would have been my 944 Lux, the last in a long line of cars I've owned from Porsche's transaxle family of products.

What of my own 968 Club Sport? It appeared in the February 2021 issue of *911 & Porsche World* after being rediscovered by serial 968 Club Sport collector and sleuth, Jake Barton. Coincidentally enough, the car was recommissioned by PIE Performance. Regrets? I've had a few. This is one of

Above Three-litre M44 was the first Porsche engine to make use of Porsche's VarioCam variable valve timing

Below The Sport's Cup 2 wheels were finished in silver





Above Interior sees the Club Sport's hard-back Recaro buckets replaced with 'tombstones' trimmed in Sport-specific cloth

Below Power isn't mind-blowing by today's standards, but the basic nature of the Sport makes the car feel quicker than the speedo indicates

them, particularly since Jake discovered 'my' Club Sport had been one of the original factory press cars and star of many magazine features in period. Editor Furr had a fun day driving the car before it was sold for £41,063 through the Silverstone Auctions NEC Classic Live event in November 2020.

They say you should never go back, but not for one moment did I expect to be disappointed with a return visit to a 968. The big four-pot churns lazily before firing into an equally lazy, thump-thump idle, accompanied by slight

whine from the balance shaft belts. The controls seemed to be oiled with extra thick double cream. The clutch is linear,

it feels barely assisted.

And the engine is something else. In a world where automotive powerplants are continually downsized, as well as being and assisted by forced induction, a brawny three-litre inline-four is something very different. Come to think of it, this engine

VARIOCAM IS THE GIFT THAT GIVES BOTH TORQUE AND REVS, DELIVERING MAXIMUM TORQUE AT 4,100RPM AND ALL 237BHP AT 6,200RPM

the floor-hinged accelerator pedal long in travel and the gearshift slightly rubbery. With a distinct twang, the very phallic stick is heavily sprung to the centre position.

Steering through the thick, three-spoke, Club Sport-derived wheel is meaty, particularly dead-ahead. Indeed,

was pretty different back in 1993.

VarioCam is the gift that gives both torque and revs, delivering maximum torque at 4,100rpm and all 237bhp at 6,200rpm. The six-speed gearbox makes full use of the power curve, which feels even more substantial than the figures would suggest. I hated my M3 for its lack of grunt, but I love the 968 for its abundance of the stuff. Official figures suggest top speed of 157mph and completion of the sprint from rest to 60mph in 6.1 seconds, but it's more about the 'feel' of the delivery.

A narrow, highly strung power band will struggle to light up even the best chassis. Not so the 968, which revels in power from the grunty engine. Nothing handles quite like a 911, and I would suggest the same applies to the 968 (and its predecessors). While the same-age 911 (the 964) is all tail, squat, grip, light nose and wriggly steering, the 968 Sport is all about pivot and balance, thanks to its front engine and rear transaxle layout. In the 968, you really do feel like you're sitting in the middle,





connected by two equal weights, front and back, working together.

If this sounds a bit clinical against the driving dynamics of a 911, it really isn't. Get on the power early out of a corner and the back end will squat as the nose rises. You can feel it really dig in. There is lovely balance and poise, the seventeen-inch wheel and tyre combo perfectly complemented by the lowered suspension, which works with the road, rather than trying to beat it up. And, of course, the 968 is small and usefully narrow, meaning no breathing in and diving for the kerb as a Range Rover lumbers into view.

Like all good cars, you can relax into and drive the 968 hard with full confidence, right up to its limits. Brakes? I didn't really give them a second thought, which is to say they're plenty powerful enough and with all the feel you would expect from Porsche four-pots.

Any 968 will give you a driving experience lost in modern cars. The model's combination of big engine and near unique chassis layout has been pretty much abandoned. About the closest modern comparison I can think of is the Toyota GR86, a sports car

notably living on borrowed time.

The Sport is arguably the best of all 968 worlds, combining the Club Sport's chassis — which is the best bit — with a bit more civility, making for a more enjoyable day-to-day driving experience. That said, with both Sport and Club Sport rolling down the production line at the same time, we wouldn't blame anyone for retro-deleting all those heavy bits, sticking a pair of Recaros in and thus putting the Club back into

the Sport. Why not? With 968s where they are money wise, there's no need to be precious. Not that I would do this with our Aventurine Green example. It's really too subtle for that. The colour makes it a rarity within a rarity, too. My advice? If you've been left behind by the classic 911 price explosion and modern Porsches aren't really your thing, then jump on the 968 boat before it too sets sail. Is a Sport better than an E30 M3? No question about it. ●

Above Sport is one of the rarest production Porsches and is available at a very agreeable price point





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THE BULLETIN

News from the world of Porsche

PORSCHE MARKS SIXTY YEARS OF 911 WITH NEW S/T SPECIAL EDITION

To mark the sixtieth anniversary of the 911, members of the Porsche engineering team at the manufacturer's Weissach research and development centre have designed a new 992 variant described as "a highly purist sports car dedicated to sheer driving enjoyment". Presented as the new 911 S/T, this exclusive anniversary model unites the strengths of the 992 GT3 Touring and the 992 GT3 RS, delivering a unique combination of agility and driving dynamics.

Equipped with the GT3 RS's 518bhp normally aspirated four-litre flat-six and a short-ratio manual transmission, the new S/T makes use of resolutely lightweight construction and running gear optimised for agility. Consequently, the S/T weighs just 1,380 kilograms, making it the lightest 992 to date.

The original 911 S/T was descended from the 1967 911 R factory motorsport machine. The intention was to run the R in sportscar racing, but homologation rules pitched it in with prototypes. Consequently, in 1968, Porsche created the 911 T/R, a 911 T chassis making use of a 911 S engine and homologated as a Group 3 GT car, still relatively modified, but less so than the R. Somewhere in the region of thirty-six T/Rs were built and campaigned by professional and amateur race and rally teams.

For 1970 and 1971, the standard 2.2-litre S became the base model for tackling the touring car race and rally scenes. This iteration of 911 is widely identified as the S/T, representing the running gear of the 911 S in the lighter base model 911 T, though in truth, each car could be configured with custom specification suited to intended use. The S/T rally cars, for example, retained standard engines, whereas racing versions were initially increased by 52cc, accompanied by a power hike from 180bhp to



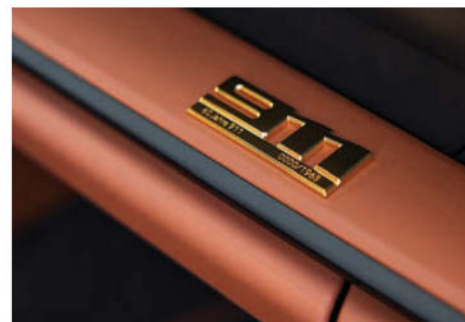
240bhp, fired by twin-plug ignition and mated to a 901 transmission and limited-slip differential. This may not sound radical compared with what came with the later Carrera RS line, but it was early days, and small increments made for considerable gains.

SPLITTING FEATHERS

The 992 S/T's lightweight design is made possible by the use of carbon-fibre reinforced plastic for construction of the frunk, roof, wings and doors. The same applies to the roll cage, rear axle anti-roll bar and shear panel (stiffening element on the rear axle). The new S/T is also supplied with magnesium wheels, ceramic brakes, a lithium-ion starter battery and lightweight glass, all as standard. With reduced insulation and weight savings in the powertrain, the car is forty kilos lighter than a GT3 Touring.

Porsche engineers developed a bespoke lightweight clutch for the new S/T. In conjunction with a single-mass flywheel, the clutch reduces weight of the rotating mass by 10.5 kilograms. This noticeably improves the responsiveness of the four-litre boxer. Linked to a six-speed manual gearbox with a shorter gear ratio than that of the 992 GT3, it helps propel the S/T to 62mph from rest in just 3.7 seconds.

The S/T is the only 992 to combine a double-wishbone front axle with a multi-link rear and no rear axle steering. The dampers and control systems are tuned accordingly. Keep 'em peeled for our full road test review, coming soon.





MANTHEY-RACING KIT NOW AVAILABLE FOR THE 718 CAYMAN GT4 RS

Porsche is now offering a Manthey-Racing performance package for the 718 Cayman GT4 RS. With the kit in place, a test GT4 RS completed a lap of the Nordschleife circuit at the Nürburgring in 7:03.121 minutes, exactly 6.179 seconds faster than the standard 718 Cayman GT4 RS. The modifications focus on aerodynamics and chassis components. Brake pads designed specifically for track use are available as an optional extra.

The new kit was developed in Meuspath especially for track days and in close collaboration between engineers at Porsche Motorsport and the Manthey-Racing. Fully road legal, the parts can be fitted by aftermarket service providers (meaning buyers aren't restricted to installation at a Porsche Centre) and are available worldwide.

The presence of the new performance kit is immediately recognisable by the additional functional aero parts added to the GT4 RS's already aggressive bodywork. Canards, new air curtains, a wheel arch Gurney flap and a new diffuser-equipped carbon underbody improve downforce at the front of the host Cayman. Meanwhile, the eighty-five-millimetre-wider



rear wing features a new wing blade and larger endplates, which together increase downforce on the rear axle.

The wing assembly features four-stage adjustability. To be able to withstand the resulting higher aerodynamic forces, the bodywork of the rear engine cover is reinforced with carbon-weave. To put this into perspective, at 124mph, and when the rear wing is set to 'Performance Mode' for track use, total downforce increases from 89 to 169 kilos.

The rear wheel aerodiscs are also made of carbon-reinforced plastic. These parts are claimed to reduce turbulence around the rear of the car, although they're mainly included to enhance the look of the GT4 RS and can be customised with an optionally available decorative film.

The kit includes bespoke coilovers with an inverted set-up. The struts can be adjusted to four different positions. The rebound and compression stages can also be adjusted, all

without the need for tools. Additionally, the front spring rates have been increased by a purposeful twenty percent.

Two versions of the kit can be ordered: one for cars with a front-end lift system, one without. Steel brake lines are also included. This guarantees an exact pressure point, ensuring optimal braking power delivery. Special racing

brake pads with constant friction behaviour over a wide temperature range are optionally available, as are tow eye loops and illuminated sill

kick plates featuring the Manthey-Racing logo.

The kit can be optionally extended with a carbon rear spoiler attachment. In combination with the bigger rear wing, this further increases downforce on the rear axle by around four percent. Carbon wheel arch vents matching those of the GT4 RS Weissach package can be ordered separately.

The Manthey-Racing GT4 RS kit is available to order with immediate effect. View pricing at tequipment-finder.porsche.com.

THE KIT CAN BE OPTIONALLY EXTENDED WITH A CARBON REAR SPOILER ATTACHMENT





ICON ENGINEERING 917 K MEETS RACING ROYALTY AT HOTEL DE FRANCE

Icon Engineering founder, Dave Eaton, is a hugely experienced automotive contract design engineer, with time served for major manufacturers, including Ford, Jaguar, Mazda, Hyundai and even a spell developing modified Bentleys for the Sultan of Brunei. His business partner is supercar specialist, John Hartland, who spent many years at Le Mans as a mechanical engineer for various teams, before founding John Hartland Motorsport, specialising in the restoration of classic Lamborghinis.

The pair's obsession with the 917 was forged at the 1,000km of Brands Hatch in 1970, a race won by Mexican F1 hero, Pedro Rodriguez, who was driving a Wyer-run 917 K. "I wanted a 917 there and then," laughs Dave. "Pedro's performance was a pivotal moment in the eyes of many of us old enough to remember the 917 racing in period, but the chances of owning one of the original cars is virtually zero, not least because so few were built and the cost of buying and maintaining an original 917 is prohibitively expensive. Even back then, it was clear the only way to own a 917 was to build your own. This is, of course, easier said than done."

Fast-forward forty years and the opportunity to buy a 917 shell unexpectedly presented



itself. "It was formed from moulds taken from David Piper's five-litre 917, which he bought from Porsche in 1969, the same year he was drafted in to take on the 1,000km of Nürburgring by the works team," Dave confirms. Offered by Graham Turner, who worked for Piper many moons ago, the panels soon found their way to Dave's workshop, whereupon he began the arduous task of studying every engineering diagram, blueprint, book, video, photograph and film relating to each of the 917s assembled. "With moulds from a genuine 917, I was keen to construct an accurate recreation of the original car," he continues. "I didn't want a 917 silhouette over a decidedly non-917 chassis. There could be no compromise. I was adamant the finished car should be able to accommodate a flat-twelve and be accurate to within ten millimetres of Porsche's original design. I'm delighted to say that goal has been achieved."

John's input was essential when it came to chassis preparation. "He has huge experience working with different materials. It was he who proposed T45 tube as an extremely strong metal

perfect for the job, as demonstrated by the same steel's use in the construction of World War II aircraft, including the Spitfire engine frame." This extraordinarily robust material, coupled with Dave's precise CAD models, meant the 2,300mm wheelbase on each side of the car was accurate within 4mm of one another the first time the

front and rear suspension was dropped into place.

Serving as something of a 'line in the sand' moment for man and

ORIGINAL 917 DRIVER, DEREK BELL, WAS ON HAND TO INSPECT THE CAR AT THE FAMOUS SITE

machine after ten years developing the Icon 917 K from nothing, Dave drove the finished car from his home in the UK to this year's Le Mans Classic and back again. He also visited the Hotel de France in Le Mans town, where the Gulf-liveried 917s were displayed more than fifty years ago. Original 917 driver, Derek Bell, was on hand to inspect the car on its arrival at the famous site. "It's very much like an original 917, but with a handy extra — this one wears a number plate!" chuckles Dave.

Icon Engineering is manufacturing (to order) a limited quantity of its custom 917 short-tails. For further information, visit icon917k.com.





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NEW REPORT REVEALS 911 AS THE UK'S MOST FINANCED SPORTS CAR

Leading automotive finance provider, JBR Capital, has released the first edition of a new quarterly Luxury Car Report, providing unprecedented, exclusive, in-depth insight into the UK's pre-owned supercar and luxury car sector. The report reveals the most popular vehicles financed in the UK, sold (rather than advertised) prices and provides a unique overview of the changing demographics of customers in the luxury automotive sector.

The report reveals the 911 as the UK's most financed pre-owned model in the luxury and sports car sector, equating to 11.9 per cent of market share, with an average sold price of £107,250. Additionally, the report names Porsche as being the most financed brand.

Below the 911, the next five positions in the report's list of the top ten most financed models are occupied by SUVs: Land Rover Defender, Range Rover Sport, Range Rover, Mercedes-Benz G-Class AMG and Lamborghini Urus.

According to JBR Capital, the average sold price for a luxury car in 2023 is £105,000, with the average loan advanced to the company's customers being eighty percent, which has remained consistently high across the past three years. The data also dispels the misconception



luxury car ownership is the exclusive preserve of those aged fifty and above, with the average age of luxury and sports car owners now recognised as being forty-two years old. Moreover, the trend shows age of ownership rapidly reducing.

For example, there is significant growth in the 20–34-year-old age bracket, which now accounts for thirty one percent of JBR Capital's customer base.

The report also reveals the most popular vehicles financed by footballers. The data names the Range Rover Sport, Audi Q8 and Lamborghini Urus as the top three favourites among today's professional players.

The JBR Capital Luxury Car Report focuses on a timeframe spanning from January 2022 to April 2023, highlighting numerous factors impacting the pre-owned luxury car market. With knowledge collected exclusively by JBR Capital, the figures include luxury car sold prices and average loan-to-value ratio, data which is carefully analysed before being presented in a clear and concise manner.

Sure to be a valuable industry resource, the new quarterly report also provides a comprehensive and detailed overview of the geographical distribution of luxury car owners in the UK, as well as a breakdown of the most popular luxury marques and models.

"With changing trends and shifting demographics, this report brings fresh clarity

to dispel misconceptions and brings greater intelligence on the evolving preferences of luxury car owners. With nine years of leadership in

THE MISCONCEPTION LUXURY CAR OWNERSHIP IS THE PRESERVE OF THOSE AGED FIFTY AND ABOVE

the high-end automotive finance sector, not to mention the comprehensive dataset this experience affords us, JBR Capital is uniquely positioned to provide this information. We will continue to elaborate and add value with every future quarterly edition," says Darren Selig, Chief Commercial Officer (and founder) at JBR Capital.

Established in 2015, JBR Capital is the UK's only independent lender dedicated to high-end vehicle finance. To find out more about the company and its new report, visit jbrcapital.com.





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shown



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Window Seal shown



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SIC-355-600-10 Shown



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NEW CLARKE 135 TE TURBO 30-130AMP MIG WELDER KIT

Ideal for the DIY enthusiast, this easy-to-configure Clarke 135 TE MIG welder features power settings from thirty to 130 amps and the ability to weld mild steel up to five millimetres in thickness. The unit features a professional-style non-live touch torch, which is a distinct advantage for the inexperienced welder. A high-speed fan (hence 'turbo' nomenclature) enables prolonged welding at full power. This compact welder is supplied in a stylish case with a hinged side door providing access to the wire reel and gas bottle. Power selector switches promote ease of use, allowing beginners to produce professional-grade welds, making the 135 TE ideal for automotive repair and jobs around the home. Everything you need to get started is included: 390g CO₂ gas, regulator, mild steel wire, professional torch assembly, earth clamp, face shield and user instructions, all of which contribute to a versatile MIG welder ready to go, straight out of the box.

Price: £356.39

machinemart.co.uk or call 0115 956 5555



CLASSIC FX BOLSTER PROTECTOR COVERS FOR 918 SPYDER CARBON-FIBRE FIXED BUCKETS

New from Porsche interior trimmer, Classic FX, comes these bolster protector covers for cars making use of 918 carbon-fibre bucket seats. Produced in OEM black or Cognac leather and finished in a stitching of your choice (pick between Racing Yellow, Shark Blue, Black, Crayon, GT Silver, Guards Red, Pebble, Orange or Lizard Green), these clever add-ons protect the seat's bolsters from wear and damage. They can be ordered with or without a deviated stitch to the rear cuff and are easy to install. Classic FX boss, Garry Hall, has even provided instructions in the form of a YouTube video. Order in pairs or single (left- or right-hand drive).

Price: From £225

classicfx.net or call 07551 003000



RENNLINE CARBON DOOR HANDLES FOR 991/718

These fantastic carbon-fibre door handles from Vermont-based Porsche accessories manufacturer, Rennline, are designed specifically for the 991-generation 911, but are also compatible with the 981- and 718-generation Boxster/Cayman twins. Years of use can take its toll on your Porsche's factory cabin trim, resulting in a peeling or missing finish to plastics. Not so with these high-gloss replacement door handles, produced from hand-laid carbon-fibre and completely replacing the standard door handles. Installed in minutes, the parts boast an OEM standard of fit and finish and perfectly complement Rennline's extensive range of carbon interior trim for the 991, 981 and 718. Highlights of the collection include carbon sill kick plates, door handle backing plates, arm rests, top door handle trim and pull bars. Rennline's manufacturing abilities include CNC waterjet, CNC milling and turning operations, bending, forming, welding, embossing, powder coating, painting, anodising and screen printing. The company's diverse facility allows for all prototyping and manufacturing in-house.

Price: \$750.00

rennline.com or call +1 213 224 7393



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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 for 'ORDERS OVER \$250 SHIP FREE WORLDWIDE' is visible, along with contact information for Sales & Support (+1.408.297.2789). The main header features a dropdown menu for car models (911, 964, 993, 996/997, 991, Boxster/Cayman, 914, 944, 356) and a Search button. 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). An 'Add To Cart' button is prominently displayed. The 'Suspension' and 'Brakes' sections show grids of various automotive parts. On the right, a 'PACKAGE CHARACTERISTICS' table shows 'RIDE COMFORT' at 41 and 'PERFORMANCE' at 63.

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2 Select Your Package

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CARGRAPHIC RACING WHEELS FOR 964 C2/C4/RS

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Price: Varies

cargraphic.de or call +49 6341 968 9110



NEW GOCLASSIC FUCHS-STYLED WOODEN GEAR KNOB FOR ALL MANUAL 911/912/964/993/996/997

To commemorate the 911's sixtieth anniversary, Latvia-based classic Porsche accessories specialist, GoClassic, has launched this beautifully made wooden gear knob for all manual 911s, up to and including the 997. The craftsmanship of woodworking on display is sublime, with the product's walnut and Canadian maple woods presenting a beautiful contrast of colours and grain. The 'crown jewel' of this particular shift knob — the latest in a wide portfolio of GoClassic shift knobs manufactured from a variety of woods — is the patinated silver top, stamped to reflect the classic Fuchs five-leaf wheel design. The knob's base connection is made from stainless steel and installation is a straightforward DIY affair.

Price: €199 for mahogany/walnut/maple, €299 for black oak
goclassic.eu or call +371 2922 5885



NEW MIOFIVE DASH CAM DUAL WITH 128GB EMMC STORAGE AND 4K-RESOLUTION MOTION CAPTURE

Keeping drivers covered from all angles, the new Miofive Dash Cam Dual features cutting-edge AI algorithms, night vision and motion detection features, contributing to a must-have accessory for all motorists. Powered by a super-capacitor outperforming lithium-ion batteries and enduring extreme weather conditions, the front camera captures 4K UHD (3840x2160) at 30fps using a Sony IMX 415 sensor. The rear camera records at 2K QHD (2560x1440) at 30fps, ensuring all clips are high quality. Combining this technology with camera's large colour field produces super-clear video, which is of obvious benefit to drivers. In addition, the ultra-wide viewing angles of 140° enable the camera to capture the whole road easily, meaning no moment or angle of your journey is missed. All footage is recorded and saved to the built-in 128GB eMMC storage and, through 5G WiFi connectivity, the accompanying Miofive smartphone app can be used to live-view the journey. Additional features include G-shock sensors, enabling the camera to detect bumps and trigger a minute of recording, which can be provided to the police or insurance companies as irrefutable video evidence of incidents — such as hit and run or vandalism — occurring while you're away from your car. Using GPS and speed tracking capabilities can also help anxious parents monitor the whereabouts of newly qualified drivers.

Price: £249

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Available for the 986-, 987- and 981-generation Boxsters, as well as 996-, 997- and 991-generation 911 cabriolets, Richbrook's new tailored half-covers are manufactured from a fully waterproof, PU-coated woven polyester, offering superior protection against rain, snow, bird droppings, berries, UV rays and mould. Precisely tailored to fit your Porsche and incorporating features allowing easy installation and quick removal, each cover is held securely in place by powerful concealed magnets, convenient in-boot and in-door securing systems, plus Velcro mirror ties ensuring the cover won't lift in wind and cannot be removed without unlocking the car. Uniquely, these half-covers incorporate a zip around the driver's door to enable easy access when required. Each purchase is supplied with a three-year product warranty, a storage bag and detailed fitting instructions.

Price: £89.95

richbrook.co.uk or call 01328 862 387



RECOMMENDED READ: THE SUCCESS STORY OF PORSCHE AT LE MANS BY WILFRIED MÜLLER

A class victory gained by the 356 SL Coupé at its maker's first start at Circuit de la Sarthe marked the beginning of one of the great pairings in motorsport: Porsche and Le Mans. Since the brand's first showing at the daylong enduro, Porsche motorsport metal has been at the start for seventy-three seasons. The rewards for this enduring relationship — unparalleled in every respect — are numerous records and nineteen triumphant overall victories.

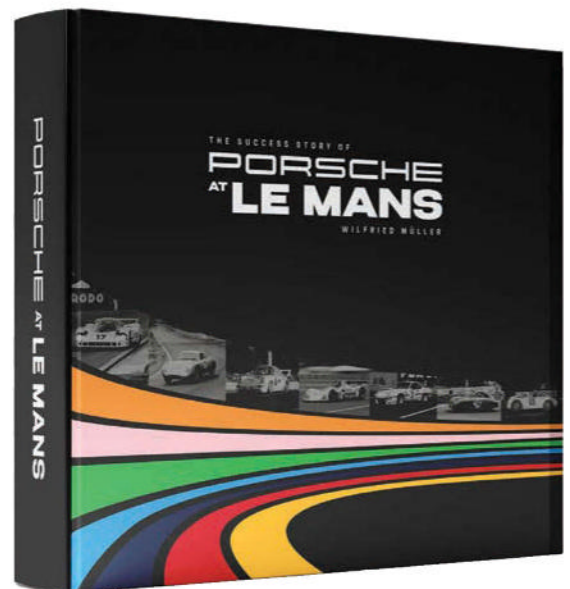
Lightweight, fast Porsches had long been accustomed to class wins when the manufacturer's sensational first overall victory was achieved in 1970 with the legendary 917. The almost unbeatable 956 and 962 are also well-remembered. More recently, in the hybrid era, Porsche took top honours with the 919 Hybrid.

New from author, Wilfried Müller, comes this beautifully presented 270x297x50mm coffee table tome documenting the highs and lows of all Porsche's outings at Le Mans. Each race is given room to breathe in this mighty 708-page hardback, with detailed information outlining the fate of each competing Porsche and the background to each entry. Annual reports are rounded off with not only the results, but also photographs — there's 1,000 of them, including previously unpublished images from the archives of Porsche and book publisher, McKlein.

Being a presentation focusing exclusively on Porsche's efforts at Sarthe means the depth of research and detail in Müller's work extends beyond what we're used to seeing in books about Le Mans. For example, readers are presented with a massive number of internal Porsche memos, correspondence between race regulators, homologation papers, letters to and from Porsche customer teams, plus hand-written direction for drivers. What's more, privateers are featured alongside the factory teams. Make no mistake, this is the best record of Porsche at Le Mans to date and is a must-have for the bookshelves of all marque enthusiasts.

Price: £100/€100

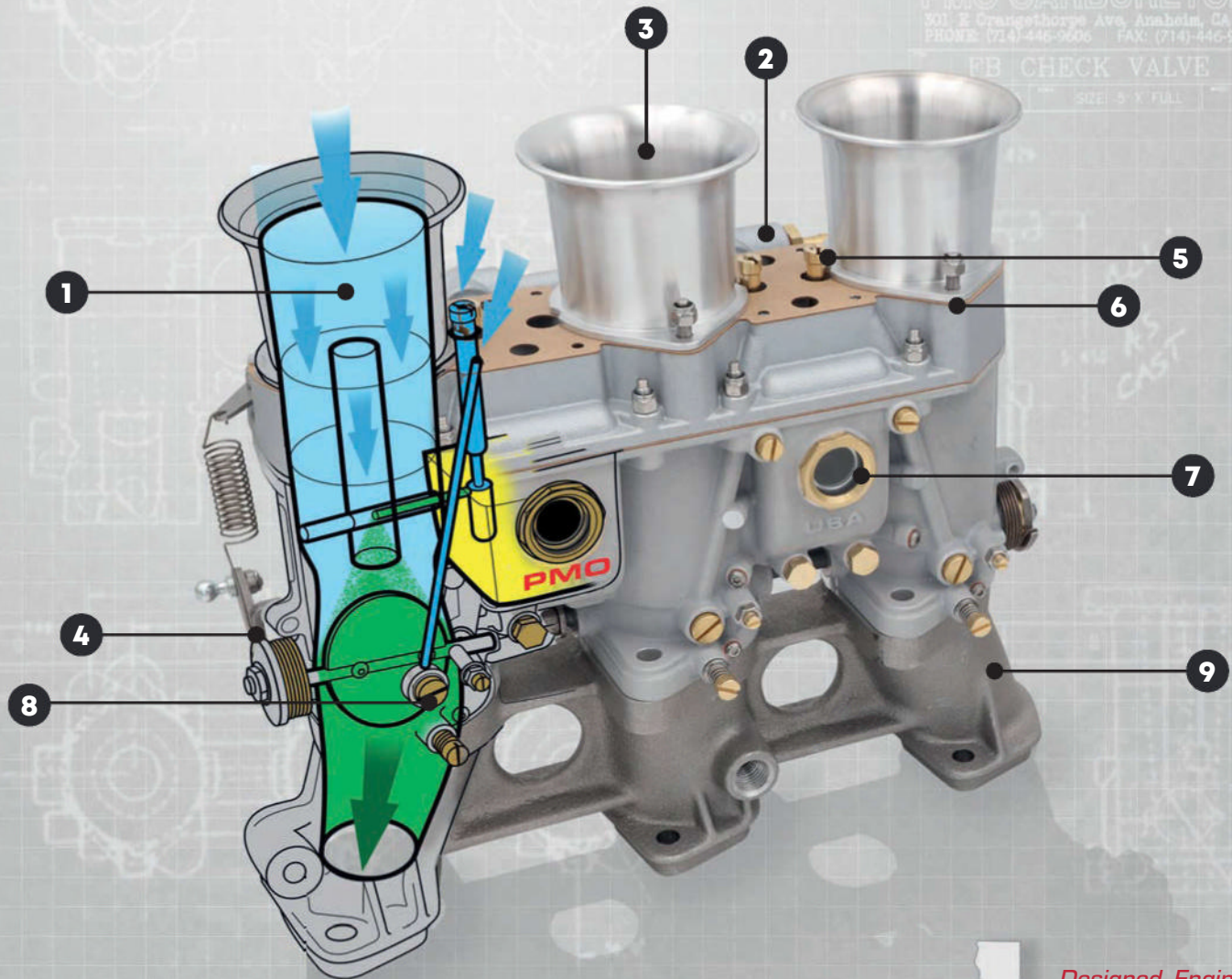
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TIM HARVEY

The argument concerning which generation of 911 is best rages on, though in my opinion, the 991 is difficult to beat, even with the driving thrills and sound of air-cooled cars taken into consideration. Following time spent in my new GT3, however, I am warming to the very latest line of 911s...

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



The taxi of choice in Turkey, where I have just holidayed, is — wait for it — the Dacia Logan. Not the most salubrious of limousines, I grant you, but it's certainly up to the job of transporting people from A to B in some degree of air-conditioned comfort. Now, I don't know about you, but I've always played the 'highest taxi mileage' game when abroad, just to see which car gets the record on each trip. The lowest scoring taxi during my visit to Turkey was 325,000km (202,000 miles). The highest was an incredible 749,000km (465,000 miles). Of course, these cars don't have to live in the extremes of weather we experience in the UK, but apart from the odd suspension clonk and a few battle scars on bodywork and interior trim, all the Dacias I encountered functioned satisfactorily.

This got me thinking about what we consider high mileage, or when we think a car might become unreliable. We all know around seventy percent of all Porsche manufactured are still on the road. I'm not sure if any other marque can beat this (no numbers are currently available for Dacia taxis), but the fact stands as testimony to Porsche build quality and the enduring love owners have for these cars. Clearly, with this many Porsches driving about, many of them will carry high mileage, but increasingly, I hear owners of newer Porsches (particularly those still under manufacturer warranty) saying how they don't want to run up mileage for fear of financial depreciation. This view is particularly prevalent amongst owners of GT cars.

Porsche owners have always been true driving enthusiasts. Worrying about value stops the cars we love being used as intended. I had no problem selling any of my previous 911s, including my 16,000-mile 991 GT3 RS. Sure, I was realistic on price, but I bought the car to use, not worry about its future value.

Nobody likes losing money, but what's the point of buying a car and not using it? The reality is that 5,000 miles, 10,000 miles or even 50,000 miles is really nothing, unless, of course, you think the Dacia is a better built car?

Our current Porsches will, in time, cover a lot of ground. I certainly applaud owners of high-mileage Porsches for using them as the manufacturer anticipated. We certainly don't want to see Ferrari-type ownership and a market situation where the majority of owners don't use their vehicles, but merely cherish pride of ownership (whilst paying out thousands to keep up with servicing and maintenance for what is essentially a trophy car).

Later this year, I reach my sixty-second birthday. The 911 has been around for most of my life. For as long as I've been able to say 'car', the 911 has been my favourite four-wheeler. A Carrera 3.2 Sport was the first 911 I learned how to drive well. I fully appreciated the car's chassis and engine synergy. In my opinion, this remains the best of the air-cooled era. Put it this way, if were I ever lucky enough to have a collection of 911s, a Carrera 3.2 Sport coupe would certainly feature. A recent drive in a sorted 993 Carrera reminded me how visceral and fun a good air-cooled 911 can be. The engine sound is, of

course, unique and very special. In contrast, I don't think the 996 was Porsche's finest hour, but water-cooled 911s have improved immeasurably since the mid-1990s.

Porsche seemed to be finding its feet with the first 'kettles', working out how best to configure the chassis to take account of increased weight, whilst maintaining driver feel and excitement. Get me in any 997, though, and I'm as happy as a sand boy, particularly if driving a second-gen model. What great 911s these are, whether in road, race or trackday specification. Maybe it's my age, but I feel Porsche really nailed it with the 997 — the right amount of technology with just the right amount of analogue feel.

The 911 I've spent the most amount of time driving, however, is the 991 (in all its guises). Naturally, with time behind the wheel comes familiarity, meaning I immediately feel at home in any 991. I know this breed of 911 has its critics, who are chiefly upset at what they perceive to be the development of a 911 not particularly special in any given area (especially after the brilliance of the wonderful 997), but if you consider how fit for purpose the 991 was at its time of release, and just how many awards the model went on to win for being the best all-round sports car, then it has to be considered one of the greatest 911s.

I've made no secret of my love for this generation of 911. I'm especially fond of the GT versions, which are fantastic on track, to look at and from the driver's seat. I've said on record — in these pages, no less — that I prefer the 991 to the current generation of 911. I feel the 992's interior is far too 'digital'. There's also a numbing of feel through the suspension and chassis.

Having said all this, as I recently shared with you, I'm now the owner of a 992 GT3, a reaction to the delay in delivery of my new GT3 RS. I have to say, the 992 GT3 is growing on me, albeit slowly. As magnificent as this 911 is on track, I find the myriad touchscreen menus a trifle bewildering. Maybe I'm just an old fuddy duddy who can't adapt to change?

I'm trying to embrace the *newness* of the 992 and enjoy time behind the wheel. Perhaps I need to put in a few more journeys, thereby increasing the number displayed on the odometer? After all, this is what a 911 is for. I'm certainly not going to worry about high mileage. ●



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1970 Porsche 911E Coupe #16572

Presenting this Karmann-built 1970 Porsche 911E Coupe featured with matching numbers and finished in a captivating color scheme of Yellow combined with a Black interior. Equipped with a manual transmission, six-cylinder 2.2-liter engine, widebody kit (front/rear fenders), and customized fuel tank. An eye-catching Porsche 911E that is mechanically sound.

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1973.5 911T CIS Targa Sportomatic #15259

Presenting this stunning 1973.5 Porsche 911T CIS Targa Sportomatic featured with matching numbers that is finished in its beautiful factory color combination of Gold Metallic with a black interior. The 911T comes well-equipped with a Sportomatic transmission, 2.4-liter engine, air conditioning, 4-wheel disc brakes, Fuchs wheels, fog lights, jack, and a spare tire. Also includes a Porsche Certificate of Authenticity copy, owner's manual booklet, and service receipt copies for an engine rebuild in addition to other work completed totaling over \$42,000.

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1969 Porsche 911T Coupe #16337

Presenting this Karmann-built 1969 Porsche 911T Coupe featured with matching numbers and finished in its factory color Polo Red (6802) complemented with a Black interior. This original blue-plated California car is equipped with a manual transmission, 2.0-liter Weber carbureted engine, four-wheel disc brakes, single exhaust outlet, and VDO instruments. An extremely rare and highly desirable Longhood that is an excellent addition to any collection and is mechanically sound.

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1985 Porsche Carrera Targa #16332

This 1985 Porsche Carrera Targa featured with matching numbers is finished in its factory special order color Meteor Metallic (961) complemented with a Black interior. Equipped with a 915 five-speed manual transmission, 3.2-liter air-cooled flat-six engine, and four-spoke steering wheel. Amenities include air conditioning, automatic speed control, power windows/mirrors, and sun visors with vanity mirrors. A highly desirable air-cooled Carrera 3.2 Targa that is mechanically sound.

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1993 Porsche 928GTS 5-Speed #16157

Presenting this scarce 1993 Porsche 928GTS 5-Speed that is finished in its factory color Slate Grey Metallic (Q9) complemented with a Grey interior. This is 1 of only 54 examples ever produced for the US market. Equipped with a 5-speed manual transmission, V8 engine, twin exhaust finishers, four, rear spoiler wing, "928 GTS" badging, and side marker lights. With receipt copies totaling over \$42,000, this is an extremely rare opportunity to be a part of a select few to acquire a limited edition 928GTS 5-Speed that is mechanically sound.

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1964 Porsche 356SC Coupe #16427

Presenting this 1964 Porsche 356SC Coupe that is finished in its factory color scheme of Signal Red (6407) complemented with a Black Leatherette interior. This Reutter Coupe is equipped with a 4-speed manual transmission, Porsche-branded hub caps, and a full-size spare tire fitted in the front trunk. Do not miss your opportunity to acquire a highly desirable Porsche 356SC Coupe that is mechanically sound.

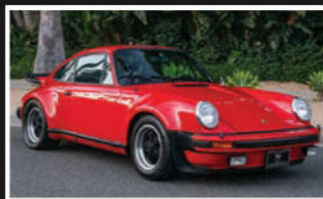
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For \$98,500



1984/1975 Porsche 930 Turbo #05638

A true piece of automotive history, this iconic 1975 Porsche 930 Turbo with matching numbers and the Certificate of Authenticity included, is for sale in its original color code #027 Guard's Red with a black interior. Only 284 Porsche 930 Turbos were ever made in 1975, and this car is #255, and one of only 20 in the U.S., according to the 930 Turbo 3.0 Liter Registry. It had the same owner since 1988 and is mechanically sound.

For \$196,500



1990 Porsche 964 Carrera Coupe #16101

Presenting this 1990 Porsche 964 Carrera Coupe that is finished in a color scheme of Black - Schwarz complemented with a Tan interior. Equipped with a 5-speed G50 manual transmission, 3.6-liter 6 cylinder engine, fuel injection, four vented/perforated brake discs, sunroof, single exhaust outlet, and VDO instruments. A highly collectible air-cooled 964 Carrera that is mechanically sound.

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KARL MEYER

We're told world markets are on the verge of freefall. Certainly, everyone's personal finances are being squeezed by the current cost-of-living crisis, but appetite for new and used 911s remains strong, even with the seasonal dip in demand (caused by school holidays and vacations) taken into consideration...

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



My commitment to share with you monthly insights into the UK's Porsche marketplace is a privilege, one I feel carries a deep sense of responsibility. I always want to be truthful. The desire to talk up or down a market, especially the one you're active in, must be a temptation for anyone with a business or a brain. I've always subscribed to a strong inner conviction that the minute you can't be yourself – or when you're not prepared to tell your audience the truth – you don't deserve your platform. Good or bad, I'm committed to letting you know how it really is out here in the land of Porsche sales.

Additionally, I'm one of you. A dyed-in-the-wool Porsche addict. I crave the kind of content this magazine delivers. I always want to know more about the marque we love. Opinion is fine, but I enjoy substance. Providing you with hard evidence is the high standard I hold myself to when reporting on the highs and lows of the dealer network. I understand how *911 & Porsche World* enables you to disappear from the real world and immerse yourself in your hobby, your passion, your addiction. Right now, much of

my work concerns sorting reality from fiction. Transactional data versus sentiment. Believe me when I tell you there's no shortage of the latter.

Every year, during July and August, many potential Porsche buyers disappear into the sunset for their annual vacations, which unavoidably creates a drop in inbound dealer enquiries. What never ceases to make me giggle is how short memories are in the automotive industry. Despite the same pattern occurring like clockwork each year, the minute we see a dip in sales, certain Porsche Centre managers want a full inquest in to their sales team's performance in order to figure out what's going on.

Most operators in the motor trade monitor sales performance weekly and generally focus their attention on the all-important "month end". Whilst it's perfectly reasonable to pursue this metric, I've always felt it somewhat short-sighted. Seasoned experts will check the market's pulse daily for both sentiment and data, but this approach can cause knee-jerk reactions to what are seasonal ebbs and flows.

I'm sensing heightened caution out there right now, which gives me cause to believe we are moving toward a buyer's market. For some time, I've felt the market needed to correct, but I

must tell you, whilst I hear sentimental stories of concern on my daily catch-up calls with Porsche Centres, I'm encouraged by the strength of the transactional data.

Yes, the market has slowed. Yes, economists seem to be convincingly driving us all off a cliff, but still people are buying Porsches. Centres are still writing new business and selling plenty of used cars. It doesn't make much sense.

I promised you honesty. Earlier, I made a remark suggesting it's easy to be near-sighted when analysing the market. This month's issue of *911 & Porsche World* has forced me to question that handicap on a whole new scale. You'll be very aware of the fact 2023 is the 911's sixtieth anniversary. Six decades of continuous demand for essentially the same recipe. Sure, there have been other cars lasting as long or even longer on production lines. The Chevrolet Suburban (1935 to present) is one, but in 2023, how many of, well, *anything* can there be at the top of its game for sixty years? And still going strong!

I personally dislike how much the word *icon* is overused. It's everywhere. The English dictionary definition is "a person or thing widely admired, especially for having great influence or significance in a particular sphere". As I consider the market in our little corner of the sports car scene, I'm genuinely in awe when considering the entirety of the 911's sixty-year history. It's good to marvel at the dominance this heavyweight champion has exercised in its sphere. The 911 is the benchmark by which all other sports cars have been (and are) judged. The vehicle striking fear into the heart of any competitor. The 911 is the cornerstone defining a world powerhouse of a brand. It always will do.

My next sentence might be a big one, but I'm happy to go on record and stand by it. The 911 embodies transcendence because it transcends its market. Whether you consider the 911 expensive or a bargain, you want one. In a cost-of-living crisis, there are plenty of enthusiasts who will justify purchase by way of man-maths.

And if you're anything like me, you could be equally bristling with excitement at the idea of buying a new 911 as much as you would an original from 1963. The 911 doesn't merely participate in the sports car market, it sets the market. This is the true definition of an icon. ●



60 YEARS OF 911



TIME JUMP

Spanning sixty years of Porsche production and representing the most basic models of their kind, we pair a RUF-restored 901 with the latest 911 Carrera...

Words Johnny Tipler, Dan Furr and Matt Robinson Photography Dan Sherwood

What's in a name? Or a number, for that matter. Say it often enough and it becomes part of the vernacular.

This is what Peugeot was afraid of when Porsche revealed its 901 prototypes back in 1963. The French auto giant had already annexed three-digit model numbers containing a central zero and, with a litigious threat, persuaded Porsche to think again about using its in-house design number to identify Stuttgart's new sports coupe. Porsche bosses simply shrugged, and changed the zero to a one, giving us 911.

Before Peugeot's umbrage, Porsche had already created eighty-two cars identified as 901. These were among the first run of 235 911s built

between September 1963 and January 1965. Ten prototypes were also trialled earlier in 1963. The fact this three-digit name happens to coincide with the USA's emergency telephone number wasn't a concern — 9-1-1 only became the US panic code in 1968. While the wheelbase dimensions of the two-litre 901/911 never varied — 2.20m (87in) — there were several subtle differences between those first cars and subsequent 911s. To start with, as confirmed by Jürgen Barth's *Porsche Book*, 901 chassis numbers are expressed differently from those of later 911 production cars — the first ten prototypes carried chassis identifiers 13321 to 13331/1, as demonstrated by the fifth prototype, built by Karmann in August 1963, carrying chassis number 13325 and presented at the Frankfurt Motor Show a month later. The initial build run — including the eighty-two pre-series 901s — comprised cars stamped 30001 to 300235. Significantly, unlike today, when pre-series cars remain on a

manufacturer's test fleet for long-term evaluation or are simply crushed, some of these Porsches ended up in the hands of the brand's customers.

For the benefit of those not familiar with Porsche nomenclature of the period, it's worth noting 356 and 901 were internal model designations used by the company's engineers. Before the 911 came along, Porsche didn't need any distinguishing nameplates by virtue of the fact it only made one line of cars. In other words, if you were a Porsche owner in the period, you told people you'd bought a 1500 or a 1600 (referring to engine capacity), or an A, B,

the latter being his personally owned Porsche. Just before this particular visit, there had been three 901s in RUF's jurisdiction, which is amazing, given the model's rarity.

As for the enigmatic numerology, Alois Jr pointed out how "901s don't have a logo on the glovebox, nor the 911 badge on the engine lid," and how the strip across the base of the engine bay is smooth, with no pressings where the firing order and other labels live in the segment fitted to subsequent 911s. The now familiar rubber closures sealing the engine bay were not yet in place, either.

At the time of assembly, Porsche was

still debating what its new car would be named and, though the 901 type-number was probably conferred by straight-thinking engineers, Peugeot lawyers were ready to pounce.

THE CREATOR OF THE WORLD'S FASTEST 911-DERIVED SPORTS CARS WAS OUT-AND-ABOUT WITH TWO OF THE OLDEST OF THE SPECIES

or C model. Of course, the two-litre flat-six was always prefixed 901 until 1969, when the 2.2-litre unit was installed, but there's more. And who better to outline the evolution and highlight the variances between the 901 and the 911 than the world-renowned maestro of Porsche tuning, Alois Ruf Jr?

As well as being proprietor of automotive nirvana, RUF Automobile, he's also the proud restorer of several 901s, including the radiant red survivor you see on the pages before you. We visit him at his Pfaffenhausen base fairly regularly — at least once a year in 'normal' times — and inevitably get to try out one of his latest creations on the Bavarian blacktop for high-speed thrills.

On a recent visit, we were channelling the opposite end of the power spectrum. The creator of the world's fastest 911-derived sports cars was out-and-about with two of the oldest of the species, namely 901 chassis 300027 (Light Ivory) and 300037 (Bali Blue),

Consequently, Porsche didn't apply any identification markings until build number 236 rolled off the assembly line — the second model production series bore the now legendary 911 symbol at the forty-fives-degree angle. In fact, in the months leading up to chassis 13325's star turn in Frankfurt, talk about Porsche's new car led journalists reporting on sightings of the first prototypes to refer to the model simply as the 2000, reflecting accepted terms of reference when talking about Zuffenhausen's creations.

FLUID THINKING

Take note, fact fans. There are three versions of the 911 fuel-cap lid-opening mechanism. There's the pull-out golfing tee on the extreme left of an air-cooled 911's dashboard and, of course, a pull-up lever by the right-hand sill panel for water-cooled 911s. The 901's was different again. "The first 235 cars featured a knob lower down in the door jamb, as highlighted by the first owners' manual,"

Facing page Restored by RUF Automobile, this fabulous 901 is one of the stars of a private collection of historically significant air-cooled Porsches looked after by Export 56 in Bedfordshire



Alois Jr confirms. "Porsche realised, however, that when you drive into a filling station, you need to use the petrol pump on the left-hand side because, correspondingly, the fuel filler is on the left of the car, but you couldn't open the door wide enough to pull the knob out."

As air-cooled left-hooker handlers know, this situation is experienced with potentially every fill-up. "Porsche installed a linkage system, he continues, "which was very much improvised. This was retro-fitted to the first cars when they came into dealerships." Not Alois Jr's blue 901, though. "It kept the original set-up." Sure, the car's had some work, though not as much as you'd think for a classic Porsche of this vintage. "It was essentially a very good 901, largely because it had been stored in a garage and not used for twenty-five years. "It was a remarkably lucky find, too, not only for Alois Jr, but for the car to be acquired by such a committed aficionado.

He found the Porsche in California at the turn of the century, "advertised in a classifieds newspaper, the kind you find in every grocery store by the check-out. I picked up a copy and, incredibly, saw a listing for an early blue 911. I remember the advertisement highlighting chassis number 300037 and knew it must be a really early car. Sure enough, when I checked against my reference books, it was a 901." A short while later, a deal was done, and the subsequent

restoration was finished in 2003. Thereafter, the revitalised 901 (Alois Jr's first 901 restoration, incidentally) was the theme car for RUF Automobile's fortieth anniversary celebrations and starred at the 2004 European Concours d'Elegance in Düsseldorf. When I saw the car at Pfaffenhausen, it was nothing short of pristine. I also saw 300027, the Light Ivory 901, and although Alois Jr was its custodian, it belonged to Canadian-domiciled Finn, Sorjo Ranta, who'd bought his rare Porsche straight off the exhibition stand of UK Porsche concessionaire, AFN, at the 1964 Earls Court Motor Show. "It's a lovely thing, isn't it?" says Alois Jr. "Its slightly warm white body is a lovely classic Porsche shade. The car was manufactured in late September 1964 with extra pressure to get it finished in time for the London date," he explains. "As expected, AFN displayed a host of 356s, but the company also unveiled this exotic new Porsche sports car."

The red 901 seen here, chassis 300078, is the most recent 901 restored by RUF. Rolling off the Porsche production line on 14th November 1964 and finished in Signal Red over black leatherette with Pepita cloth inserts, it was the first 901 to arrive in Switzerland, sold through official Porsche importer, AMAG. The lucky first owner was Claudio Ponti, a racing driver who rallied the car in his home country and Italy,

before moving on to newer machinery. Interestingly, the Porsche was displayed at the Geneva Motor Show in 1965, before making its way Stateside in the 1970s, where it would be subjected to what Alois Jr describes as a "less than perfect restoration". Wind the clock forward to 2016, and the car was sold by Anspach Autos in Pennsylvania to Dutch collector, Rene van der Wall, passing into the care of Alois Jr the same year. Under his watch, RUF carried out a two-year restoration, completing the project in the

Above Thought to be the youngest of the six surviving 901s boasting 'matching numbers' authenticity





Above and below As this extremely early incarnation of what we now know as the 911 proves, the leap from the 356 to Porsche's six-cylinder flagship was huge

summer of 2018. In a case of history repeating, the finished car returned to the Geneva Motor Show, placed as the star attraction on RUF's stand in 2019, before being purchased by Mick Pacey, founder of Bedfordshire-based classic Porsche restoration and sales specialist, Export 56, on behalf of a client in 2020.

"It's one of the run of eighty-two pre-series 901s and now forms part of one of the most notable collections of early Porsches outside the manufacturer's museum in Stuttgart," Mick smiles. "Factory records indicate less than twenty 901s have lasted to the present day and, of those, only six are matching-numbers cars. This one, chassis 300078,

is one of the six. Moreover, of all known surviving 901s, this is the latest chassis-

enthusiasm existed for the four-cylinder 356, but the balance has now changed.

Early 911s are proving most popular."

Growing up surrounded by Porsches at his father's service and maintenance garage in

INCLUDING THE THREE CARS MENTIONED HERE, RUF HAS RESTORED SIX OF THE SURVIVING EIGHTY-TWO PRE-SERIES 901s MANUFACTURED

numbered example to have survived."

As the Export 56 901 ably demonstrates, a significant facet of RUF Automobile's business is restoration, driven by Alois Jr's deep-seated fervour for air-cooled Porsches. Indeed, including the three cars mentioned here, RUF has restored six of the surviving eighty-two pre-series 901s manufactured. "I remember when there was no interest in the early 911," he smiles. "Greater

Pfaffenhausen, it was inevitable he would get involved — Alois Ruf Sr first serviced Stuttgart-crested sports cars in 1963.

Alois Jr was bitten by the 911 bug the following year, when, aged fourteen, he was riding in the family car on the autobahn. "It was a rainy day in April," he recalls. "We visited the Bauma heavy equipment show in Munich. My father took me to see the cranes and earth-moving stuff. We were driving at about 85mph and, suddenly, a 901 flew by. I'd never seen a 911 prototype, obviously. Rain was falling hard and the spray kicking up from the road was incredible. Our car shook from the wind of the slipstream and I couldn't believe the sound of the air-cooled flat-six."

"I'd already seen photographs of the 901 in *Hobby*, a German magazine for teenagers which published spy pictures of this curvaceous new Porsche," he continues, "but nobody knew what the name of the model was. What the magazine *did* know was that this was a new two-litre Porsche and it was likely powered by a six-cylinder engine. The prototype was shown at the Frankfurt Auto Show in September 1963. I will





never forget seeing it, but I couldn't have imagined the impact the car would have on the rest of my life." We know precisely what he means.

While the 911 was originally referred to as the 901, so the 912 was designated 902, even though it was already under development by the time the 901 was announced. The flat-four engine Porsche played a significant part as an entry-level model, as Alois Jr recalls. "Although the 911 was sensational for many driving enthusiasts, some just didn't warm to it, but after the 356 ceased production, the 912, introduced in 1965, was the perfect interim Porsche to get people to accept the six-cylinder model, which at that time, was regarded by many as too radical, too delicate, too sophisticated and, crucially, too expensive." The 911 wasn't all about mechanical upgrades and technology, though. "One of its main attributes was the interior," Alois Jr declares. "It boasted much more space and better visibility than the 356. People liked these features, but still wanted a reliable four-cylinder engine, hence the introduction of the 912, which made a lot of sense, especially in the USA, where it was well-suited to the country's highway speed limits. In Germany, the 912 was nice to drive and more affordable than the bigger-engined Porsche, but you were struggling to keep up with traffic, especially if an Alfa Romeo or an Austin-Healey showed up."

Regarding the dramatic change from the 356's four-cylinder boxer to the 911's flat-six, Alois Jr observes, "it was the

sound, the performance, the throttle response, everything. Before the 901, the top model in the Porsche range was the 356 Carrera 2 and, funnily enough, both models carried two litres of displacement and both developed 130hp, but one had the four-cylinder engine, the other the six-cylinder unit." Paul Frère, conducting the first 901 road test for *Auto Motor und Sport* magazine, laid down the gauntlet. "The customer will decide because, at the moment, it's not clear which will be the preferred car," he wrote. "Is it the four-cylinder four-cam, or will it be the six-cylinder two-cam?" Revisionist history may suggest otherwise, but this is how people were viewing purchasing of a new Porsche in 1963 and 1964.

Other idiosyncrasies to address included the 901's reluctance to restart

unless the engine was good and hot.

"Fuel and spark plugs are better today, but if you start one of these early cars three or four times just to manoeuvre it around your garage or to take on very short runs, then there's every chance it will start running on five cylinders. You can run it up the road and, sometimes, this is all you need for a reset, but more often than not, you'll have to take the plugs out," Alois Jr sighs, before suggesting the fuel pump was the biggest downside of the early 911. "Those were the Bendix pumps," he confirms, "and when they packed up, the car stopped, and people thought their engine was broken, but in reality, they only had to take a small hammer and tap the pump once to get it running again." RUF installed a more sophisticated fuel

Above and below
Utterly charming in every respect, the 901 is a true collector car



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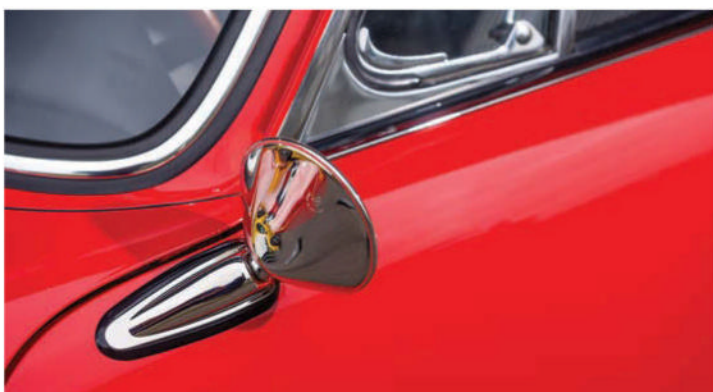
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pump to our Signal Red feature car, though it's tucked away out of sight, while the Bendix pump stays there for a show of authenticity. While we're on the subject of fuel equipment, it should be noted, the original Solex carburetors were troublesome enough for the company to switch to Webers in 1966.

TRAVELLING IN STYLE

Inside the 901 cabin, the seats have broad squabs and short backrests like easy chairs, but with hindsight, they're a shining example of the great strides 911 seats have taken during five decades. The gear stick is a 1950s hangover, with its Bakelite knob on top, though it feels very delicate, slotting it through its gate. The wood-rim steering wheel has four metal spokes and a central leather horn boss, while the period Blaupunkt radio is prominent in the wooden fascia.

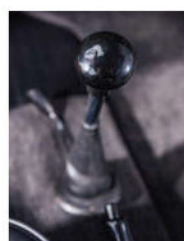
"The 901 was a big step forward in terms of dashboard instrumentation," Alois Jr expounds, "primarily because there are more functions to control than the 356 offered." One of the most puzzling things throughout the life of the air-cooled 911 was how to check the oil quantity. "It's always been something many people don't understand, which is why so many owners overfill their classic

Porsche's engine with lubricant." The 901's gauges, snug in their binnacle, carry green numbers on the dials, while the door pockets fold outward. The knobs to open the doors are on the ends of the arm rests. The lack of seatbelts was slightly unsettling on my drive, but Alois Jr pointed out that, unless you retro-fit them, you don't need to bother about safety belts in Germany on cars built before 1970. The fittings are in place,

though, originally intended for occupants bound for club sprints and rallies.

Alois Jr is justifiably proud of his sextet of 901 restorations, and having seen the 911 in its infancy, he has accumulated a lifetime's knowledge of the model's evolution. "When I returned home from school, I would ask my dad about things he was contending with in his workshop. Bearings were a popular topic of discussion. Were they in pieces or were

Above The basic architecture of the 911 didn't change until development of the 996, more than thirty-four years after the 901 was unveiled





Above Any drive in a classic Porsche is special, but seat time in a 901 is an event quite unlike journeying in any other 911 variant

they okay? I'd have heard them being discussed the day before, and I'd wonder whether he was talking about a main bearing or, perhaps, a connecting rod bearing? I was totally involved, learning all the time. I observed details like the little separator in between in the fender, unique to the early 911 in the three years spanning 1964 to 1966. Other restorers often put in the later style, which was the rubber seal introduced with model updates in 1967. In fact, there were two types, one from 1967 to 1987, and another in production from 1987 until the arrival of the 964 in 1989.

These are subtle details, of course, and one could, in theory, fit the incorrect part without compromising the host vehicle." Most people wouldn't know the difference, but for RUF and like-minded restorers, such as Export 56, this simply isn't good enough. "We don't accept these kind of compromises on a car of such historical significance as a 901, not to mention the need to maintain financial value through originality," Alois Jr scowls.

Talking of which, what is a 901 worth in today's money? It's hard to gauge because the model hardly ever comes on the market. "Right now, there's much hype about the first run of 911s," muses Alois Jr. "They're very valuable cars, and amongst those are the eighty-two 901s, but as few as maybe fifteen examples have survived." Although the contrast

between these bauble beauties and his tough-guy Turbos could hardly be any greater, his heart is equally drawn towards these early 911s, and he keeps track of the status quo.

What are they like to drive, these short-wheelbase proto 911s? During a recent

steering wheel, which communicates acutely what's going on between road and tyre. Going slightly quicker, the steering weights up and there's a little bounce through the front wheels. The turn-in is great, and it seems as if the steering wakes up midway through

bends by not being power assisted. It's a physical effort to actually make the turn, of course, but the handling is invigorating, making the drive feel like an adventure, as

IT'S A PHYSICAL EFFORT TO MAKE THE TURN, BUT THE HANDLING IS INVIGORATING, MAKING THE DRIVE FEEL LIKE AN ADVENTURE

visit to RUF, I left hilltop Kirchheim and headed down to the Swabian plain to have a play on the smooth two-lane roads that criss-cross the arable farmland. Driving the 901, the controls are well-placed, the large diameter wood-rim steering wheel has a delicate action, and the gear lever movement is very light — almost fingertip controllable — though I need to keep my left foot buried deep on the clutch whilst making the shift. The legs and feet have to work harder than arms and hands, and I have also to press pretty hard on the unassisted brake pedal to haul down the speed. The 901's flat-six has that sharp characteristic staccato bark, and it loves to rev. Around 3,000rpm is where it comes alive — it's very eager to zing along, and at 5,500rpm in fourth gear, I'm doing a sprightly 93mph.

You can feel how light the car is, certainly when compared with later specimens. Having no power steering, I feel every bump in the road through the

opposed to seat time in a modern car, which you know will do the work for you.

RUF is a manufacturer in his own right, and Pfaffenhausen's recent offerings, such as the CTR-4, make a startling contrast with a 901. Indeed, Porsche owners in the early 1960s must have been swashbuckling types, because experience behind the wheel of a 901 is so dancy, so edgy. These cars are so involving to drive, really exhilarating. While RUF embodies road-going 911 motoring at its fastest and plushest, this is 911 motoring in its most basic and purest. Raw, but rewarding, both sensually and aesthetically. And there's that extra frisson too, the knowledge you're driving an original — one of the very first examples of the legendary 911. There's that number thing again — in view of the success and longevity of our favourite automotive brand's flagship product, Peugeot probably did well to get Porsche to drop the middle zero.



More so than with any other generation of 911, the 992's hierarchy boggles the mind. We've already had the S derivatives, which generate a huge 444bhp and 391lb-ft of torque. Spec one of the Coupes up as a 4S with the Sport Chrono pack and you'll see the dash from rest to 62mph obliterated in 3.4 seconds. Top speed is an impressive 190mph.

We've said it once and we'll say it again: that's 996 Turbo pace. From a Carrera S. It's just barmy.

Knowing Porsche has to build the many-storeyed 992 ziggurat from there, with a GTS and then a GT3 and then a GT3 RS and then a Turbo and then a GT2 and then any other specials that might appear in between any of these layers of blistering speed (new 911 R, anyone?), we almost worry for the powers-that-be and the daunting task they have cramming a load of different machines into a vanishingly small incremental performance range hovering around a three-second 0-62mph time and 200mph top speed. But that's Porsche's problem, not ours, right?!

And yet, what if you want to go the other way with your 992? What if you don't need 450-ish-bhp and then some? Where does the (for want of a *much* better adjective) 'regular' Carrera stand

in this era of varying discreet degrees of 911 hyper-performance?

After the 992 Carrera S Coupe, Carrera 4S Coupe, Carrera S Cabriolet and Carrera 4S Cabriolet were launched, Porsche moved its attention to the base-spec Carrera. Again, you can go for a Coupe or a Cabriolet, and then a '2' or a '4', depending on which axles you want driven, but the rear-wheel-drive variant we're sampling here isn't known as the Carrera 2 in official nomenclature, instead being named simply *Carrera*. Indeed, our test car doesn't even have *Carrera* written on its rump — it simply has the Porsche lettering in the full-width light strip and a discreet nine-one-one badge beneath it.

Any fear the £89,800 Carrera Coupe would somehow feel like a poor relation is soon dispelled once you see the, um, 'lowliest' 992 in the metal. It remains a stunning car to behold. Without the Sport Design package, the rear number plate is mounted lower in the bumper, but the distinctive look of the current 911's backside is growing on us by the minute. Dressed in no-cost Racing Yellow, the simplistic, borderline minimalist shape of the 992 Carrera looks beautiful and truly GT-like, as opposed to the out-and-out sports car more be-winged and extreme versions of the 911 can be.

Complementing the exterior was a cabin dressed in black leather and all the

usual excellent Porsche appointments, including like the five-dial (largely) digital instrument cluster, the perfectly sized steering wheel (not a GT Sport item with the rotary mode-select dial and Sport Response button, though), that gorgeous 10.9-inch Porsche Communication Management (PCM) infotainment touchscreen (one of the best systems in the automotive business, this) and the general ergonomic correctness the 911 has always been renowned for.

The graceful design and ambience of the 992's interior makes the cockpit of any 991 feel immediately dated, which shows just how quickly things progress, even when it comes to the 911, a car famous for following the same blueprint for six decades.

Options on our test car were relatively few — its final ticket came in £551 shy of ninety-one grand. Now, we realise a five-figure 911 is hardly something to be amazed by, but with the Carrera 4S Coupe starting at more than £100,000, this test Carrera felt like something of a bargain. To round up all the extras, Porsche added Power Steering Plus at £185 and ParkAssist for £464 — the standard-fit front and rear parking sensors were augmented by a rear-view camera.

The eye-popping paint job, Crayon stitching, four-way Sports seats and 911 badge (in place of model designation) were free of charge.

Above The fact this twin-turbocharged, three-litre, 380bhp powerhouse is today's entry-level 911 shows just how far Porsche sports car evolution has come in the past sixty years

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PERFORMANCE ENHANCEMENTS FOR ROAD AND RACE



If you're reading through the list and making an extrapolation about the Carrera's reasonably spare chassis tech, you're doing well. There was no rear-axle steering on our 911, no Porsche Torque Vectoring Plus (PTV+) for the driven wheels, no Porsche Ceramic Composite Brakes (PCCB) to enhance the stopping power. And yet, the 992 Carrera is

hardly a pauper in the dynamic equipment stakes. Porsche Active Suspension Management (PASM) is standard-fit, as is variable-ratio

electric power steering with a steering-pulse generator. The brakes are four-piston aluminium monobloc calipers gripping internally vented and cross-drilled 330mm discs. There's Porsche Stability Management (PSM) traction control with extended brake functions in the ABS, while the mighty 9A2 Evo biturbo engine features dry-sump lubrication with an on-demand fuel pump, direct fuel injection and VarioCam Plus valve timing and lift.

Oh, and two gasoline particulate filters, although we'll gloss over that.

We're not going to claim this is some pared-back, sub-GT3 driver's special, but it's about as unadorned as the 911

will get: rear-wheel drive, standard suspension, standard brakes, standard steering and no PTV+. The engine delivers a fulsome 380bhp with 332lb-ft of torque on demand. These are deficits of 64bhp and 59lb-ft when comparing to S-badged 992 output, but just look at the on-paper performance: even with its two-wheel drive configuration and

at deciphering the antonym of 'fast'.

All of the above tots up to a 992 that is, quite simply, marvellous. It feels in no way lacking the sort of monstrous thump a 911 deserves. Yes, if you concentrate really hard, and if you've sampled an S or 4S of the same generation, you might discern the 380bhp Carrera doesn't quite have the same insistent ferocity when

it's beyond 5,000rpm and chasing the redline, but we're talking very minimal differences here. Moreover, those differences would most keenly be felt on track, not the

public road. Certainly, picking up extra pace from low speed feels every bit as lively and eye-opening here as it does in an S. The sound of the drivetrain, with that Sports exhaust fitted, is just about spot on. It's docile and demure beneath 3,000rpm, sufficiently meaty and hard-edged as the tach needle starts to swing to the right of the dial. The noise generated by the performance pipework becomes heavily redolent of the normally aspirated boxer sixes you'd find in 911s of yore, especially when you start pushing the Porsche closer to 7,000rpm. Aided and abetted by the superb eight-speed PDK, which cracks in ratios with an immediacy that never lets the power

Above No-cost Racing Yellow paintwork makes the 'basic' Carrera look very aggressive

Facing page Interior is fabulously appointed and oozing in comfort, the ride made even more pleasant by the use of fat tyres and nineteen-inch wheels

DRIVERS OF OLDER-ERA TURBOS WOULD NEED TO THINK LONG AND HARD ABOUT TAKING ON A 992 CARRERA AT THE LIGHTS

lacking Sport Chrono, the 992 Carrera runs 0-62mph in 4.2 seconds on its way to a top speed of 182mph. More startling is the fact this nifty 911 is ranked well beneath the ten-second marker for a 0-100mph sprint, clocking a tremendous 9.3-second time for such step-off acceleration. Flexibility is no issue, either, because if you're travelling at 50mph and you squeeze the throttle, just 2.6 seconds later you'll be doing 75mph and the Porsche won't have even shifted gear to achieve such an uplift in velocity. If this is what 'slow' means in Stuttgart, we think the bods at Porsche ought to have a look at their German-English dictionary in closer detail before having another crack





delivery relent for even the briefest of moments, this is a properly fast 911. Drivers of older-era Turbos would need to think long and hard about taking on a 992 Carrera at the lights, that's for sure.

That said, this isn't a car dominated by the experience of its straight-line pace, nor the wonder of its soundtrack. It's simply a beautiful car to drive in all regards. There's a true dichotomy of character to the Carrera, like we've never sampled on a 911 before — it can play the pseudo-GT very convincingly when it wants to. Burring up and down motorways, the ride comfort is outstanding. Not big-limo smooth, naturally, as highlighted when the 992 reminds you of those nineteen-inch wheels covering the UK's craggy road surfaces, but there's a taut composure to the way PASM smooths out big compressions and washboard sections of asphalt. It's an utterly remarkable achievement, even for a phenomenally talented sports car.

That it returned 27.4mpg and a motorway best of 35.5mpg is the icing on the Carrera's everyday practicality cake, but it has lost none of the frisson of excitement when the mood takes you. The steering is some of the sweetest electrically assisted stuff we've yet encountered, brimming with as much feel as is possible and weighted with impeccable judgment. Though it's much reduced in the 2020s, and though the sports tyres provide outrageous traction for the Carrera in pretty much all conditions, you still get that 'corkscrew bob' from the nose of the 911 when you load up its outside rear in tighter corners,

a traditional feature reminding you precisely where that flat-six is located. While its one-size-fits-wide body means the 992 Carrera isn't as slender as some of its predecessors, it remains a car conveying an air of being compact and agile from behind the wheel. You can chuck it about on tighter back lanes with an abandon you just wouldn't get in the hulking form of, say, an AMG GT.

And so, aside from the most exhilarating top-end fireworks from the twin-turbo engine — which you get in the S models — the 992 Carrera is such a complete car, such a masterpiece of fast-road daily-driving genius, that you kind of wonder why you'd bother with any other 992. We certainly had every bit as much fun and feel-good joy behind the wheel of the Carrera as we did from an S. The capital-T-Turbo doesn't change the game very much, aside from offering logic-

defying pace. Yes, motorsport-derived models have 'proper' driving enthusiasts all in a lather, but a GT3 RS is hardly the sort of 911 getting used in all climatic conditions and on all manner of roads, year-round, a fact leaving us back at 992 Base Camp.

What a car this Carrera is. What a glorious, glorious Porsche. A prestige sports machine delivering serene cruising and cultured refinement just as well as it can roar down your favourite test road. The boxer engine plays all the right 911 notes and the chassis jabbars away to you with a constant stream of information and feedback.

Porsche, we know you've been filling rungs higher up the 992 ladder, but our worry is they may well be entirely surplus to requirements. This 380bhp model is a totally wonderful 911, whatever way you want to cut it. ●

Above It might be lacking the kick of a Carrera S (easily dialled in with an update to ECU software), but the base Carrera is still a very quick car

Below Two examples of the standard 911 recipe, separated by six decades of Porsche production





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60 YEARS OF 911

CLASSIC PACKAGE

A may be a mishmash of parts, but this doesn't stop the new 992 Sport Classic from being a highly desirable celebration of all things 911...

Words **James Fossdyke** Photography **Barry Hayden**







As the 911 celebrates its big birthday, it's only right that we should mark the occasion with a series of celebratory articles in the pages of *911 & Porsche World*. And without wishing to spoil the rest of this review too much, there's no doubt the 911 Sport Classic is something to be celebrated.

In fact, it's arguably the most purist-oriented model of the 992 generation thus far. Combining the attributes of the Turbo and GT3, it's a limited-edition lovechild little short of epic.

Let's start with the styling, which follows on from the 997-based 911 Sport Classic of 2009 by taking inspiration from the iconic Carrera RS 2.7. The recipe is simple: take the wider Turbo shell, trim away accoutrements deemed supplementary to requirements, then add one or two glorious extras.

The Turbo's instantly recognisable air intakes (just forward of the rear quarters), for example, have gone, which makes the rear end look that bit cleaner, despite the appointment of a 'ducktail' fixed spoiler. There's the slightest hint of a double-bubble roof, too.

The wheels are painted to reflect the aesthetic of classic Fuchs, even if they're significantly larger, measuring twenty inches across at the front and twenty-one inches at the back. Porsche

has paid just as much attention to the colour scheme — the Sport Grey Metallic paint adorning our test car takes inspiration from Fashion Grey, offered on the 356. Other Sport Classic colours are available, including Black, Agate Grey Metallic and Gentian Blue Metallic, along with Paint to Sample choices. Whichever hue you choose, it will be decorated with racing stripes on the bonnet and roof, as well as along the bottom of the doors, unless you request otherwise.

Some of the nattiest features are the smallest. As a case in point, there are Porsche Exclusive Manufaktur

badges on the front wings and a classic Porsche crest on the frunk. At the rear resides a circular Porsche Heritage badge. Regular readers will recognise it as a staple of Porsche's retro-styled 992s, as demonstrated by the 992 Carrera 4S Targa Heritage Design Edition featured on the cover of the October 2021 issue of *911 & Porsche World*. Here as then, the badge is colour-coded to the host 911.

You can have racing numbers applied to the Sport Classic's door roundels, if that's the kind of thing that excites you. Speaking of which, opening the doors leads you down yet another rabbit

Above Picking up where the 997 Sport Classic left off, this exclusive 992 is one of the most highly anticipated 911s of recent years





Above and below
Interior is typical of what we've come to expect from cars released as part of the Porsche Heritage range of products

hole of discovery. Peer into the cabin and you're presented with a three-tone scheme combining Black Nappa leather and Cognac semi-aniline leather with Pepita cloth.

Although 'houndstooth' was first used in the 356, it was only officially marketed by Porsche for the first-generation 911. Whatever Pepita's provenance, the combination of colours and materials on display here is striking. It manages to bridge the retro/modern divide with ease, and this is without mentioning the wood dash trim and gold badge

lettering, the latter reflecting the exterior badging.

Classic styling cues aside, pretty much everything in the cockpit is thoroughly modern. You get the same touchscreen, climate control and

they're luminous. It's a nod to the gauges in the 356, early 911 and the 912. Despite the retro design, however, the Sport Classic's rev counter looks perfectly at home alongside the digital displays to its left and right.

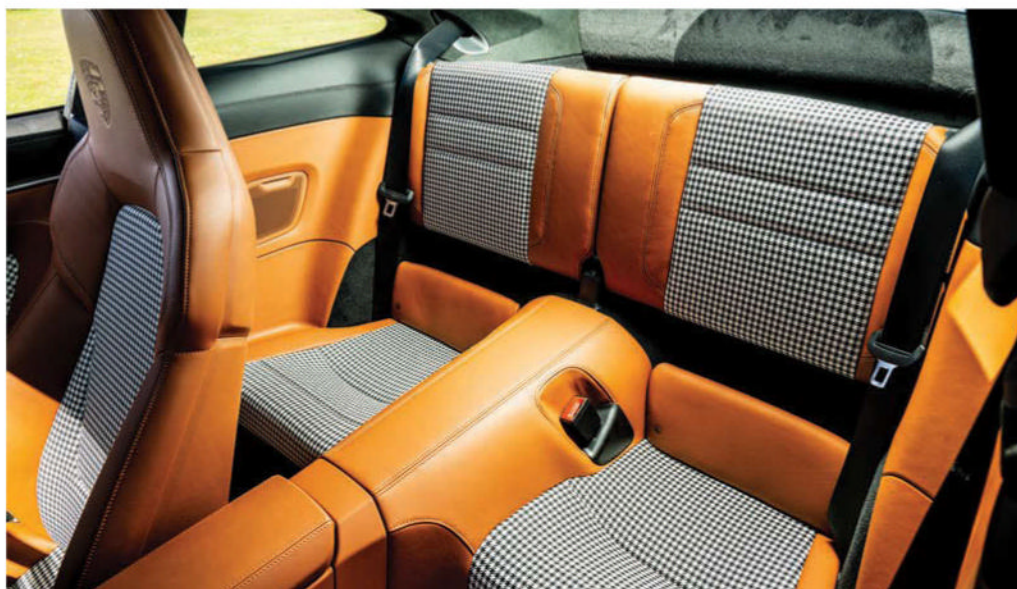
Let's be honest, all this is just set dressing. What really matters is the beating heart of the beast. Like the 992 Turbo, the Sport Classic's back end is filled with a 3.7-litre twin-

WITH 542BHP AND 442LB-FT TORQUE ON TAP, THE SPORT CLASSIC HAS PLENTY OF POKE, BUT IT'S LESS POWERFUL THAN THE TURBO

instrument display as you'd expect from a top-line 992, but there's a new rev counter, which is styled to look considerably older than it is. The green digits are backlit, giving the impression

turbocharged flat-six, but here the similarities end. Instead of all-wheel drive, you get old-school rear-wheel drive. There's a manual gearbox as standard, albeit one with seven forward speeds. And while this may be the most powerful *manual* 911 you can buy new from Porsche main dealers right now, this is clearly a 911 for enthusiasts, not statisticians. Nevertheless, let's get into the numbers.

With 542bhp and 442lb-ft torque on tap, the Sport Classic has plenty of poke, but it's less powerful than the Turbo. That shortfall in oomph, combined with the manual gearbox and the refusal to send any of the available power to the front wheels, has resulted in a significant drop in performance. Well, on paper, at least. Official figures show the Sport Classic accelerates from standstill to 62mph in 4.1 seconds, which is more than a second slower than the 992 Turbo. Perhaps more remarkably, the Sport Classic a mere





tenth of a second faster than a stock 992 Carrera coupe. Then there's the Sport Classic's top speed of 196mph, which is 3mph down on the Turbo, although a more convincing 14mph up on the basic Carrera. A 4S, on the other hand, is a whole half-second faster from rest to 62mph and only 6mph slower at top whack. And there's no getting away from the price difference: a new Carrera 4S costs a massive £100,000 less than the Sport Classic.

FUNNY PAPER

What Porsche doesn't know about writing invoices isn't worth knowing, but the Sport Classic is quite an exercise in inflation. Prices start at just under £215,000, which puts a six-figure gap between the Sport Classic and the base Carrera. Moreover, ownership of a new 992 GT3 is around £70,000 cheaper. The Sport Classic adds £50,000 to

the price of a new 992 Turbo. Yes, the Sport Classic is exclusive, and we admit the styling upgrades are cool, but they don't come cheap. Not that this stopped Porsche finding homes for every Sport Classic it allocated to the United Kingdom and Ireland. The point being made here is that the Sport Classic doesn't make much sense on paper. It therefore needs to make better sense on the road. Thankfully, this is exactly what it does. The 3.7-litre flat-six's qualities are well-documented, but the 992 Sport Classic is the first 911 to pair it with a manual gearbox and rear-wheel drive. If we're nit-picking, the transmission is a bit of a disappointment. It would have been good to see the GT3's six-speed manual employed in the Sport Classic, mainly because it's such a fabulous gearbox, although you might argue the seventh speed is a useful addition for

motorway driving. And, of course, the Sport Classic is supposed to be less driver-focused than the GT3. Still, this shouldn't have stopped Porsche getting the feel of the stubby gear lever right. Instead, we're left with a spring-loaded lever twanging back to the centre of the gate like a cartoon arrow thudding into a tree. It requires quite a bit of force to stir the stick through the ratios, and though this isn't necessarily a bad thing, the weight feels unnatural. It's like somebody decided to give the gear lever force feedback. Whether this is part of the trade-off for having a seventh ratio, we don't know, but it does spoil an otherwise solid transmission. Once you're into the 'legs' of the H-pattern, the action feels smooth, and the seventh ratio allows the Sport Classic to quieten down when you're on a long cruise. With maximum torque arriving from 2,000rpm, you'll rarely

Above Carrera RS 2.7 ducktail remains as influential today as it did fifty years ago

TECH SPEC	
Model	992 Sport Classic
Price	From £214,200
Powertrain	3.7-litre twin-turbocharged flat-six petrol and seven-speed manual gearbox
Economy	27.2mpg
CO ₂ emissions	236g/km
Top speed	196mph
0-62mph	4.1 seconds
Power	542bhp at 6,750rpm
Torque	442lb-ft at 2,000-6,000rpm
Weight	1,570kg (DIN)





Above On twisties, the Sport Classic feels more alive than its Turbo sibling

need to change down between slip roads, unless you hit heavy traffic.

The switch to rear-wheel drive, on the other hand, is an unqualified success.

Yes, the Sport Classic is slower than the Turbo in a straight line, but it feels more agile. That's no slight on the Turbo, which remains formidable in

fast, flowing corners, but in terms of responsiveness on turn-in, the Sport Classic has the edge. It feels lighter and more balanced as the corner wears on, too. Admittedly, it doesn't have the grip of the Turbo, but it clings on tenaciously and feels more adjustable. It's an easier and more intuitive car to steer on the throttle, without the complication of all-wheel drive. Don't go thinking the Sport Classic is some kind of ready-made racer, though. It fills the middle ground between the Turbo and GT3 — still very definitely a road car, but a bit more alert and alive than a Turbo. Some Porsche customers, of course, will prefer the

Turbo's impressive ability to somehow ignore both corners and the laws of physics. For us, the Sport Classic's extra spice — and the extra feel through the

potholes to make their presence felt through the chassis.

This might be a good thing for the engaged driver who wants feedback from the road during every second they're in the hot seat, but it's less enjoyable for those who simply want a relaxing journey to their destination.

AROUND TOWN, OR ON LESS WELL-MAINTAINED COUNTRY LANES, THE SOFTER SETTING IS A MUST-HAVE

wheel and the seat — make it the more engaging proposition. It's just slightly less comfortable as a result.

As is so often the way with 911s, the difference between the stiffest and softest driving mode is noticeable, but not enormous, yet you'll still want to leave the Sport Classic in its least aggressive setting unless you're on a track or motorway. Any smooth surface, essentially. Around town, or on less well-maintained country lanes, the softer setting is a must-have, but even this can't completely remove the edge from the Sport Classic's ride. Again, it isn't GT3 levels of firmness, but expect

Granted, when pushing on a bit, the softer settings allow the car to feel a little more settled and compliant over bumps, removing any skittishness there might be in the firmer setting.

On a track, though, you'll notice the slight improvement in body control and responsiveness that comes with the stiffer settings, allowing you to really make the most of the transition to rear-wheel drive and enjoy the extra agility on offer.

The sports exhaust setting makes an equally subtle difference. This is something of a pity. Yes, you immediately notice a slightly throatier



exhaust note, but it sounds little more aggressive than the standard setting. Not that the Sport Classic doesn't make a pleasant noise. The 3.7-litre boxer roars as the revolutions climb towards the 7,000rpm redline, delivering a kind of heavy metal backdrop against which the view through the windows becomes a tad blurry. The figures might not be in the Sport Classic's favour, but this 911 feels alive and alert.

Even without the traction of the Turbo, those enormous rear tyres are still more than capable of putting the power down. You just have to be a little more cautious if rain starts to fall.

Generally speaking, however, controlling the Sport Classic is easy and natural. Steering feel is as sublime as it is in any other 911, as is pedal feedback, which means you'll feel at home from the moment you slip into

the driving seat. The auto-blip function on the gearbox will help the uninitiated, flattering even the most ham-fisted drivers to change smoothly and quickly. Even if you've never driven a 911

FROM THE RETRO TOUCHES TO THE QUALITY OF THE CABIN, FROM THE POWER TO THE HANDLING, EVERYTHING IS PRETTY MUCH SPOT-ON

before, this particular 992 will fit like a glove. Although you could legitimately claim the same is true of all modern Porsches, the Sport Classic feels like a distillation of all the many things making the 911 so good. From the retro touches to the quality of the cabin, from the power to the handling, everything is pretty much spot-on. It's expensive, but the Sport Classic holds plenty of appeal for marque enthusiasts irrespective of how much it threatens to deplete their bank balance.

To some, bridging the gap between the GT3 and the Turbo might sound a bit pointless — surely, those who want a track-day special will choose the GT3, and those who want a fast tourer will

opt for a Turbo? Maybe, but the Sport Classic provides the best of both worlds.

Besides, even before the arrival of RS models, the 911 was a bit of

an outlier. Whether it's a supercar, a sports car or a GT is still up for debate — different model variations lead further down one path than others.

That the Sport Classic splits the difference between two of the most attractive models in the 992 range is fitting. And, naturally, it's brilliant. Yes, it has shortcomings, but somehow this doesn't seem to matter. It's hard to argue against this being the best 992 to date. Let's see if we change our minds with a drive of the new S/T... ●

Above We hate to think what the asking price of a 992 Sport Classic will be following all right-hand drive examples allocated to the UK and Ireland selling immediately



356 Speedster

Signal Red • Black Leather Sports Seats
15" Steel Wheels with Chrome Hub Caps
Chassis No. 83032 • Certificate of
Authenticity • Tool Kit & Jack • Previously
Sold & Serviced by Paragon • 1957

£314,995



911 Turbo (991.2)

GT Silver • Bordeaux Red/Black Dual-
Tone Leather • PDK Gearbox • 20" Turbo
III Wheels • Sport Chrono • Glass Electric
Sunroof • Previously Sold & Serviced by
Paragon • 18,583 miles • 2016 (66)

£102,995



911 Turbo (991)

Basalt Black • Black Leather Sports Seats
PDK Gearbox • 20" Turbo Centre Lock
Wheels • Touchscreen Satellite
Navigation • Sport Chrono • Carbon
Interior Pack • 16,012 miles • 2015 (15)

£91,995



911 GT3 (996)

Arctic Silver • Black Leather Bucket Seats
18" GT3 Split Rim Wheels • Air Conditioning
Stainless Rear Roll Cage • Carbon Interior
Pack & Entry Guards • Previously Serviced
by Paragon • 36,569 miles • 2000 (V)

£89,995



911 Turbo (997.2)

Meteor Grey • Black Leather Adaptive
Sports Seats • PDK Gearbox
19" Turbo II Wheels • Sport Chrono
Touchscreen Satellite Navigation
33,619 miles • 2010 (60)

£79,995



Boxster Spyder (981)

GT Silver • Red Half-Leather Bucket
Seats • Manual Gearbox • 20" Spyder
Design Wheels • Touchscreen Satellite
Navigation • Switchable Sports Exhaust
Sport Chrono • 12,039 miles • 2016 (65)

£74,995



911 Carrera 2 GTS (997)

Meteor Grey • Black Half-Leather Sports
Seats • PDK Gearbox • 19" GTS Centre
Lock Wheels • Sport Chrono • Previously
Sold & Serviced by Paragon • 45,667
miles • 2011 (11)

£67,995



911 Carrera 2 GTS (997)

Carrera White • Black Half-Leather Sports
Seats • PDK Gearbox • 19" GTS Centre
Lock Wheels • Touchscreen Satellite
Navigation • Switchable Sports Exhaust
Sport Chrono • 17,882 miles • 2010 (60)

£67,995



911 Carrera 4 S (991)

Guards Red • Black Leather Sports Seats
PDK Gearbox • 20" Carrera S Wheels
Touchscreen Satellite Navigation
Switchable Sports Exhaust • Bose Sound
System • 22,782 miles • 2014 (64)

£67,995



911 Carrera 2 S (991)

Basalt Black • Black Leather Sports Seats
PDK Gearbox • 20" Carrera Classic Wheels
Switchable Sports Exhaust • Sport Chrono
Touchscreen Satellite Navigation
39,561 miles • 2013 (63)

£62,995



911 Turbo (996)

Seal Grey • Black Leather Seats
Manual Gearbox • 18" Turbo II Wheels
Fully Electric Heated Seats • Electric
Sunroof • Previously Sold & Serviced by
Paragon • 47,872 miles • 2003 (52)

£54,995



Boxster (981)

Carrera White • Black Leather Sports Seats
Manual Gearbox • 20" Carrera S Wheels
Parking Sensors • Touchscreen Satellite
Navigation • Previously Sold & Serviced
by Paragon • 42,080 miles • 2012 (12)

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60 YEARS OF 911



POWER OF THREE

Continuing our look at the 911's sixty-year evolution, we evaluate bookends of the hugely popular GT3 line, pairing an early 996 GT3 with a new 992 GT3 Touring...

Words Mark Smyth, Dan Furr and Johnny Tipler Photography Dan Sherwood

Let's take a moment to consider the 1973 Carrera RS 2.7 Touring. This motorsport-derived 911 was popular, not just because of its performance, but because it defined what a touring car should be: great on a track, but enabling you to drive cross-continent, before climbing out in a posh outfit for a fancy dinner. In decades to come — assuming, of course, we're still allowed to marvel at great GT cars with internal combustion engines — will we look at the 992 GT3 Touring in the same way? We suspect the answer is in the affirmative because, if you'll excuse the over-used clichés, this 911 is a wolf in sheep's clothing, an iron fist in a velvet glove. A GT3 in a tailored suit.

Editor Furr was

recently handed the keys to the brand-new 992 GT3 Touring you see on these pages. Finished in gorgeous Gentian Blue Metallic (an £876 cost option) over two-tone leather (add a whopping £6,683) and featuring bucket seats (£3,788), a front axle lift system (£2,214), Sport Chrono (£194), brake calipers painted gloss black (£581), tinted LED headlights with Porsche Dynamic Light System Plus (£876, matching the cost of the paintwork) and BOSE audio equipment (£1,002), this 199mph rocket ship's total price rolls in at £154,401, a fair hike over the GT3 Touring's starting point of £135,700. The difference is enough to buy you a 996 Carrera 4S. Before we get carried away, however, let's talk about what the Touring is and what it is not.

Regarding the latter, what it isn't is a 911 with looks suggesting pit stops, rather than coffee stops. We're big fans of the traditional big-winged GT3, but there's something about the Touring

that's understated, perhaps introverted (if a 911 can ever be introverted?!).

Instead of the massive rear appendage, the Touring wears a discreet, extendable spoiler sitting close to the give-away GT3 Touring badge on the unique rear grille. There are a few other subtle design touches aficionados will spot, such as the light silver Porsche lettering across the rear and window surrounds finished in anodised aluminium, but all eyes will be (or not, as it were) the back end. That said, buyers may wish to option their GT3 Touring with a carbon-fibre reinforced plastic (CFRP) roof, black detailing and Satin Darksilver

to his favourite Napalm Death tunes when behind the wheel. Instead, the generously sized touchscreen was used to configure chassis settings. Digital screens are located either side of the rev counter, and although these aren't exclusive to new GT3 models, they're a joy to use.

We especially like the ability to reduce the information displayed at the touch of a button. Essentially, you can extinguish all potentially distracting display information, save for essentials, such as fuel level, tyre pressures and oil temperature. Ideal for track time.

On this note, it's important for us to state the GT3 Touring is sporty, but not in a 'race car' kind of way. It's sporty of the kind prospective GT3 Touring purchasers understand — they want GT3 levels of performance, but they don't want to compromise comfort.

YOU CAN EXTINGUISH ALL POTENTIALLY DISTRACTING DISPLAY INFORMATION, SAVE FOR ESSENTIALS, SUCH AS FUEL LEVEL AND TYRE PRESSURES

wheels, all of which are attention grabbing. There are also a number of other tell-tale signs this is a special 911 — a unique front bumper with integrated ducts positioned close to the base of the CFRP bonnet is a giveaway, as is wider track front and rear. It all looks sporty, but sophisticated, like a world-class athlete in a sharp suit at the Laureus Awards.

Inside, rather than the sporty Race-Tex upholstery of the winged model, leather is used for the seats, steering wheel, gear lever and centre console armrest. Race-Tex is, however, used for the roof lining. There are touches of brushed black aluminium and, while the GT3 Touring doesn't include rear seats as standard equipment, at least there's a bit more space, especially when compared to new GT3s fitted with the optional Clubsport roll cage. There is, naturally, a whizzy Porsche Communication Management infotainment system, although Dan tells us he wasn't really interested in listening

This is easier said than done with race-bred sports cars, but in case of the 992 GT3 Touring, you really do get a superb blend of power and comfort. Best of all, this fine balance is achieved in a 911 capable of being remarkably discreet when you want it to be.

WISH YOU WERE HERE

Beneath the sharp-suited exterior is the GT3 Touring's alternate personality, born from motorsport. Like the winged GT3, the Touring features the same double-wishbone front suspension put to use in Porsche's RSR race cars. Additionally, the engine is based on the flat-six used to great effect in the 911 GT3 R endurance racer. It's a four-litre, six-cylinder boxer producing 503bhp at 8,400rpm and peak torque of 346lb-ft at 6,100rpm. The redline is an impressive 9,000rpm before the needle bounces off the limiter, although that's unlikely to happen in a GT3 Touring loaded with a seven-speed

Facing page If the big-winged 992 GT3 isn't civilised enough for you, the Touring Package helps the GT3 keep a low profile, resulting in a powerful 911 capable of cruising in comfort, but also able to unleash a surprise attack at the track



dual-clutch PDK gearbox. As our test car proves, manual transmission is available. The price is the same regardless of the type of cog swapper you choose. Porsche people are nice like that.

On the outside, the GT3 Touring looks friendly enough, but hit a great piece of road and you'll quickly discover it's a machine needing you to keep your wits about you. This car requires mastering in a way that's on the one hand immensely rewarding, but on the other, extremely involving. Yes, this 911 can cruise comfortably without a care in the world, but if you want to make the most of the performance and the exemplary engineering available, then you have to be willing to take control.

Thinking back, our time with the big-winged GT3 took place on a rather damp day at Anglesey Circuit. In stark contrast, we took to Oxfordshire's rural back roads in the GT3 Touring on a beautifully dry day. It was immediately apparent how the Touring is just as capable as any GT3 before it, irrespective of creature comforts. Logically, it's more capable — dab the accelerator and the engine responds instantly, while the steering is as precise as you can get in any sports car currently on sale.

We pulled away from where we collected this powerful Porsche and, within minutes, we felt like we were in familiar territory — it took just moments to find the correct driving position,

something not so easy in the GT3, complete with its Clubsport bucket seats and the need to make use of an Allen key to adjust backrests.

The GT3 Touring's controls are all well within reach and, pleasingly, pulling up the settings menu on the infotainment screen allows for quick changes to suspension and sound, the latter courtesy of the active sports exhaust.

Our first impression on a relatively sedate drive through the countryside was to consider the GT3 Touring a comfortable tourer (surprise, surprise), capable of devouring miles with ease and without the likelihood of a trip to a chiropractor thereafter. It's easy to relax in the GT3 Touring, to open the window and savour the sound emanating from the boxer engine behind you. When we hit back roads, however, it was time to pump up the volume. There's a whole orchestra at play here and, yes, we know that's another dreadful cliché, but the sound is extraordinary. Meanwhile, the super-sticky tyres feel as though they're communicating with the road, then sending a message through the steering to the driver without any hint of distortion to the message itself. You can act on the given information immediately, pushing further on the throttle, adding a few more degrees to the turn of the wheel or clamping down on the brakes. The steering requires constant input, but this feels less like a driving chore and more

like you're actually in a conversation with the car and the road beneath. Sublime.

This immersion in the driving experience can be enjoyed with Normal mode active, but dial into Sport and everything sharpens up. If PDK is present, controlling shifts using the paddles and your involvement increases even more. It's also good to use the gearstick on a PDK-equipped GT3 Touring, chiefly because it feels like you're controlling the car from a central point — a form of direct connection with the heart of the

Above Stuart's early 996 GT3 and this brand-spanning new 992 GT3 Touring are separated by almost a quarter of a century



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beast, where you can choose how the car will behave through the next corner.

The suspension is also impressive, something we couldn't really appreciate during our earlier drive of the winged model on a smooth race circuit in north Wales. Bumpy B-roads can unsettle many sports cars, but not so the GT3 Touring, even with its rear-wheel-drive layout. The new double wishbones up-front keep everything flat, noticeable when you hit a flaw in the road mid-corner. The Touring barely flinches, allowing you to correct the slightest of oversteer and push on.

DESTINATION EXPLORATION

And push on we did, because while we'd been handed a recommended route, it became apparent there were many more great roads for us to enjoy in this neck of the woods. Who were we to deprive the GT3 Touring of them?! We reached a T-junction and tossed a coin: left or right? Left won over, leading us along more winding roads, through areas of woodland and past open fields. We were touring. Eventually (reluctantly), we turned around, but the great thing about driving along fantastic roads and having to make your way back is the fact you get to drive them all over again.

If, at this point in our story, you're thinking the 992 GT3 Touring is all you could ever want from a 911, then you're probably right. It doesn't attract attention to itself, instead looking smart and well-groomed. We're not about to go all GQ on you, but the GT3 Touring does a brilliant job at looking good in any situation,

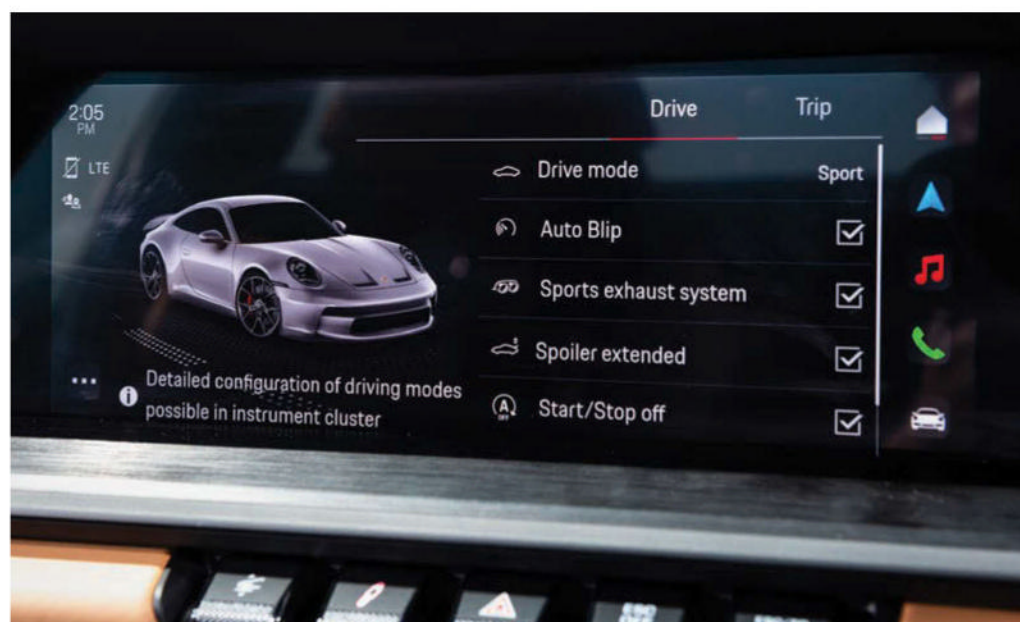
and that's only part of the story. When you get the chance to make the most of every element Porsche's engineers have so perfectly integrated into this 911's character, you quickly appreciate how the GT3 Touring is more than just a stealthy sports car — as the world moves towards automotive electrification, automation and possibly even legislation making the thrill of the drive increasingly harder to attain, the GT3 Touring is the perfect antidote. It's a sports car which can be docile or, when you want it to be, demanding. Make no mistake, this is by far one of the most rewarding cars we have ever driven, 911 or otherwise.

Of course, every era of 911 production has included a rarefied top-line model,

usually descended from a race car and, sometimes, badged as an RS. For the first couple years of its life, the brave new water-cooled 996 lacked such a standard bearer, but this was addressed in 1999 with the introduction of the GT3, named after the FIA race category it was eligible for. The GT3 blended a normally aspirated, higher performance engine with a lighter body and sports-tuned suspension, resulting in track-focused demeanour. Hey presto! We had an RS in disguise. Soon enough, somewhat predictably, the GT3 was massaged into a Rennsport in its own right.

The GT3 is the most sublime evolution of the basic 996 model, created using the narrow-body Carrera 4 chassis — in

Above and below
Chassis configuration is a cinch thanks to PCM's different driving modes and the ability to override the default settings





Above 992 interiors are nothing short of excellent, as this twin-tone leather cost option illustrates

rear-drive only format — and powered by an unburstable version of the 3.6-litre water-cooled flat-six. There's no artificial boost and no extraneous ducting about the bodywork, just pure aerodynamic functionality to the splitter, side skirts and biplane rear wing.

As much as any other model, the 996 GT3 epitomises Porsche's design and manufacturing philosophy. A perfect blend of road-going sportscar and track-oriented elaborations, it's a direct manifestation of a philosophy going back way beyond the much-vaunted 1973 Carrera RS 2.7 to evolutions of the 356, such as the Carrera of 1955.

The 996 GT3 was announced at the

Geneva Motor Show in April 1999. It certainly looks the part, with its deep

A DIRECT MANIFESTATION OF A PHILOSOPHY GOING BACK BEYOND THE MUCH-VAUNTED CARRERA RS 2.7 TO EVOLUTIONS OF THE 356

front spoiler and airdam, aerodynamically configured sills and fixed double-decker swan neck wing on the engine lid (in first-generation guise) instead of the retractable wing of the then Carrera.

The 996 GT3 was immediately seized on as the vehicle of choice for Carrera Cup and Porsche Supercup and, from 2000, the N-GT class of the FIA GT Championship, as well as international races, including the 24

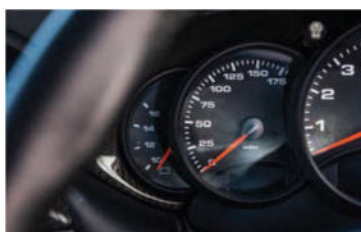
Hours of Nürburgring. The model was an immediate sensation. Manthey Racing's 996 GT3 R won the GT class at the 1999 24 Hours of Le Mans with drivers Uwe Alzen, Patrick Huisman and Luca Riccitelli at the wheel.

Shortly afterwards,

Porsche's tame test driver, Walter Röhrl, took a GT3 around the fourteen-mile Nürburgring Nordschleife in seven minutes and fifty-six seconds, notably under the then crucial eight-minute mark. This was a first for a production car, much to the glee of the Porsche press relations department.

The 996 GT3 is the offspring of Andreas Preuninger, head of Porsche's GT series production department and manager of Porsche High Performance Cars. A renowned purist, he designed specification to encourage maximum driver involvement. For this reason, automatic transmissions were off the menu. The Carrera 4's body shell (incorporating front-end stiffening) was adapted to house the GT3's dry-sump oil tank, different engine mounts and a larger fuel cell. At the time, standard 996 Carreras were powered by a 3.4-litre flat-six, but in order to stand the strains and stresses of on-track use, the GT3 was equipped with a new six-cylinder unit taking the form of the aforementioned 3.6-litre boxer. This engine was based on the crankcase of the 964, allied to a pair of water-cooled cylinder banks and





camshafts in a configuration similar to that of the 959, 956/962 and the GT1 Le Mans winner. Headly stuff indeed. This iteration of the so-called 'Mezger' engine (named after Porsche engineer, Hans Mezger) was developed free of forced induction to ensure wider race homologation potential. The engine came with a higher 11.7:1 compression ratio, VarioCam timing adjustment and four-valves-per-cylinder. Its plasma-nitrided crankshaft and titanium connecting rods allowed the unit to rev significantly higher than the standard flat-six. The six-speed G96/50 transmission, dual-mass flywheel and forty-percent limited slip differential were sourced from the 993 GT2 and, with 360bhp at 7,200rpm and 273lb-ft torque at 5,000rpm on model launch, the 996 GT3 was the most powerful normally aspirated 911 ever manufactured.

SLICK AS A WHISTLE

The zero-to-60mph rush took 4.7 seconds, while top speed was 187mph. Counting on engine upgrades rather than turbocharging to accomplish higher performance, the GT3 body lacked Turbo or GT2-style vents in its rear wheel arches, enabling a coherent overall neatness of design. There's handling to match the power and looks, too.

The GT3 sits thirty millimetres lower than standard and its suspension consists of adjustable dampers, shorter, stiffer springs and adjustable anti-roll bars, with cross-drilled and ventilated 330mm disc brakes slotted into red-painted four-piston calipers assisted by ABS 5.3. Porsche inserted five-millimetre spacers for slightly wider track and fitted lightweight ten-spoke Speed Design eighteen-inch rims (eight inches wide

at the front, ten at the rear, shod with 225/40 and 285/30 tyres respectively).

On the assumption owners would want to take their GT3 on track at some point, two trim levels were offered: Comfort, with lighter sports seats and no rear seats (but otherwise virtually identical to the 996 Carrera), and Club Sport, equipped with a single-mass flywheel (allowing revs to rise and fall more rapidly), race seats and a bolted-in

Above and below Carbon-fibre was an exotic material at the time of the 996 GT3's introduction, but Stuart's early example makes use of plenty of the lightweight composite material



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rear roll cage tied in to the rear shock towers for added chassis stiffness. Along with the rear seat delete, side airbags are notable by their absence.

The first-generation 996 GT3 is the last road-going Porsche to be built on the factory's motorsport production line and is the last Porsche to have a throttle cable. Aside from ABS, there are no other driver aids. Although it's a heavier car than the standard Carrera, the second-generation 996 GT3 is heavier still, adding a whopping thirty kilos.

DILUTING THE FORMULA

With regard to its 'second coming', model buffs reckon the GT3 was somewhat toned down in order to provide more of a contrast with the hardcore 996 GT3 RS. For the first time, however, the GT3 was available in the USA, a market historically wary of hotter evolutions.

Several stylistic changes were evident: the teardrop headlights are sourced from the Turbo (and applied to the rest of the 996 range), replacing the original model's 'fried eggs' and further differentiating the 911 from the Boxster, while the front and rear PU skirts have revised slope angles to the inlets and air ducts, with subtly different curves and splitter. It's the same at the back panel, which also displays revised contours.

The ten-spoke rims are simplified, side skirts are moulded to enhance aero and

the rear wing configured as a platform on a pair of struts (essentially an 'ironing board' in place of the earlier GT3's swan-neck biplane). In the performance stakes, power rises to 381bhp with torque up to 284lb-ft (available from 2,000rpm). The later GT3 is also shorter geared in fifth and sixth. The suspension is further lowered and firmed and brakes beefed up with six-pot calipers at the nose (although ceramic brakes were available as a £5,356 optional extra). Bespoke semi-slick Michelin Pilot Sport N1 tyres were developed specifically for the later 996 GT3. In both versions, the space-saver spare is replaced by a puncture repair kit and inflator.

What we have here is a 1999 car, making it an early first-generation 996 GT3. For a decade, it has been the property of *911 & Porsche World* reader, Stuart Tanner, who spent the previous nine years driving a Tiptronic-equipped 993 Targa. That's quite the contrast.

"My 993 was lovely, but a bit dull for a sports car," he shrugs. "I wanted a more hardcore Porsche. This one was available through Steve Bull Specialist Cars. At the time, independent Porsche mechanic, Christian Sanger, was working at the company as a technician. He has very exacting standards — he told me he knew the car well and vouched for its condition, which is all I needed to hear. To this day, he is tasked with the car's maintenance."

A Comfort-spec GT3, Stuart's 996 also features a genuine Tequipment roll cage, carbon buckets, carbon dash trim and a centre console manufactured from lightweight weave. When he took ownership, the car had covered just 24,000 miles. The figure now stands at 56,000, a sign of his enthusiasm for using his 911 as Porsche intended. "It was exactly what I was looking for," he continues, "but jumping from a 993 Targa to a 996 GT3 presented a very different driving experience. I remember being very disappointed. I had romantic ideas

Above 'Mezger' flat-six is a work of art and can trace its DNA back to the giddy heights of Porsche's motorsport efforts





Above Eggs make a meal out of anything

Right With the GT3 category appearing in the World Endurance Championship and at Le Mans next year, interest in these cars will reach new highs

of what driving a GT3 would be like, but found myself in a car I thought was a bag of crap. It was only when I used it on track at Castle Combe that I realised how brilliant the 996 GT3 really is. My early impressions of it were formed on the road. I should have realised any track focused sports car will be compromised on the public highway, but take a GT3 to a race circuit and it comes alive. The drive on track was hugely involving. Needless to say, after this revelation, I used the car at as many track days as I could attend, although due to the increased value of early GT3s in recent years, I now split track time between the 996 and a 987 Cayman R." Even so, SET 3 has been a regular at the Silverstone Classic and has made the trip to Le Mans a few times over the years.

Production of the first iteration of 996 GT3 totalled 1,868 cars, including Comfort and Club Sport variants, significantly less than the 2,300 second-generation GT3s manufactured. Of this volume, Porsche Cars Great Britain imported 103 early GT3s and 246 later cars. More than nine hundred of the second-gen model were exported to the USA. Porsche's press office tells us the respective numbers of Club Sport and Comfort models were never recorded.

Interest in the GT3 line of 911s is reaching new highs, not only on account of the recent run of new models being

released into the wild, but also because 2024 will see GT3 cars enter into the World Endurance Championship (including the 24 Hours of Le Mans) for the first time. With many major sports car manufacturers already producing GT3 models, a packed grid is expected in a

of ownership is very likely to increase across the coming twelve months, especially for low-mileage cars.

If you are ready to take the plunge, you might be interested in the 996 GT3 buying guide we published in the April 2022 edition of *911 & Porsche World*

(order a back issue by visiting bit.ly/issues911pw). Highlighting many of the main areas of concern you should be aware of when inspecting an early GT3, the article

could spare you a lot of headaches and, importantly, save you a lot of cash.

One thing's for sure: GT3 ownership puts you in command of one of Porsche's most focused driver's cars, regardless of whether it's as old as Stuart's 996 or as new as the Touring-spec 992 in our pictures. Our advice? If you're thinking about buying a GT3, don't leave it until these cars are out of reach. ●

PORSCHE'S PRESS OFFICE TELLS US THE RESPECTIVE NUMBERS OF CLUB SPORT AND COMFORT MODELS WERE NEVER RECORDED

season marking the 996 GT3's twenty-fifth anniversary.

A rush of interest in the history of this hugely popular product line is expected, and with it will likely come an increase in the value of early 911 GT3s, which are sure to become regarded as historically significant Porsches. In other words, if you're in the market for a 996 GT3, don't delay your purchase. The cost



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60 YEARS OF 911



TROUBLESOME TRANSITION

A lifelong student of all things Porsche, Karl Ludvigsen shares his views and those of others on the transition from the 356 to the 911, plus the later campaign to release the 911 from the threat of the 928...

Words **Karl Ludvigsen** Photography **Porsche Corporate Archives, Ludvigsen Partners**

In the late 1950s, while senior engineers at Porsche struggled through studies for a successor to the 356, a new generation of Porsche family members was entering the business.

Ferry Porsche's eldest son, Ferdinand Alexander Porsche, joined the family firm in 1957. Butzi (as he was known) spent his first nine months at Zuffenhausen working with veteran engineer, Franz Reimspieß, learning the details of the four-cam Carrera engine. From there, Porsche the Younger moved over to the factory department run by stylist, Erwin Komenda, to gather knowledge about the design of car bodies.

Ferry's idea of having his son learn many aspects of the business was sound, but putting Komenda and Butzi in the same room was like mixing matter and anti-matter. Komenda was of the old school. He was an engineer with decades of hands-on experience in sketching, designing and building car bodies and related components. Butzi, on the other hand, saw himself as a Bauhaus-educated stylist whose inherited skills descended from decades of experience earned by his forebears.

Butzi had strong opinions regarding the next Porsche sports car. He felt it should not be a fastback, a style he considered outdated, heavy-looking and unfashionable, certainly when compared to a notchback. "I always maintained a Porsche was not necessarily a fastback," he said later. "Also, I was of the opinion the requirements of a four-seater and a fastback body were mutually exclusive." He also had great distaste for the bumpers used on the later 356, which he called "bulbous projections". Nevertheless, he was certain the next Porsche sports car must maintain the company's design language, particularly

with regard to the front end and the 2+2 seating arrangement.

Several of Butzi's beliefs put him in conflict with the proposals of Komenda. In fact, Ferry had to commission draughtsmen at the Reutter coachworks to produce engineering drawings because Komenda's people were constantly reinterpreting Butzi's ideas. Adding to hostilities, Komenda's team created a full-scale model with a more bulbous appearance than Butzi wanted.

shell. This is true of the hood, doors and engine lid of the 356, as well as the model's headlamps and engine lid grille. All of this is accomplished in homogeneous fashion giving the Komenda car a humanistic shape, which might have been produced by Mother Nature herself."

Freeman continues with his praise. "Komenda was a mechanical engineer and therefore thought like an engineer. Fortunately for the Porsche company

and, of course, marque enthusiasts, Komenda also had an amazing talent for drawing beautiful lines. Butzi, on the other hand, thought like an industrial designer. He was

PORSCHE COMMISSIONED GERMAN-AMERICAN DESIGNER, ALBRECHT GOERTZ, TO WORK AT ZUFFENHAUSEN AND DEVELOP A NEW LOOK

While the 356 was created under adverse conditions precipitated by a war of nations, the 911 was developed under adverse conditions caused by a war of personalities, which would probably have escalated into a disaster for the company had not Ferry stepped in and settled two major disputes. As he dictated, the new Porsche sports car was to have 2+2 seating — not full four-seater capacity — and it was to be a fastback. With these parameters set in stone, the new 901 design began to emerge with 356 DNA.

American designer, Freeman Thomas, had insight into these events. "The cars bodied to Komenda drawings have a perfect combination of both form and function," he explains. "Every styling line is the cleanest, the simplest and most edited possible. Komenda created a set of drafting curves his body men called 'the Komenda sweeps' on account of their unique elegance. The integrated culmination of these sweeps yields a car with both wit and whimsy. Komenda's cars have a friendly, approachable and reliable personality. His design philosophy incorporates features appearing to float on an invisible hidden

tremendously conscious of the way things looked and wanted his designs to reflect very modern styling."

The Komenda-penned 356 was, however, expensive to manufacture and assemble. "Consider the compound lines on the floating 356 hood and the difficulty of preserving a three-millimetre uniform gap where it mated with the body," Freeman muses. "The same problem is found with the doors and engine lid. All this required a huge amount of manual labour to get right."

NEW KID ON THE BLOCK

Enter the 911. "On the six-cylinder Porsche, the same surfaces and shut lines have far more tolerance for imperfection," Freeman summarises. "This is very much a Butzi trademark and reflects thinking in the context of industrial design. Looking at the Komenda-designed VW, one can only smile. Looking at the Komenda-designed 356, one can only smile. By contrast, the 911 was a more serious car."

The influence of an intermediary played a part in these negotiations. Impressed by the rakish styling of the BMW 507, Ferry Porsche commissioned

Facing page Ferry Porsche pictured with a 911 in 1968



German-American designer, Albrecht Goertz, to work at Zuffenhausen and develop a new look for Porsche output. In 1957-58, Goertz produced a fastback design with wraparound rear glazing. It was completed as a full-size model in the Porsche studio under the supervision of Heinrich Klie, who had founded the model shop in 1951.

"In the course of conversation," Goertz related, "Ferry told me he had a son who was studying at the Hochschule for Design at Ulm. Lacking faith in the formal training offered by design schools, which is usually over-weighted to the theoretical, I suggested Butzi leave school and work with me on this project at the Porsche studio, which was part of the factory. Butzi didn't return to the reinstated Bauhaus at Ulm. This was probably my biggest contribution to Porsche." As for his design proposal, Goertz, who passed away in 2006, was doomed to disappointment. "I well recall its presentation to Ferry's sister, Louise Piëch," he related, long after the event. "Ferry walked around the model several times, talked to his sister, then came to me with his conclusion." The review was nothing if not to the point. "This is a very beautiful car, but it is a Goertz, not a Porsche," Ferry relayed. It was a priceless lesson for Goertz. "It is easy to design a car for oneself, but much more difficult to design one specifically for others," he conceded.

Even so, having paid Goertz for his work, the thrifty Porsche company paid attention to his ideas. Another full-size model was developed. It used elements of the Goertz proposals, albeit under Klie's direction. The more extreme elements of the Goertz design were moderated, most significantly proposals reducing the sheet metal overhang of the wheelhouses, a major Komenda trademark. This important influence was evident in the 911's final design.

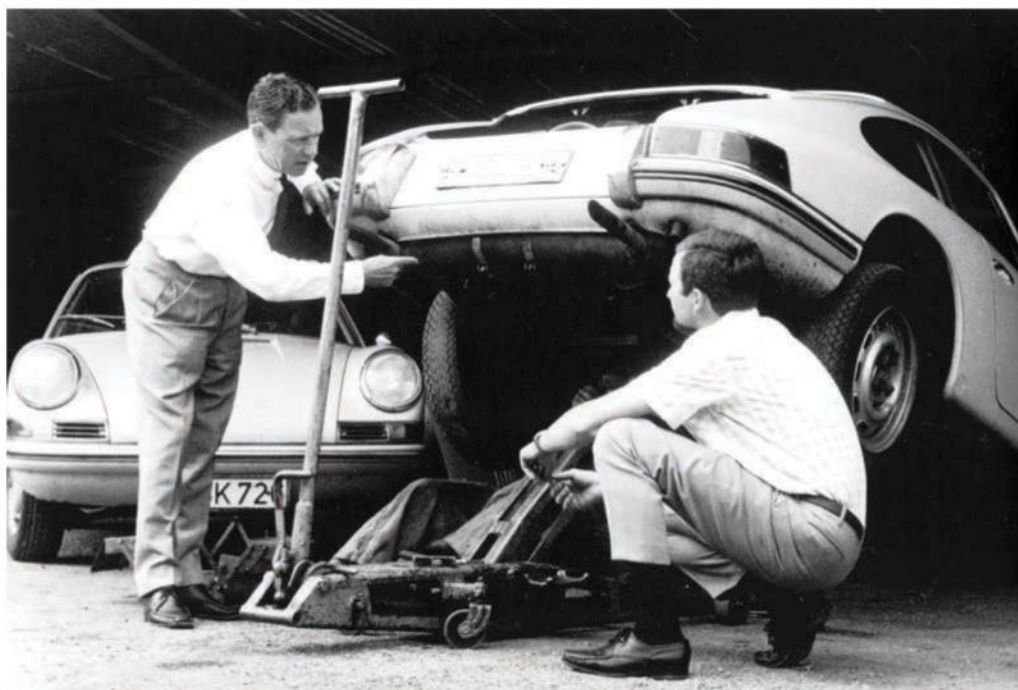
Meanwhile, Klie also worked with

Komenda on design proposals for the new 2+2 Porsche. Still vigorous at fifty-six years of age in 1960 (when these ideas were being explored), Komenda's strong preference for rounded lines contributed to a look of excessive bulk in a car larger than the 356. "I came to realise a body engineer was not necessarily a styling man," learned Ferry in this period, "and vice versa." Of his son, Butzi, "he soon showed remarkable talent for styling."

On later reflection, Butzi highlighted

Above Butzi Porsche (right) had every reason to claim authorship of the 911, but it was Heinrich Klie (left) who modelled its fastback lines

Below Ferry Porsche (left) believed in exposing Butzi to all aspects of car making at Porsche





Above Erwin Komenda fought to the last for his ideas about a 356 successor, but he proved to be more engineer than stylist

Top Ferry brought Albrecht Goertz in to develop a new look

Top right Butzi was liberated from the design school in Ulm

Above middle A version of the Goertz design shows why Ferry didn't consider it a true Porsche design

Below Butzi's T7 notchback proposal had a front end that would win through

how "the new model was to resemble the 356, yet would have a distinctive style of its own." He and Komenda accomplished this objective much better than they could ever have imagined. Thus, the spirit of the 1948 356/2 finally vaulted the generational change between the 356 and 911.

This was a transition unparalleled in Porsche history until the water-cooled 996 succeeded the air-cooled 993 in the mid-1990s. As before, such a major shift in the company's product offering provided the opportunity for significant

stylistic change. "Some designers simply cannot do a Porsche," says Harm Lagaay, design chief on the 996 project.

Porsche designs, so he says, demand subtlety. "Simplicity has always been a key Porsche trait. Proportions and graphics are important, but above all, form language is crucial. It's the sheet metal being shaped in such a way you cannot compare it with anything else."

That this language was evident to

experts outside the company is made clear by Walter Maria de Silva, stylist of successful Alfa Romeo, Seat and

Volkswagen models.

"The 911 has a basic shape remaining the same across decades," he said at the time of the 996's launch. "All its model generations speak the same *Formsprache*."

They are merely adapted optically to the relevant timeframe. I'm enthused by this. Not least, the 996 convinces by its harmonious interaction of styling, technology and functionality."

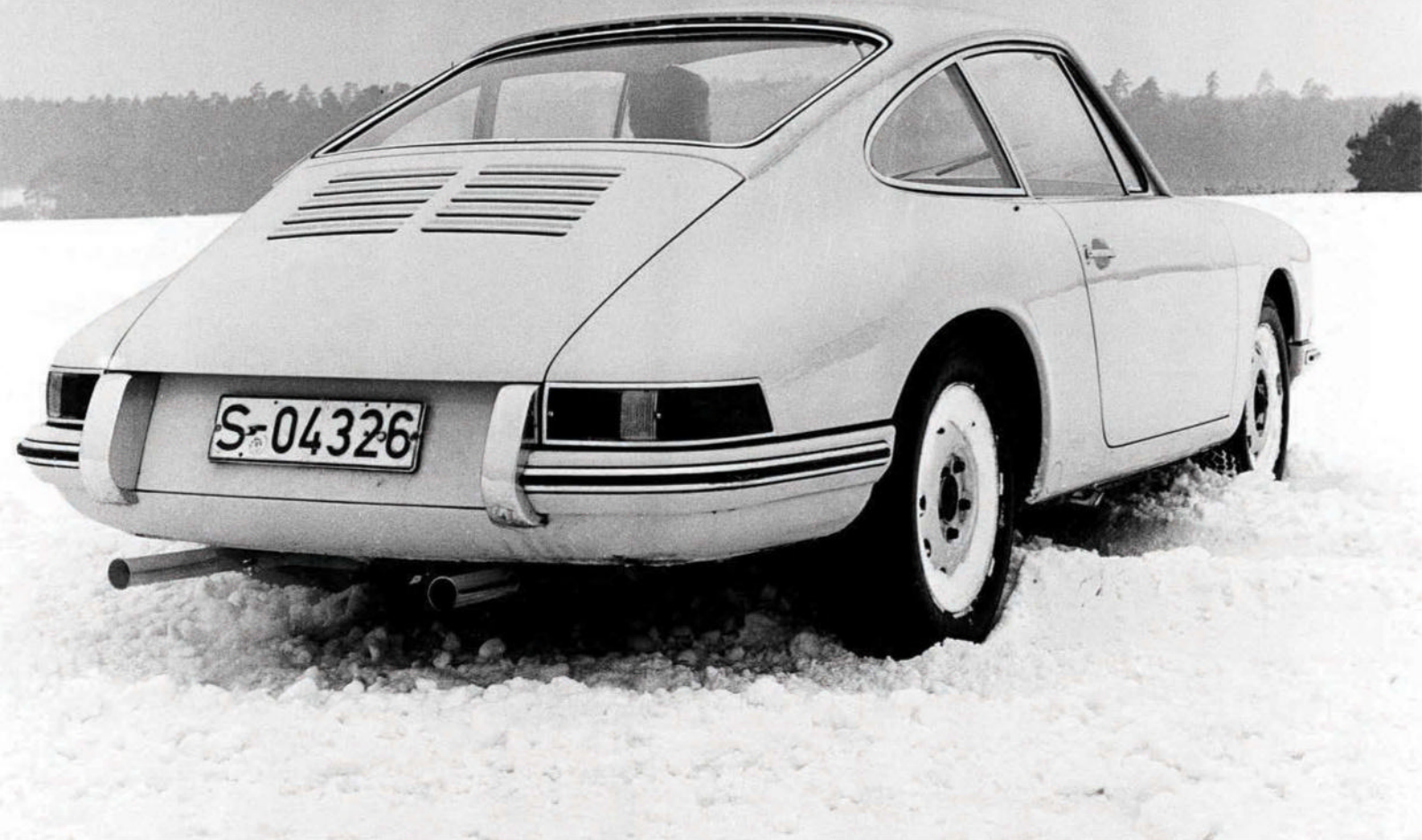
On more than one occasion, however, there was trouble in paradise. As the 1980s drew near, a formidable threat to the 911 hit the road — from Porsche's own stable came the 928. After years of massaging the handling of the rear-engined 911, how had Porsche's engineers managed the transition to a powerful front-engined sports car?

"The steering is not so precise and direct as a 911's — what car's is? — but it is almost that good," I wrote of the 4.5-litre 928 following model launch. "Only a slight numbness hints at its power assist. Its controlled road handling is the definition of neutral. The 928 is so predictable, you simply track it through turns faster and faster until, near the limit, the front tyres shudder a warning and the rear rubber gently, controllably slackens its grip on the road."

My colleague, Tony Curtis of *Motor*,

THE MORE EXTREME ELEMENTS OF THE GOERTZ DESIGN WERE MODERATED, MOST SIGNIFICANTLY PROPOSALS REDUCING THE OVERHANG OF THE WHEELHOUSES





agreed. The 928 “handles magnificently”, he announced. “There is a sense in which the 928 has no handling at all. It simply goes around corners where the driver wants it to, without effort or fuss.” What could be better than balanced, neutral handling? The self-adjusting Weissach rear axle was doing its job, helping to position the 928 as the 1978 European Car of the Year, a competition in which the Porsche ‘land shark’ beat the Ford Granada and BMW 7 Series to the top spot. To date, the 928 is the only sports car to have won the highly coveted title, an achievement illustrating how advanced the V8-powered Porsche was when compared to the output of the period’s other European car makers.

SIBLING RIVALRY

In 1981, Germany’s *auto motor und sport* compared the then new 4.7-litre 928 S with a same-age 911 Turbo (930). On curving country roads, the publication’s writers found the Turbo’s “hectic” throttle response less satisfying than the “beautiful balance” of the V8’s power production. After five hours on the Autobahn, the 911 Turbo driver “is visibly bushed and figuratively gives himself a pat on the back,” so the resulting article read. “The 928 S pilot steps out of his

capsule relaxed and without bands of perspiration under his armpits. There’s no doubt about it: almost immune to the effects of side winds and responding stoically, even in 125mph curves, the unerringly straight-rolling 928 S is here the Porsche nearer perfection.”

Was perfection really what people wanted from a Porsche? Had this striving for immaculate handling led to a more banal, perhaps even boring driving sensation? Some light on this relationship between the 911 and the 928 was shed by remarks from former Porsche chief, Peter Schutz, who was CEO from 1981 through 1987.

“In the mid-1960s, Porsche introduced the 911 as a successor to the 356. Confirming the direction established with the older car, the 911 extended the growth of a successful Porsche automobile business. Its unique, six-cylinder, rear-mounted, air-cooled engine made unusual noises, providing a soundtrack for true driving enthusiasts. Light and powerful, the 911 had unique handling characteristics. In the hands of a capable driver, it was extremely quick.”

The 911 wasn’t easy to drive, though. “It had a tendency to spin in a fast curve if mishandled. The 911 had its origins in the Volkswagen Beetle. Although highly

evolved from that machine, the Porsche retained some of the cantankerous handling characteristics of its ancestor. In the early 1970s, the Porsche and Piëch families withdrew from active management of their company. The first head of Porsche not a family member was Ernst Fuhrmann, a brilliant engineer.

Above Only the rear-deck grilles still had to be resolved in this first 901, seen on test

Below Drivers of the 356 adored its biddability and lively handling, just the job for rallying and races





Above Peter Schutz (centre), here with Norbert Singer (left) and Manfred Jantke, had to find a means to defend the “wiping” ways of the early 911

Top middle Only when the 356 and 911 are seen together does the much larger windscreen of the 911 become obvious

Right The 911’s main challenge was posed by Ernst Fuhrmann’s launch of the 928 and 924 transaxle models

Below Schutz proved his point by citing the Fairchild PT-23A — its tail-dragging inspired respect for the pilot

During his tenure as CEO, however, Fuhrmann undertook the task of replacing the 911 with two water-cooled, front-engined sports cars: the 924 and 928.”

A great deal of sound technical thinking went into these new Porsche models. One objective was to eliminate the perceived instability (or ‘nervousness’) of the rear-engined 911. This characteristic (its directional instability) can be described in positive terms as manoeuvrability.

“It depends on the driver’s point of view,” Schutz reasoned, prior to his death

in 2017. “Some drivers love a stable car remaining straight until the driver acts to make it turn. It goes in the direction

A DECISION WAS MADE TO MOVE BEYOND THE FIRM’S TRADITIONAL PRODUCTION PRACTICES AND TECHNOLOGIES

in which it is steered. On the other hand, some drivers love a car changing its heading as a function of actions, rather than steering alone. For example, highly manoeuvrable sports cars, including race cars, can be steered with the throttle and brakes in fast turns.” The layout adopted for the 924 and 928 eliminated the

cranky characteristic of the rear-engined 911, which had a tendency for the rear to be chasing its nose if the driver released

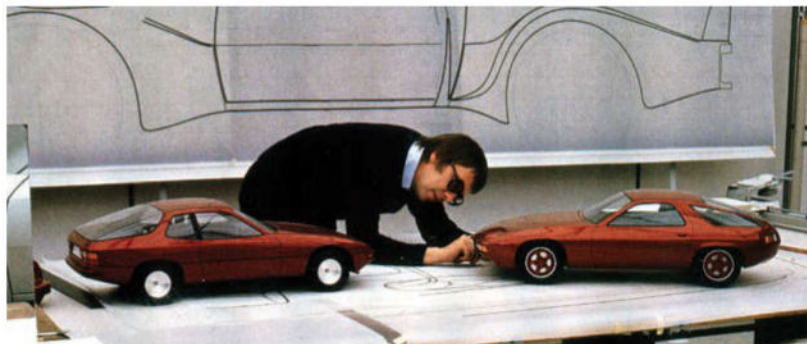
the gas pedal too suddenly in a fast turn.

Prevailing opinion at Porsche was that the 911’s air-cooled boxer couldn’t be brought into compliance with anticipated noise and exhaust emission

legislation. Consequently, a decision was made to move beyond the firm’s traditional production practices and technologies. Accordingly, the 911 was scheduled to be discontinued at the end of the 1982 model year.

“This was the posture of Porsche in the spring of 1980, when the Porsche family decided to replace Fuhrmann as CEO,” Schutz recalls. “On January 7th 1981, my wife and I arrived in Stuttgart to become a part of the Porsche team. It was time to get down to business and begin the task of rebuilding the firm.”

In many discussions with Porsche employees, owners and customers, Schutz had learned enough to have an inkling of what was wrong. “Whenever I talked with Porsche enthusiasts, the conversation eventually came back around to the company’s two major challenges, namely the lack of profitability and poor morale among the workforce, which appeared to have its foundation in the planned discontinuation of the 911.” It should be noted, the 911 was challenged on





numerous occasions. "Many wondered why Porsche persisted in propagating its strange handling characteristics, when state-of-the-art engineering could facilitate far more civilised performance," Schutz shrugged. "Porsche's Australian importer visited me in my Stuttgart office and asked why Porsche continued to build such a difficult-handling car, which required a driver with above-average skill to drive well."

SPREAD YOUR WINGS

Schutz's response was derived from experience of flying. "I had been a pilot for several decades," he revealed. "The majority of aircraft I'd owned and flown made use of a tail-wheel landing gear instead of the more modern tricycle landing gear. A tail-wheel aeroplane has more treacherous ground-handling characteristics than its tricycle-gear counterpart. A tail-wheel airplane will ground-loop, careen in a sharp circle and even end up on its back if not handled with skill and respect."

One such aircraft was the Fairchild PT-23, a wartime Army Air Corps workhorse Schutz had flown for many years. "I explained to my Australian visitor that after I flew this aeroplane

to a small airport and performed a chandelle following a high-speed pass over the runway, every eye on the airfield was waiting to see who got out of the cockpit. This is to speak nothing of my perfect wheel landing. They knew it took a bit more than average flying skill to carry this series of manoeuvres to such high standard. It was a matter of piloting pride. In like manner, when a 911 owner drives their car well, it garners the respect of peers, a matter of driving pride. The point had been made."

A few weeks later, Schutz received a special gift from several Porsche importers. It was an aircraft tail-wheel mounted on a beautiful wooden plaque inscribed with a simple tribute: *To the Porsche tail-wheel philosophy.*

A deep sense of loss — almost heartbreaking grieving — was gathering like a storm. Elegantly engineered though they were, the 924 and the 928 weren't 'proper' Porsches in the eyes of the period's 911 enthusiasts. The same was perceived of the later 944.

Put simply, none of these new Porsches were able to replace the 911 in the hearts of the company's traditional customers and its dealers. "The sense of impending catastrophe

was overpowering," Schutz revealed. "It was essential for us to recognise what our hardcore customers were looking for and to make sure we gave it to them."

The decision to keep the 911 in production came one afternoon in the office of Helmuth Bott, the Porsche board member responsible for the firm's engineering and development programmes. "I noticed a chart on Bott's office wall," Schutz remembered. "It depicted the development schedules for the three primary Porsche product lines: 944, 928 and 911. The transaxle model lines stretched far into the future, but the 911 programme stopped at the end of 1981. I remember rising from my chair, walking over to the chart, taking a black marker pen and extending the 911's line clean off the end of the chart. I'm sure I heard a quiet cheer from Bott. I knew I had done the right thing. The 911 was saved. Furthermore, I believe Porsche as a company was saved with it."

Born with a struggle to depart from the 356, the 911 faced many challenges during its formative years. Thanks to an apt analogy with tail-wheeled airplanes, however, it survived to fight another day. Here's to the next sixty years of the world's greatest sports car. ●

Above The Porsche Museum in Stuttgart is showing a special exhibition celebrating seventy-five years of company history, including six decades of 911, with many modern rarities on display until Jan 2024



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60 YEARS OF 911

IROC AND ROLL

When Roger Penske set about developing a motorsport series around the idea of determining the world's greatest racing driver, he turned to Porsche for the supply of a grid packed with 911s identical in overall specification...

Words Karl Ludvigsen Photography Petersen Automotive Museum, Porsche Corporate Archives







When Porsche's racy and costly Carrera RS 3.0 reached the marketplace at the end of 1973, its sales were sluggish. Members of the Organization of Arab Petroleum Exporting Countries (OAPEC), led by King Faisal of Saudi Arabia, had proclaimed an oil embargo targeting nations supporting Israel during the Yom Kippur War. This encouraged strict speed limits throughout Europe, discouraging the sale of 150mph cars. Porsche executives had nightmare visions of having to eat dozens of ducktailed 911s. When the limits set by OAPEC were lifted in 1974, sales picked up, but few more than the planned hundred three-litre Rennsports were manufactured and sold.

The marketing effort for the Carrera RS line was given a flying start by a substantial order from a single customer. Roger Penske bought fifteen 911s, which he requested for delivery at Riverside Raceway, California, in October 1973. In association with Mike Phelps and Les Richter (the latter being the promoter at Riverside), Penske wanted the Porsches for a series of four races he planned to stage. Twelve of the world's best racing drivers would compete. Billed as the International Race of Champions (IROC), the series was to conclude with a single race at Daytona in

February 1974 and was to be telecast by the American Broadcasting Company.

Motorsport fans the world over loved the idea of drivers from several different disciplines of motorsport competing on a level playing field. For the inaugural season, stars of Formula One, Can-Am, NASCAR and USAC Champ Car were invited to participate, each of them in identical Porsches. Had there been a commission on this sale of almost half a million dollars' worth of 911s, it would have been paid to Penske racer, Mark

Donohue. After his test session with an RSR prototype at Paul Ricard in late 1972, Donohue recommended Penske use Carreras for IROC.

Not only were the cars readily available, he was adamant they would be hard to break with even the most aggressive wheelman at the controls.

"Ernst Fuhrmann, former Porsche engineer and, later, CEO of the company, once told me Carrera race cars couldn't be broken," Donohue remembered, "as long as they weren't over-revved and

Above Twelve of the IROC 911s, pictured outside Werk 1 in Zuffenhausen in 1973

Below IROC briefing before the race at Daytona on Valentine's Day 1974

Previous spread
The IROC 911 driven by 1967 Formula One champ, Denny Hulme





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providing they were shifting correctly. This claim proved true. These cars are extremely strong and brilliantly engineered. Other than the gearbox, there isn't much a driver can destroy. Without doubt, the Carrera was the very best off-the-shelf production race car available at any price point."

BALANCE OF PROBABILITY

Fuhrmann recognised there were certain risks for Porsche in becoming the exclusive IROC vehicle supplier. "It would not look good," he said, "if only three cars finished, for example, or if there were serious accidents." Also, on account of IROC cars being of identical specification, he realised the drivers would cane them mercilessly, increasing the chance of mechanical failure. Once Fuhrmann decided Porsche should take on the job of building the IROC cars, however, he made certain the work was done with the company's traditional thoroughness and care, thereby minimising the chance of incident.

Part RS and part RSR, the IROC 911s were special three-litre Carreras in their own right. The engines were built to full racing specification (albeit with butterfly-type throttles instead of the slide-type), all of them tuned to be as equal in power

as possible. Fender contours were those of the standard RS, meaning IROC 911s shared much of their look with showroom-dwelling 911s.

Under each arch, Porsche found just enough room for wider wheels, measuring nine inches at the front and eleven inches at the rear. Low-profile Goodyear racing tyres were fitted. Although bolt-on wheels were retained, the rest of the chassis was prepared to a racing standard. Roll cages were built into interiors like those of the RSR.

Porsche took every possible precaution to be certain the IROC Carreras were as identical as they could be. Engines were broken in and adjusted to similar outputs, typically 316bhp. On the Weissach skid pads, each chassis was tuned to give comparable cornering power. This work was completed early enough for twelve of the cars to be put aboard a Volkswagen transport ship (the *Elisabeth Bolten*) four weeks before the first race at Riverside, held on 27th October 1973. Los Angeles was the destination. The three remaining practice cars were shipped by air.

Each of these special coupes was transported to the United States with Carrera RS 2.7-style ducktails because the incoming 1974 rear

end wasn't yet ready. Of a modified design foreshadowing the future wing configuration (with rubber edging), the later engine lids were shipped separately when ready. They were installed at Riverside, where Peter Reinhart was supervising final preparation of the cars for Penske. Each spoiler-deck was a

Above IROC brought together the best drivers in various disciplines of racing

Below George Follmer (right), winner of the second IROC race at Riverside Raceway





different colour, matching the palette of brilliant hues Porsche had given the IROC cars.

Incidentally, instead of the expected *Carrera* script down their sides, the IROC 911s carried a bold Porsche logo down each flank. For the benefit of marketing the German manufacturer to IROC's television audience, the same was repeated on the front bumper and between the rear lights.

In the four IROC races (three of seventy miles each at Riverside across October 27th and 28th, culminating with a ninety-five-mile finale at Daytona International Speedway on Valentine's Day 1974), TV viewers saw tough and dramatic competition by a stellar cast of drivers. Emerson Fittipaldi, Denny Hulme, AJ Foyt, Mark Donohue, George Follmer, Peter Revson, David Pearson, Bobby Allison, Richard Petty, Bobby Unser, Roger McCluskey and Gordon Johncock took to the wheel. Only the Firestone contracts of Mario Andretti and Al Unser kept them from participating.

Rather than points, the championship was determined by the amount of prize money each driver accumulated across the four races. For the Daytona finale, the field was winnowed to the top six finishing drivers at Riverdale. For this 1974 event, the IROC Porsches were completely overhauled and given stiffer springing, a half-inch-higher spoiler lip and greater rear brake bias to cope with the oval portion of the track. As Donohue

said, "everybody knew it was going to be a race of mistakes." He made fewer than the others. Indeed, in his book, *The Unfair Advantage*, he described his IROC experience and the strategy giving him victory in three of the four races.

Donohue's most relentless rival was his former teammate, Follmer, who won the second race at Riverside and was pressing Donohue at Daytona. Eventually, however, Donohue derailed Follmer with an adroit series of manoeuvres. In all, Donohue collected

\$54,500 for his IROC successes. After the last race, which ended a fabulous string of victories he'd achieved at the wheels of Porsche sports cars, he retired from motorsport. It was a decision on which he would, tragically, renege.

These early IROC races brought the competition world's attention to the then new Carrera RS product line, of which 1,580 units were ultimately produced. Now coveted models, they represent a breakthrough in Porsche's thinking about 911-based race cars. ●

Above Ducktails were originally fitted to the IROC 911s due to the 1974-spec wing not being ready in time for shipping to the US

Below *Road & Track* described the first IROC as "a dream meeting of a dozen of the finest racing drivers in the world in a four-race series to determine a true international champion"





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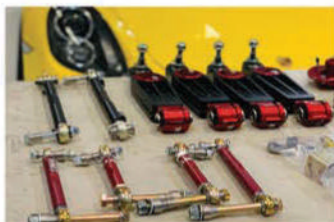
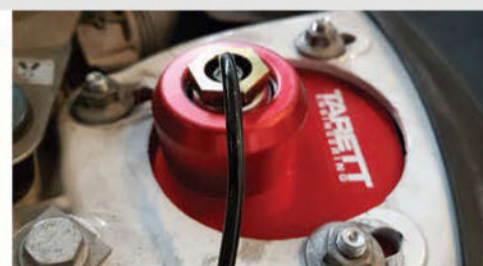
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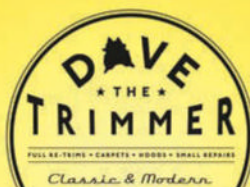
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QUESTION OF SPORT

We asked independent Porsche specialists to name their favourite 911s. Tech 9 boss, Phil Hindley, explains why he loves the 997 GT3 RS 4.0 and Carrera RS 2.7...

There's no doubt in Phil Hindley's mind. "The 997 GT3 RS 4.0 is the sweet spot of the entire 911 range. Unfortunately, cost of ownership has risen dramatically, meaning driving a GT3 RS 4.0 regularly might prove difficult," he reasons, citing the need to protect the significant investment required for purchase and the continually increasing value of the model.

997 flourishes included runout specials, such as January 2011's Black Edition, a sleek and stylish incarnation of the standard 3.6-litre Carrera. The 997 Turbo S Edition 918 Spyder (yes, we realise this sounds like two different cars) was also produced, albeit only a handful of examples were made available, all offered to well-heeled Porsche customers who had put down a deposit on 918 Spyder PHEV. Acid Green paint for badges, door mirror trim, brake calipers and needles turned heads. Even so, the dive-plane adorned 997 GT3 RS 4.0 (released a few weeks later, in April 2011) is not only the zenith of 997 production, but is also regarded by many marque enthusiasts as the 911's finest hour.

The GT3 RS 4.0 develops 493bhp from a flat-six equipped with the crankshaft from the 997 GT3 RSR race car. Stroke was increased from 76.4mm to 80.4mm. Full power is realised at a

lofty 8,250rpm, with 339lb-ft maximum torque at 5,750rpm. Kerb weight is 1,370kg, resulting in a power to weight ratio of 364.94bhp per tonne.

Aside from the challenging cost of acquiring a GT3 RS 4.0, there's the not insignificant problem of finding one — only six hundred units were manufactured. And, largely because of its value and rarity, the GT3 RS 4.0 holds status as a collector car, meaning this rare 911 has become very sensitive to mileage.

"At its core, the 911 is a sports car designed for driving pleasure," Phil continues. "You want to be able to head out and have fun behind the wheel whenever the opportunity presents itself, which you can't necessarily do if you're trying to protect your investment. With this in mind, would-be 997 GT3 RS 4.0 buyers might want to consider switching their attention to the Carrera RS 2.7. Mileage isn't really a concern on these cars and most people fully expect a classic RS to have a few stone chips," he adds, suggesting owners can hit the road or track whenever the mood takes them and not worry about superficial cosmetic damage as a result.

Sure, the RS 2.7 is a less powerful 911, but it is the genesis of the Rennsport line, presenting a recipe for a fast, agile, track-friendly, lightweight

compact sports car. The basic RS ingredients have remained the same for more than fifty years. Moreover, some 1,580 Carrera RS 2.7s were manufactured (far more than the five hundred units required for the period's Group 4 motorsport homologation), meaning you'll have far less trouble getting hold of an RS 2.7 than you will tracking down an available GT4 RS 4.0.

As for more sedate 911s, Phil suggests the SC and Carrera 3.2 represent great value and are hugely accessible, but they're not particularly practical Porsches for daily use in the twenty-first century. "In contrast, modern 911s are very capable and provide everything you'd want from an everyday sports car. That said, I'm not a fan of their increased size and weight, preferring the lighter, more nimble characteristics of older generations. There's no denying every 911 is worthy of your attention, though."



60 YEARS OF 911



RETRO RIDE

We took time out to chat with Weissach UK's Thomas Atherton about the plus points of the Carrera 3.2...

If there's a 911 holding a special place in Thomas Atherton's heart, it's the Carrera 3.2. "Mine is a modified 1986 example," he tells us. "I've made many memories with this 911, from trackday experiences to a Geneva trip via Reims, exploring the Alps and journeying home again. I can comfortably get my kids in the back, a load of shopping in the frunk and use the car for commuting, should the requirement present itself. And, if serviced and maintained correctly, a Carrera 3.2 engine is largely bombproof. This is a real highlight of the 911 line-up."

Arriving for the 1984 model year, the Carrera 3.2 was a big step forward from the SC it superseded. The new and improved 911 was still very much an 'analogue' sports car, bereft of driver aids and powered by the traditional air-cooled flat-six, but beyond the familiar shape and galvanised body panels was a substantial evolution in the 911 story.

The Carrera 3.2 was available from day one in coupé, Targa and Cabriolet variants. It marked the first time *Carrera* script had appeared on a 911 since 1977, but the biggest change was

hinted at in the new car's designation — enter the 3,164cc flat-six, which Porsche claimed was eighty percent new. The higher displacement was arrived at by using the 95mm bore from the three-litre SC in conjunction with the 3.3-litre 911 Turbo's 74.4mm crankshaft stroke, along with a compression ratio of 10.3:1. Bosch L-Jetronic fuel injection and Motronic 2 Digital Motor Electronics (DME) encouraged smooth engine running and mechanical reliability, while new inlet and exhaust pipework was also fitted.

Output was up to 231bhp, with 209lb-ft torque delivered at 4,800rpm. This was the most powerful normally aspirated 911 to date, managing the dash to 60mph from rest in 6.1 seconds, racking up a top speed of 152mph. The first production 911 to feature an ECU controlling ignition and fuel systems, the Carrera 3.2 achieved the zero to 100mph sprint in just 13.6 seconds. At a stroke, with performance nipping at the heels of the original 911 Turbo of 1974, the 'regular' 911 had gone from sports car to junior supercar.

What if Thomas didn't own a Carrera 3.2 and was in the market for a 911 today? "I would



likely hunt down a 997 GT3," he reveals. "The lack of back seats might prove problematic for some owners, although retro-fit rear pews are available on the aftermarket. Other than this minor gripe, the 997 GT3 is the 911 that can do everything you want from a sports car. Whether first or second-generation, the 997 GT3 can be driven all day, every day, in all environments and it won't miss a beat. High mileage isn't a concern, either. In fact, leggy GT3s can be bought at a very reasonable price, making this a great-value 911."

He acknowledges a GT3 might not be everybody's starter Porsche, but stresses the 997 GT3 is a brilliantly balanced package. "In addition to my Carrera 3.2, I own a 996 Turbo. It's a fabulous tourer, but rubbish at the track, not very useful on country lanes and not the greatest 911 in corners. A 997 GT3 takes care of all this and more. Also, the GT3 exhibits a far more subtle appearance than the Turbo. In other words, much like the Carrera 3.2, the 997 GT3 isn't 'shouty'. These are undoubtedly my favourite air- and water-cooled 911s."





TOURER DE FORCE

Tom Vagi, owner of Seacoast Specialist Cars, makes the case for the 996 Turbo being the best water-cooled 911 to date. He also extols the virtues of the classic 911 S 2.7...

Hot on the heels of last month's 996 Turbo buying guide, Seacoast Specialist Cars founder, Tom Vagi, suggests *911 & Porsche World* readers shouldn't hesitate to dive into the driving seat. "The 996 Turbo presents the perfect blend of comfort, technology and driver engagement," he says. "Unlike new 911s, there is little in the way of electronic chassis assistance interfering with driver input. I'll admit the 997 Turbo is a better-looking 911, but the 996 Turbo is a simpler car. Even the entertainment system of a 996 Turbo is basic — I love the fact you can slot in a head unit of your choosing, not having to worry about the complications and expense of failed Porsche Communication Management."

As far as maintenance is concerned, "pretty much everything is easily accessible, making a 996 Turbo no harder to work on than a same-age Carrera. Porsche got everything right with the Turbo. It's an excellent 911."

The 996 Turbo was launched at the Geneva Motor Show in 1999, 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 classic 911 Turbo (930) 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, but the result is a blisteringly quick continent cruiser and one of the best-value 911s currently available — though the Turbo suffers none of the engine problems of its Carrera stablemates, it has been somewhat tarred with the same brush, having the effect of keeping prices low. Specifically, a 996 Turbo can be bought for less than £35,000.

"The Turbo's engine is as strong as a bank vault," Tom laughs. "Granted, this flavour of 996 isn't as light or as nimble as a GT3, but it's a solid, stable 911 and serves as a fantastically fast touring car. In terms of value for money, the 996 Turbo is unbeatable. Porsche manufactured plenty of this model, too,

allowing buyers to be choosy when it comes to colour, mileage, optional equipment and the type of gearbox they'd prefer."

If normally aspirated air-cooled 911s are more your thing, Tom suggests considering the purchase of a mid-1970s 911 S 2.7, a near 175bhp classic Porsche currently under the radar and therefore available at a reasonable price point. "This is a very tactile 911 — Porsche made little effort to insulate the driver from the road, equating to excellent feel at the wheel. CIS fuel injection is reminiscent of the era, but if configured correctly, is reliable, easy to work on and delivers a great drive. Impact bumper 911s aren't to everyone's taste, but this is a great-handling Porsche. Interested parties should drive a few different examples of this model before buying, though — two of the same breed can feel very different to one another."





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ENGINEERED EXCELLENCE

Paragon's Jason Shepherd talks us through his love of the 996 GT3 RS and reveals the air- and water-cooled 911s he considers best of the bunch...

Most of our readers will be well aware of the mighty 996 GT3 RS, but few marque enthusiasts realise just how rare the model is — according to Porsche's official production figures, a mere 682 units were assembled (four in 2003, 678 in 2004). A significant contributor to this low number was the fact Porsche didn't offer the model to its US customer base.

"The 996 GT3 RS is a tremendous piece of engineering," says Jason Shepherd, sales supremo at Paragon since 2005. "Developed in pursuit of performance at the track, but being street legal, makes it the definitive Porsche race car for the road. Everything about this 911 has been executed extraordinarily well. The driver feels completely at one with the machine, even on the road, where a car of this nature is obviously flawed. To my mind, the 996 GT3 RS is the essence of the 911 wrapped up in the very best package money can buy."

Featuring a carbon-fibre frunk lid and rear wing, a polycarbonate back window, Porsche Ceramic Composite Brakes (PCCB), progressive coil springs, colour-coded wheels and distinctive body graphics in the spirit of the Carrera RS

2.7, the 996 GT3 RS was a significant step up from the 996 GT3, a fact highlighted by altered inlet and exhaust ports on the cylinder heads, redesigned wheel carriers, adjustable control arms (front and rear) and a lower ride height. Porsche originally claimed the RS to produce the same engine output as the GT3's near 380bhp, but numerous independent rolling road tests suggest the RS's flat-six to be developing closer to 400bhp, a figure achieved partly due to engine bay ram ducts forcing air into the intake with such pressure an additional fifteen horsepower is achieved at 187mph. Top speed is around 190mph, with the benchmark sprint to sixty despatched in a scant 4.3 seconds.

Only 140 examples of 996 GT3 RS were right-hand drive, of which 113 were supplied for the UK market. "This 911 is far more than the sum of its parts," Jason continues. "It's a raw 911, which is perfect for uninhibited performance at the track." That's his favourite 911 taken care of, but what's in his garage? "A 993 Carrera," he confirms. "It's a pre-Varioram model and is utterly beautiful. I've driven it all over Europe and have taken it on track. It has performed superbly at all times. The more time I spend driving air-cooled

911s, the more I love them." And of the readily available water-cooled 911 line-up? "A second-generation 997 Carrera is, in many respects, the closest a modern-day 911 gets to my 993. Additionally, it's fair to say a late 997 is stronger than earlier water-cooled 911s, not just in terms of mechanical reliability, but also overall build quality — the second-gen 997 doesn't rattle as much as its predecessors! Of course, all 911s have charm and every new generation launched is very different from what came before. If you're looking for peak mainstream 911, however, it's hard to argue against the brilliance of the 997 Carrera GTS." Sitting between the S and GT3 in model hierarchy, this 402bhp, rear-driven, wide-body 911 was assembled with centre-lock wheels, PASM and lashings of Alcantara. And it's absolutely fantastic.



60 YEARS OF 911



FOUR PLAY

Tony Malone, Design 911's Head of Trade, reminisces over his childhood poster car and an all-pawed 996...

Before Tony Malone reveals his favourite 911, he has an admission he thinks we need to be aware of. "I'm not particularly interested in the power produced by a Porsche," he confirms. "My love of these cars is primarily concerned with their styling. It's why I adore the 356. In fact, I have romantic ideas about commuting in and around London from the confines of black 356 B coupe. Porsche excels at producing beautiful cars, although I'm no fan of 'fried egg' headlights."

We'll assume a 996 isn't high on his Porsche wish list, then? "On the contrary," he stresses. "The 996 Carrera 4S is an excellent car and represents massive value for money. I'd happily enter into 996 ownership for the right car at the right cost. Good examples of this generation of 911 are becoming increasingly sought after — at Design 911, we've noticed how demand for servicing, repair and restoration parts for the Carrera family of 996s has gained huge traction in recent years. It's easy to see why, especially with sale prices remaining sensible. The same

is true of the corresponding Boxster, which seems to have replaced the 944 as the entry point to affordable Porsche ownership. Neither the 996 or 986 are new cars, meaning the need for suspension, exhaust and engine work isn't uncommon, but all parts are readily available without breaking the bank."

Of all 911s, which would Tony like to see in his possession? "The 993 Turbo," he beams. "Even by today's standards, this is a very fast Porsche. It's the first 911 Turbo to come equipped with four-wheel drive, but the look of the car is what speaks to me — those massive wheel arches and sleek curves are sublime. The fact the 993 is the last of the air-cooled era also plays its part in my affection for this generation of 911. I could stare at a 356 all day long, but as a young teenager, I was smitten with the 993 Turbo. The model continues to appeal to me."

Introduced in 1995, the 993 Turbo featured not only wider haunches, but redesigned bumpers, a colossal fixed rear wing, eighteen-inch hollow 'twist' five-spoke wheels and bigger brakes than standard. The model's twin-turbocharged 3.6-litre flat-six offers



402bhp and top speed of 180mph. Interestingly, the 993 Turbo was one of the first production cars to make use of the then new OBD II diagnostics system.

In the current climate, cost of ownership will set you back around the same as buying a 996 GT3 RS, but prices appear to be going only one way, making a 911 of this ilk a safe place to park your money. "I can appreciate the allure of the power and driving dynamics offered by the 996 GT3 RS, but the look doesn't come close to the timeless aesthetic of the 993 Turbo. I'm sure plenty of your readers would take a 964 Turbo over a 993 Turbo, especially if they've recently watched the classic Will Smith movie, *Bad Boys*, but the later Turbo manages to wrap its performance equipment in a more refined styling package. It was my dream 911 back when I was a teenager and has remained my dream 911 to this day."

The 993 Turbo was subject to numerous updates during its time in production, including stronger driveshafts and a mappable ECU. Just shy of six thousand examples were assembled.



60 YEARS OF 911



PICKING UP THE PACE

Rob Langley looks back at the first 911 he was asked to source after establishing his successful Porsche sales business, Harbour Cars...

When we asked Rob Langley to name his favourite 911, he was instantly transported back to the 993 Carrera 4S he was commissioned to source for his first customer. "I'm consistently endeared to this model of 911," he grins. "I formed Harbour Cars twenty-three years ago. I don't mind admitting I think it highly unlikely I'll ever find a 993 Carrera 4S as good as that particular car. It has the unfair advantage of a quarter century passing since I bought and sold it, and given a choice, I'd rather be in a two-wheel drive 911. Nevertheless, the 993 Carrera 4S is a fantastic sports car and has always stuck in my mind as one of the best 911s."

6,948 examples of the 993 Carrera 4S were manufactured, making acquisition an easy task. It's not the 911 Rob would choose to drive home in, though. "It's a close call, but a G50-kitted Carrera 3.2 coupe would win out," he muses. "It was the 911 pinned to my bedroom wall when I was a teenager. By the time I was in a position to hop in and out of a Carrera 3.2, I was much older, but the car didn't disappoint — it was just as exciting as I hoped it would be, totally living up to expectation. My favourite drive in a 911, however, was in an early 996 GT3. It was so

different to every other 996 I'd been in charge of. The GT3 is completely involving drive. To be clear, I'm not against the second-generation 996 GT3. It's certainly not inferior, but the earlier 911 has the edge." It's also where Porsche's GT3 product range begins and, importantly, can be bought for sensible money, although how long this will be the case remains to be seen.

"Given unlimited budget, I'd buy a 996 GT3 RS, but in terms of value for money, I can't see any 911 competing with the first-generation 997 Turbo right now. You can get an air-cooled 911 in okay condition for fifty grand, but for the same spend, you could have an excellent early 997 Turbo. Even second-generation non-Turbo 997s are fetching this money."

Launched in July 2006, the 473bhp twin-turbocharged 997 Turbo ushered in Variable Turbine Geometry (VTG) technology. Developed by the forced induction specialists at BorgWarner, the new tech allowed for efficient control of exhaust gas flow throughout the range of engine speeds. Benefits include a wider torque band, with 457lb-ft available from 1,950rpm, not to mention noticeably reduced lag when compared to the 996 Turbo. The Turbo's 3.6-litre 'Mezger' engine (named after Hans Mezger, the Porsche

engineering legend who designed it) features VarioCam Plus valve lift technology and delivers blistering performance, in part due to a hugely enhanced induction system. Rest to 62mph is completed in 3.9 seconds, the Turbo topping out at 192mph. Porsche Traction Management (PTM) helps to put the power down, while six-piston calipers (with 350mm front discs borrowed from the Carrera GT) bring the super-997 to a halt. An overboost function on the Sports Chrono Package increases torque by an impressive 44lb-ft.

Similar in style to the Carrera 4 and 4S, but noticeably more aggressive, the 997 Turbo's front intakes are punctuated with LED indicators. A contoured split rear wing sits proudly below the rear window. Inside, aluminium-coloured dials, leather trim and a boost gauge ramp up the anticipation. ●



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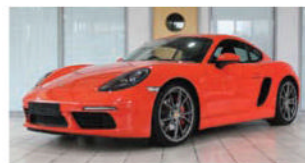
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60 YEARS OF 911

HAMMER OF THE GODS

We get behind the wheel of Baddie, one of the most original 930s around. It also happens to be a classic 911 Turbo with a serious hard-rocking past...

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







You will have noticed this issue of *911 & Porsche World* is dedicated to sixty years of 911. Clearly, it would be remiss of us not to

include the mighty 911 Turbo. And what better way to celebrate this ground-breaking Porsche than with a drive in an original 930. The thing is, though, this particular 930 is much more than just another 911 Turbo.

It should be noted, we don't always go a bundle on celeb-owned Porsches, 930 or otherwise. Even so, it's true to say air-cooled 911s have proved consistently popular with pop and rock groups over the years. As a case in point, I once saw the Bros bros, Matt and Luke Goss, cruising in identical Guards Red 911 Turbos through London. There are others, too. The boys from Spandau Ballet? Check. Cliff Richard? Check. As regular readers will know, we recently featured the impressive collection of old and new Porsches owned by Def Leppard guitarist, Vivian Campbell. Heavy metal glamsters, Judas Priest, even recorded a tribute to the classic 911 on their 1986 album, *Turbo*. The song is named *Turbo Lover* and was co-written by the band's guitarists, Glenn Tipton and KK Downing, whose inspiration came from the 930 SEs each bought after a tour of the Porsche factory in Zuffenhausen.

I'm your turbo lover. Tell me there's no

other. I'm your turbo lover. Better run for cover. So sang the group's vocalist, Rob Halford. Profound.

As you will have undoubtedly gathered, the 911 Turbo on these pages has a connection to the pop and rock world. No, it's not Cliff's car. The link transcends the music of the world's mightiest rock band, Led Zeppelin, who were driven hard by their larger-than-life manager, Peter Grant. This was his 911 Turbo, bought during the group's dying days in 1980 and fittingly ordered in black.

Okay, I admit. I'm a big Led Zeppelin fan. For some, Grant won't be as important as the band's four

members, but know this: Grant was the fifth member of Led Zeppelin, from the group's creation in 1968 to their demise in 1980 following the death of powerhouse drummer, John Bonham.

As I'm sure you can imagine, a band like Led Zeppelin must have taken some controlling, but Grant was very much up to the job. A bear of a man with a chilling sense of menace, he stood well over six feet tall and weighed in at 300lbs, which was handy for his pre-rock management days employed as a wrestler and bouncer in London's Soho district.

Before Led Zeppelin, he worked with the equally fearsome Don Arden (father

Above Turbocharged flat-six is in excellent order on account of covering little more than eleven thousand miles from new





Above and below
Interior is a feast for the eyes and features a retro aftermarket Panasonic cassette player and radio

of Sharon Osbourne) and served as tour manager for Eddie Cochran, Gene Vincent and The Yardbirds. Arden's managerial techniques included debt collectors with machetes and dangling hapless promoters by the ankles from balconies. All fair game and not a problem for Grant. What he detested, however, was the way Arden treated his charges. When The Yardbirds morphed into Led Zeppelin, Grant followed the band and used his full repertoire of size, muscle and ruthless acumen to get the best deals from both record companies and promoters.

Indeed, Grant is widely recognised as single-handedly transforming the exploitative music industry to get much

THIS 911 TURBO CUTS A FASCINATING ASIDE TO THE LED ZEPPELIN STORY AND COMES WITH SERIOUS PROVENANCE

fairer deals for musicians, who he felt "held the power" and therefore deserved the rewards.

Not every band had a Peter Grant, but his iron-fist style and fiercely protective stance allowed Led Zeppelin to get on with the job of world domination through very loud music, epic albums and arena

tours. Grant collected the spoils and distributed accordingly. To this day, the surviving members of Led Zeppelin are

permanent residents of rock's rich list. At his peak, Grant, too, was one of the wealthiest players in the music industry.

With him at the wheel, nothing rivalled the size and power of

the Led Zeppelin juggernaut. He rocked an imposing pirate-style look, with a mandarin's moustache, antique rings, silk scarves and a bottle of Jack Daniels always to hand. He was as rock and roll as Robert Plant, Jimmy Page, John Paul Jones and John Bonham. With this image in mind, imagine Grant at the wheel of this 911 Turbo, which use to wear the number plate, BAD 1, a gift from the members of Bad Company, another band on the Grant roster.

In terms of rock and roll excess, Grant had the Full English: cocaine addiction, marital problems and diabetes, but by 1980, and with Zeppelin's demise, he virtually retired from the music business, becoming a reclusive figure at his estate in East Sussex, where he worked hard to conquer his demons and lose half his bulk. Perhaps the 911 Turbo was reward or compensation for a life now in the past? Whatever, Grant kept the Porsche for the rest of his life, which ended as a consequence of a fatal heart attack in 1995. He was sixty years old.

This 930 cuts a fascinating aside to the Led Zeppelin story and comes with





serious provenance. Grant bought the car brand-new via Duncan Hamilton & Co Ltd, another well-known name in the world of Porsche. Despite only covering six thousand miles during its first fifteen years on the road, there is plenty of history to accompany the vehicle, including hand-written documentation from Grant on headed paper. In the latter part of his life, he became an enthusiastic and very active member of Porsche Club Great Britain. It might seem hard to believe, but after his hell-raising past, he attended numerous club events, happily displaying Baddie, as the car was affectionately known.

SWITCH IDENTITIES

After Grant's death, the Porsche was inherited by his son, Warren. It wore the BAD 1 number plate until 1998, when it was replaced with GGM 107V and was re-offered for sale through Duncan Hamilton. The odometer now read nine thousand miles. The history file contains the original full-page colour advert produced by Duncan Hamilton and published in the classic car press of the day. The sale price was £31,950.

Remarkably and significantly, this special 930's mileage remains low to this day – Baddie has covered little more than eleven thousand miles and is largely untouched by time, save for bouts of recommissioning at the request of the handful of successive owners, all keen to preserve originality.

All of this leads us to the car's current custodian, Jon Gale, who bought Baddie through the highly anticipated Silverstone

Auctions sale held at the NEC Classic Car Show in November 2022. Gale is a massive Led Zeppelin fan, then? Well, no, not really. He bought the black beauty based on its condition, low mileage and originality. He is candid enough to admit the mighty Led Zep and its force-of-nature manager rather passed him by. For him, the car is very much the star, which is how it should be.

The Porsche's provenance and history are, however, a pleasant bonus. And he agrees, they're very much part of this 911 Turbo's identity.

Going a step further, Gale doesn't mind admitting the ex-Grant machine didn't register on his radar when he set out to buy a 911 Turbo. His attention focused on a white 930, which turned out to be not quite the car he was expecting. Subsequently, Baddie entered the bidding equation, the hammer falling at £145,000, which seems entirely realistic for a 911 Turbo of such originality, irrespective of its rock and roll past.

This is Jon's first classic Porsche. He plans to use it, too. "I'm sick to death of buying cars I can't use," he tells me. "Drive around in a Viper Green GT3 RS and, frankly, everyone hates you. By contrast, drive a classic 911 Turbo and people can't get enough." Part of his 'just use it' mantra involved a more thorough recommissioning than had been carried out under the previous owner's rule. He asked Porsche indie, PIE Performance, to carry out the work. It is our pals at PIE who have given us the nod to *Ramble On* over to the company's Suffolk base and grab a drive in this automotive icon.

Sensitive to its near unicorn status – by this, I'm referring to the car's originality – PIE's technicians overhauled the engine, turbocharger and gearbox using new seals and gaskets, but retained the original mechanical components, which, at just eleven thousand miles, were virtually new. PIE also overhauled the braking system, rebuilding the calipers and replacing the drilled discs. The wiring loom had also suffered the ravages of time and was therefore treated to a good going over.

The paint and bodywork is all original, as is the eye-popping red leather interior, which wears its age, patina and history as a badge of honour. The equally bright dash top has warped and part-faded through exposure to direct sunlight, but this adds to the sense of history. After all, a car is only original once. Talking of which, the only aftermarket addition to the car is its fantastically retro Panasonic

Above BAD 1 wasn't the only car in Grant's possession with a registration plate highlighting his profession as a manager of rock bands – his Range Rover wore LZ 1, a nod to Led Zeppelin



To
FRED HAMPTON
VIA FAX
071 723 1030

18TH JULY 1993

DEAR FRED

DETAIL OF MY CAR FOR THE COMMENTATOR AT
SILVERSTONE.

911 3.3 TURBO REGISTRATION NO BAD 1
CHASSIS NO 93A0070625

COLOR BLACK/INTERIOR 1/2 LEATHER IN
RED INCLUDING DASH BOARD TOP AND
KNEE ROLL SPECIAL FACTORY ORDER,
ELECTRIC SUNROOF - AIR CONDITIONING -

I HAVE OWNED THE CAR FROM NEW
JULY 1980 MILEAGE TO DATE 6081 (SIX
THOUSAND AND EIGHTY ONE)

THE REGISTRATION NUMBER WAS A CHRISTMAS
PRESENT (1975) FROM ONE OF MY BARS THAT
I MANAGED CALLED BAD COMPANY. I AM
VERY PROUD OF THIS NUMBER ALONG SIDE
OF LZ1 (LED ZEPPELIN) ON MY RANGE
ROVER

I LOOK FORWARD TO MEETING YOU
AT THE WEEKEND
BEST Peter Grant

Above In the years leading up to his death, Grant became a regular at Porsche Club Great Britain events, as this letter to club registrar, Fred Hampton, shows

Below and right Jon Gale plans to put the car to good use, admitting he was attracted to its overall condition and low mileage, rather than its provenance

"digital seeking" radio cassette player, complete with green LCD display. Equally fantastically, the unit still works. Kind of.

The 930 didn't change much during its fifteen-year time in production, but this being a 1980 example means it benefits from the full 300bhp from 3.3 litres over the 1974 original's 260bhp and three litres. And, because we're celebrating sixty years of the 911, it is appropriate for us briefly delve into 930's origins and its significance in the 911 timeline.

For this, we have to thank motorsport and the now almost forgotten process of

homologation, whereby a manufacture wanting to race a modified version of a production car was required to build a limited number of road-legal examples

CAR BUYERS ARE FAR MORE PREPARED TO ACCEPT HOMOLOGATION COMPROMISES IN EXCHANGE FOR MOTORSPORT KUDOS

of the competition machine for customer consumption. Think 911 S/T as an early example of the homologation process. The RS 2.7 is, perhaps, the ultimate.

Porsche wanted to use knowledge gained from developing and campaigning its 917 K Can-Am monster to enhance

the 911 for Group 4 endurance racing. Simple enough, right? Build four hundred road-going examples of the race car, job done. Following this train of thought,

the 911 Turbo could have been a stripped-out, lightweight homologation special, but Porsche's then top man, Ernst Fuhrmann, had the imagination to see beyond this basic remit. Fuhrmann

believed the resulting force-fed 911 should be a fully productionised, range-topping machine mixing performance with luxury. Many of his colleagues preferred the stripped-out homologation route, but Fuhrmann won the argument. In that moment, a new supercar world order arrived.

It was by far the harder development path. After all, car buyers are far more prepared to accept homologation compromises in exchange for motorsport kudos and driving thrills. Porsche could have easily got away with building a less civilised 911 Turbo. It could, in fact, have built a more powerful 911 Turbo.

Crucial to the success of the 930 — and its drivability — was the installation of the turbocharger. Lag was the enemy, but by combining a Kühnle, Kopp & Kausch (KKK) turbocharger with a Bosch K-Jetronic fuel injection system, plus Bosch's solid state, breakerless electronic ignition and a clever close-looped control network incorporating a race-derived blow-off valve venting back into the turbo system (rather than noisily back





Above You're never gonna fit a Marshall stack in that, mate

into the atmosphere), Porsche had done everything it could with the technology available. With boost pressure of 0.8bar, the turbocharger started spinning at 1,500rpm, producing a useful kick at 2,500rpm. Peak torque came at 4,000rpm and peak power at a relaxed 5,500rpm.

Not being awash with development budget, Porsche pragmatically used a four-speed version of the Type 915 gearbox, rather than modify the five-speed to handle the increase in torque. Strengthening the unit would have meant increasing the size of the transmission housing to accommodate the tougher gears. Better to stick to four speeds and build a bulletproof gearbox suiting both road and track aspirations. Trouble is, with just four gears came wide ratios, but we'll come to this in a moment.

For all its range-topping and luxury, the 911 Turbo was pumped up for a reason. It was more a question of substance over style to homologate the bulging arches, deep front spoiler and, of course, the massive rear wing. Compared to Italian rivals, the 930 looked and meant business. The 911 Turbo also chewed 'em up and spat 'em out in real-world driving conditions.

Time for a drive. Time also to sit in the seat of rock royalty. For a Led Zeppelin fanboy like me, this is quite a moment. Hell, it could be the most rock

and roll thing I've ever done! The ignition key dangles from its Duncan Hamilton keyring. A quick flick and the 3.3-litre flat six churns and grumbles into life. It doesn't have the screeching vocal pitch of Robert Plant, but it certainly has the rumble and chugging drive of John Bonham. Out of curiosity, I fire up the Panasonic head unit. It seems to be locked to medium wave and is picking

there's fuel-injected tractability below these figures, this is where you need to be to really wake the Turbo from slumber. It comes on song with a hardened, heavy metal edge, delivering a wallop feeling fast even by today's standards.

Out here in the Suffolk sticks, near PIE headquarters, second and third are the choice ratios for keeping the turbocharger spinning. The 915

transmission is a good 'un, too. Long throw, but sweet with it. And what forty-three years ago seemed to be unfeasibly wide and extravagantly booted, is now

wieldy and snake hipped, slipping agilely along, guided by light-touch steering, perfect vision through the upright screen and using the tops of the front wings to navigate the perfect apex. It's stress free, almost relaxing. The effort required to keep up in one of the era's Italian sports cars would be comical.

Reluctantly, I hand this Turbo back to the team at PIE Performance. Jon Gale is a lucky man – this is a special 911 Turbo, and not just because of its hard-rocking credentials. This is undoubtedly one of the best, most original and largely unrestored 930s around. It's a pity the car no longer carries its BAD 1 number plate, but the fact it remains with the Grant family is entirely understandable. Clearly, there can only ever be one Baddie. And there will only ever be one Peter Grant. ●

YOU HAVE TO GET YOUR HEAD AROUND THE FACT FIRST IS GOOD FOR NEARLY 50MPH, WHILE SECOND WILL SURGE TO 80MPH

up a Dutch radio station. It's not playing Led Zeppelin, but the music I hear is something very much of the era, which is symbolic enough.

This isn't my first 911 Turbo rodeo. I've driven many 930s, from one of the very first 1975 UK cars to the very last 1989 machines. For all the supposed shock and awe, these cars really are quite benign. Or should I say 'deceptive'? Driven normally, the four-speed gearbox dominates just as much as the engine. This is to say you have to get your head around the fact first is good for nearly 50mph, while second will surge to 80mph. Third will take you all the way to 130mph. Fourth is almost an overdrive.

The near 300bhp peak arrives at 5,500rpm, while torque – a solid wall of the stuff – is 304lb-ft at 4,000rpm. While



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OPEN SEASON

Following in the footsteps of the 718 Cayman GT4 RS, the new 718 Spyder RS is a four-litre, normally aspirated, mid-engined roadster offering the best top-down thrills from any of today's open-air sports cars...

Words James Fossdyke Photography Torsten Klinkow, Porsche Corporate Archives







Rennsports occupy a special place in Porsche hierarchy, representing the most hardcore products to come out of Stuttgart. This usually equates to a simple recipe comprising weight-saving measures, power in abundance and a chassis honed for the race track. Here, in the shape of the new 718 Spyder RS, however, we find ourselves in command of a Rennsport designed not for the track, but for the road. And, almost unbelievably, it's an RS drop-top. Has Porsche lost its marbles, or is the Spyder RS the real deal? Despite its stubborn focus on road use, it becomes immediately apparent the 718 Spyder RS takes plenty from the track-oriented 718 Cayman GT4 RS. From the vents in the front arches to the lightweight alloy wheels, the shared DNA is obvious, but the differences between the GT4 RS and Spyder RS amount to more than a chopped roof. Take, for example, the Spyder's ducktail rear spoiler, which is massive, but significantly less aggressive than the wing on the back of the Cayman. This is intentional — the Spyder is a sports car, rather than a track car, and aerodynamic balance is more important than downforce. To this end, Porsche has also tweaked the car's nose, fitting a slightly smaller front splitter to counter the smaller spoiler. The underbody is completely different, too.

While some things have changed, others have stayed the same. Porsche might not be keen on adding downforce to the Spyder RS, but it's certainly interested in removing weight, which provides benefits regardless of whether you're on the road or the race track. As with the GT4 RS, there are carbon-fibre panels and lightweight bucket seats as standard, as well as printed nameplates nose and tail, rather than traditional badges. Every little helps.

The biggest weight-saving measure, however, is the roof. A two-piece fabric construction comprising a 'sun sail' top and a weatherproof rear panel, it's a

fiddly thing to erect, but it sure is light — together, the two panels weigh a mere eight kilograms. The total apparatus, including the mountings and structure, weighs just 18.5kg. That's a smidge over half the weight of the standard 718 Boxster's electric folding roof. Impressively, while convertible sports cars normally weigh between fifty and a hundred kilos more than their hard-top equivalents, the Spyder RS weighs five kilograms less than the GT4 RS.

Of course, shedding weight comes with drawbacks. For starters, the fully manual roof is a faff, and it takes longer to erect or fold away than the two

Above and below
The 718 Spyder RS is easily the best-looking new roadster available today



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minutes Porsche claims. With practice and dry weather, two people might manage it in this timeframe, but if you're on your own in a sudden downpour, you'll probably spend twice as long getting drenched. A practical weather shield, it is not, but it has advantages. For example, because it comes in two pieces, you can erect the sun sail without bothering with the weatherproof rear panel, allowing you to experience the smells and sounds of open-top motoring while keeping the worst of the sun or rain at bay. It's neither waterproof nor secure in this configuration, but fresh air is kept blowing through the cabin and it gives you the chance to hear the Spyder RS's induction noise without getting soaked.

Oh, yes. The sound. The Spyder RS might be more road-friendly than the Porsche that spawned it, but it's still noisy. Like the GT4 RS, the Spyder RS is powered by the same four-litre flat-six

as the current 911 GT3, but the engine is spun around to make it fit in the 718's centrally positioned engine compartment. As with the GT4 RS, this layout necessitated elongating the exhausts, which reduced power from 503bhp to 493bhp, but this is hardly a concern. After all, it's not as if the ten-horse drop has done the GT4 RS any harm.

Certainly, the Spyder RS is quick off the mark. Bury your foot in the lightweight carpet and this stunning drop-top will reach 62mph from rest in a scant 3.4 seconds before powering past 100mph just 3.7 seconds later. As impressive as all this is — and as close to the Cayman GT4 RS as it may be — it's all just numbers. What really matters is the noise of that four-litre boxer, which made such a bold impression in the GT4 RS.

Those hoping the flat-six will have the same unapologetically visceral character it exhibits in the Cayman, however, are

doomed to disappointment. Calling the engine refined would be a step too far, but it's a much smoother and more user-friendly beast than it is in the GT4 RS. In short, it feels more like it does in the GT3, and that's fine with us.

Whereas the rumble and clatter of the GT4 RS at idle might lead some to wonder whether all is well in the engine bay, the Spyder RS idles smoothly and sounds remarkably quiet when the powerful six-cylinder unit isn't under load. Sure, onlookers are subjected to a bark as the engine starts and hear a low growl as the car moves away, but the sound is fairly muted in the cabin.

Push through this, though, and the flat-six comes good in spades. With the new 'music box' intakes over your shoulder, the sound intensifies as you pass through 3,000rpm and the engine greedily sucks in air. At this point, you can barely hear the exhaust over the intake

Above Where the GT4 RS is configured for track use, the softer Spyder RS is designed primarily for the road

TECH SPEC

Model	718 Spyder RS
Price	From £124,499
Powertrain	4.0-litre naturally aspirated flat-six petrol and seven-speed automatic gearbox
Economy	21.7mpg
CO ₂ emissions	294g/km
Top speed	191mph
0-62mph	3.4 seconds
Power	493bhp at 8,400rpm
Torque	332lb-ft at 6,750rpm
Weight	1,410kg (DIN)





Above Lashings of carbon, leather and Alcantara make for a luxurious cabin

Middle Manual roof is fiddly, perhaps preventing owners from using their Spyder RS daily

Right Predictably, buyers have the option of ordering a matching wristwatch

howl, which renders the active exhaust system pretty pointless, at least for those in the cabin. For those outside the car, there's a considerably deeper, bassier tone when the button to de-restrict the exhaust is pressed. For those occupying the standard carbon buckets, the sound gets a little more gravelly, but until you pass 5,000rpm or so, the exhaust system's trickery makes very little difference.

This isn't to say the 718 Spyder RS is quiet. Quite the contrary. With both parts of the roof up, it's very noisy. In fact, there's little more than a flap of fabric

keeping the intakes on the outside, and with the roof down or just the sun sail in place, the Spyder RS is almost intolerably loud. Certainly, normal conversation is out of the question under any kind of acceleration. Admittedly, when you lift off

venomous roar is never more than a twitch of your right foot away. As intimated, at 5,000rpm, the exhaust's rasp comes into play a little more, but as the engine passes 7,000rpm, it becomes really quite tuneful. The sweet spot is

above 8,000rpm, where the rational part of your brain will urge you to slap the right-hand paddle and kick up a cog, but we'd recommend holding on all the way to the 9,000rpm redline. As

CONFIGURED TO BE MORE STREET-FRIENDLY THAN THE GT4 RS, WITH CONSIDERABLY SOFTER SPRINGS THAN THE HARD-TOP

the accelerator, the Porsche quietyens, but you don't want to be forced to do this that every time you fancy a game of *I Spy* with your passenger.

Whether the roof is up or down, a

the revolutions climb, the intakes and exhaust howl in unison, creating a blood-curdling cacophony. It's both scintillating and scary. For onlookers, the sound will be unquestionably different — they won't get to enjoy the scream from those intakes. It's very dramatic.

Of course, the engine does more than just make a good noise. The combination of 493bhp, fat tyres and low weight means the 718 Spyder RS gets from zero to 62mph in the same 3.4 seconds as the GT4 RS, before topping out at 191mph, just 5mph down on the Cayman. This kind of performance is only accessible in the dry due to flat-out acceleration being prone to sending the Spyder RS's tail alarmingly sideways in the wet.

Fortunately, controlling the Spyder RS is remarkably easy, even at or near the limit. This breed of 718 is configured to more street-friendly than the GT4 RS, with considerably softer springs than the hard-top. This means the tyres don't skip over road surfaces as they might





in the Cayman. The Spyder RS is less likely to be unsettled as a result, but this is just one of the advantages of its set-up — the softer suspension might make it very slightly less responsive, but the steering remains sharp and direct. It's only a minor change, but it makes the Spyder RS that tiny bit less pointy.

It's also borderline practical, aside from the faff of constructing that soft-top. Admittedly, the rear roof panel takes up a little bit of boot space, but the sun sail doesn't impinge at all, folding neatly into a cubby over the engine, contributing to 120 litres of luggage space at the rear. At 125 litres, the space under the frunk is slightly more generous. Of course, neither is especially large, and it's worth bearing in mind the fact a 718 GTS offers more space in total, but the difference is marginal. Either way, there's enough space in the Spyder RS's luggage bays to accommodate a couple of soft bags for a long weekend away.

There's a spacious, comfortable interior, too. Sure, as 2024 comes into

view, aspects of the 718's cabin are already looking long in the tooth, but the

NATURALLY, PORSCHE HAS APPLIED MUCH THE SAME THINKING TO THE SPYDER RS'S INTERIOR AS IT DID WITH THAT OF THE GT4 RS

overall design works well. Both seats offer plenty of space for even the tallest of drivers and passengers — regardless of whether the roof is up or down — and there's a fair amount of cabin storage to take advantage of.

Naturally, Porsche has applied much the same thinking to the Spyder RS's interior as it did with that of the GT4 RS, meaning you get the aforementioned carbon bucket seats (trimmed in Race-Tex fabric) as standard kit. Of course, with this being a lightweight Porsche, the equipment list doesn't look especially impressive when you drill down into it, but make no mistake, this potent 718 has everything you need as standard and the list of optional extras is customarily lengthy. And yet, Porsche is charging the same money for a Spyder RS as it does

for the GT4 RS. At £123,000, this is hardly a cheap way of enjoying your Sunday

afternoons, but we think the Spyder RS is arguably better value than the Cayman — although the GT4 RS is definitely better suited to the race track, the Spyder

RS is more at home on the road, which means it is more accessible and more enjoyable more of the time.

For the majority of Porsche customers, the Spyder RS makes a lot of sense. It will always be a bit of a toy — the complicated roof renders it tricky to use for daily driving — but it's far more road-focused than the GT4 RS. The trade-off may be the loss of a small amount of agility, but the roadster compensates with a more comfortable ride and an even more natural feel through your fingertips. The result is, in our humble opinion, the best open-top sports car on the market right now. Others may offer more bang for your buck, but if money is no object and you need a weekend toy for your collection, the Spyder RS is the only sports car you should be considering. ●

Above Ever-popular ducktail makes an appearance on another new Porsche



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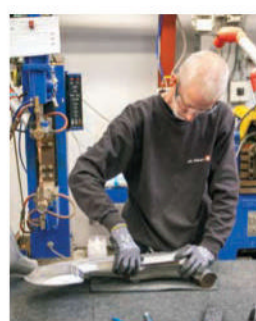
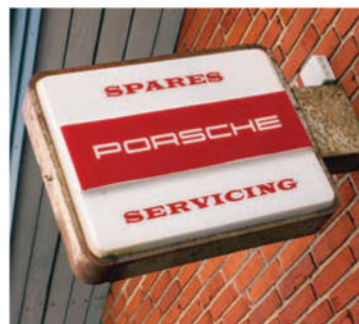
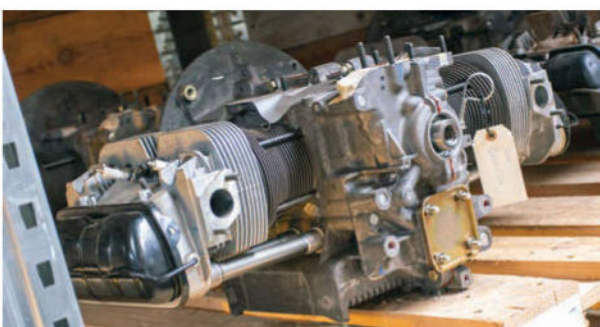
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INSIDE STORY

JP Group, parent company of Porsche parts brand, Dansk, opened its doors to 911 & Porsche World for an exclusive tour of the company's 42,000m² facility in Viborg...

Words and photography **Dan Furr**

I tchy feet. I needed to hit the road. Each year, I try to head out on a trip across mainland Europe, zig-zagging my way between various towns and cities, more often than not in a Porsche. Recent excursions have included taking a new Macan Turbo (in the company of a fleet of 964s) on an exploration of the highest passes in the French Alps, nipping in and out of Italy along the way. Twelve months earlier, I hopped into my first-generation 997 Carrera 4S and sprinted down to the shores of Lake Geneva via Reims (capital of the Champagne wine-growing region), using the fortnight I was camped in Lausanne to enjoy the amazing driving roads on both the Swiss and French sides of what locals refer to as *lac Léman*.

For these two trips, save for stopovers on the way to and from my target landing place, I stayed in a single hotel for the duration of my stays. Not so in 2015, when I jumped into my modified classic SAAB 900 S sixteen-valve convertible (complete with Aero body styling) and navigated my way through seven countries in seven days. A visit to the Porsche Museum in Stuttgart en

route to the Nürburgring was one of the highlights of this mega-mile jaunt, which was very much a driving holiday, rather than one focused on destinations — I might have whiled away many hours strolling along the harbourfront in Monaco, munching on gelato while staring at superyachts, but the drive down to the principality from Grenoble was the focal point of this particular leg of the trip, which incorporated in the spectacular Route Napoleon (the road taken by the French military commander following his return from exile in 1815).

The urge to embark on a fresh road trip was strong. Where to go? What to do? Just as importantly, which Porsche to drive? I haven't put enough miles on my restored 944 Turbo since project completion to confidently take it on what would likely be a multi-thousand-mile trip across Europe. There was my all-pawed 911, of course, although I've used the Basalt Black beauty for numerous on-road adventures already. How about my recently acquired 968 Sport, one of only 306 examples of its kind? Well, truth be told, punishing work deadlines and other commitments meant I was almost certainly not going to be able to find the time to give the Slate Grey stunner a service prior to my planned

departure date. Decisions, decisions. Of course, I still had to decide where to go. Irrespective of the route taken, I needed to at least be able to pinpoint a target destination, an end point, after which I'd turn around and head home. An invitation to attend Scandinavia's biggest Porsche drive — hosted at the sprawling MyGarage complex, located in the southeast of the Jutland Peninsula in Denmark and home to Porsche Servicecenter Vejle, as well as the dealer's Classic Partner Services division — triggered a chain of events which would quickly inform where I was going, how I would get there and which car to drive.

Vejle is approximately ninety minutes south of the city of Viborg, home to JP Group, parent company of the Dansk and SSI brands. Two birds, one stone — I accepted the invitation to visit MyGarage and arranged to head to JP Group the day after the event. Somewhat sweetening the deal, Sanne Saaby, MyGarage Marketing

Manager, told me nine-time Le Mans winner, Tom Kristensen, had offered to give me the keys to his 964-based Kalmar 7-97, which was awaiting my arrival in Vejle. Oh my.

The target location

was sorted. The route to get there fell into place quickly thereafter: I'd leave my home in West Norfolk, catch a ferry from Dover to Dunkirk, drive straight to Bruges for a stopover, then take time out to visit Lieser, Cochem and other towns in the wine-growing region along Germany's Moselle river, before heading north to Hamburg. From there, I'd drive to the head of the Kolding Fjord, where I'd base myself for the days I'd be in Denmark. This would position me a mere half hour from Vejle. Perfect.

SPOILED FOR CHOICE

I still didn't know which car to take, mind. Maybe my Estoril Blue BMW E31 840ci Sport Individual? One of the last great grand tourers, for sure, but not ideal for arriving at a gathering of Porsches, of which there were an expected three hundred and thirty-three examples expected to be in attendance. This included three air-cooled cars taken from the JP Group collection, of which I'll come to shortly. Not being able to decide which Stuttgart-crested car to take on such a trip is a very nice problem to have, I admit.

The solution came in the form of a 992 Carrera 4 GTS kindly loaned to me by the folk at Porsche Cars Great

A PATCHWORK 914 RACE CAR USED FOR DEVELOPMENT OF NEW DANSK BODY PANELS JOINS A STRING OF BEETLES

Facing page A sneak peek at what goes on behind the scenes at JP Group



Britain. Carrying the number plate 911 FWD ("is that a front-wheel drive Porsche?" someone asked me) and resplendent in the arresting shade of Racing Yellow, this 473bhp, three-litre, twin-turbocharged, PDK-equipped powerhouse of performance was nothing short of fantastic for the duration of the more than 2,500-mile round trip. In previous issues of *911 & Porsche World*, I've waxed lyrical about how good this flavour of 992 is. I didn't expect it get so much attention at the MyGarage meet, though.

As I discovered, due to Denmark's eye-watering tax on new cars powered by internal combustion engines (not so long ago, the penalty was 180% on top of the purchase price), a brand-new Porsche is seldom seen away from main dealer showrooms in this neck of the woods, hence the adoration afforded to my loaned Carrera 4 GTS. I'll pen an article about my time with this particular GTS for a forthcoming issue of *911 & Porsche World*. With this in mind, I won't take up any more column inches talking about it here.

As for Tom Kristensen's Kalmar, the time I had with the car was spent in convoy (second in a stream of three hundred Porsches) travelling a pre-planned route along the rural roads running alongside the picturesque Vejle Fjord, much to the delight of the many locals (many of them waving Porsche flags) lining the trail. This relaxing drive is a popular feature of the annual MyGarage Porsche meet, and though it didn't allow me to stretch the legs of the 7-97 in the way I'd have liked, it was a pleasure to be piloting the Le Mans legend's personalised Porsche during this special event.

STRONG REPUTATION

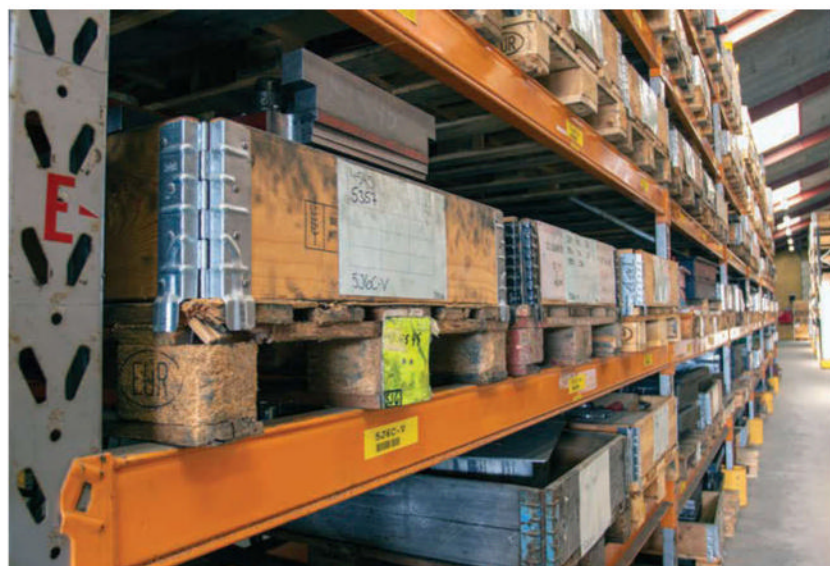
And so to JP Group, of whose Dansk- and SSI-branded products grace these pages most months, often through their appointment in the restoration and/or modification of the air-cooled Porsches we showcase for your viewing pleasure. Of course, all of us know the names of these globally recognised brands, but few know the scale of

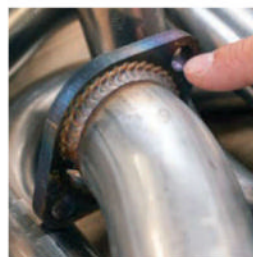
the operation behind them, not to mention its rich and colourful history, which stretches all the way back to the mid-1960s.

The company takes its initials from founder, Johannes Pedersen, a former bus driver who, from 1965, used his spare time to develop rubber mounts for the automotive industry, doing so from the makeshift workshop he established in the basement of his house in Viborg. Soon after, Johannes began producing rubber mallets and ashtrays, which afforded him the opportunity to invest in machinery for production of tools to enable manufacturing of components for refrigerators and freezers. By 1975, Johs. Pedersen Maskinfabrik A/S was established in Viborg with two employees.

"Within two years, the company had switched its attention to the production of replacement heat exchangers and body parts for Volkswagen Beetles and Camper vans, though Johannes continued to diversify his company's output, so much so he launched a wide range of brands in the late 1970s. One of these was Co

Above The on-site Porsche showrooms play host to some of the rarest 911s, including various RS, Speedster, GT3 and Turbo-badged beasts, as well as a 964 RS America





Above Martin Pederson, son of company founder, Johannes Pederson, took charge in 1992 and has grown the business to impressive scale, serving customers in ninety different countries

Co Pot, a provider of biodegradable products design to enable plant growth without any transplanting shock. Glyptonite and Logicar were other companies Johannes established during this hugely creative period of his life, though it was clear demand for his automotive offerings were where the company's future lay," says Søren Breinholt, JP Group's Business Manager, Classic division. "Accordingly, in 1987, JP Group was founded as a trading company exporting spares for Volkswagen, Audi, Seat and Skoda vehicles," he adds.

Five years later, Johannes passed away at the age of sixty-three. "His son, Martin, who spent a childhood witnessing his father's creativity and desire to design and manufacture metal products, took control of the

I'M MET BY THE VISION OF YET ANOTHER CARRERA RS 2.7 AND A GORGEOUS IRISH GREEN SHORT-WHEELBASE 911

company," Søren explains. "Martin had been working for the firm since 1983, having completed his education in the field of banking and finance. He went on to gain a diploma in business administration, which served him well in his new role as head of JP Group."

The best way to understand the corporate structure at play is to take note of the fact JP Group Holding a/s was established in 1994 in order to strengthen the

company and to ensure efficient future development within the business-to-business segment. Under this umbrella resides JP Group a/s and Johs. Pedersen a/s, the latter delivering product and assembly of parts for a range of industries, including rail — among its many activities, the company carries out total refurbishment of train carriages and produces digital information display boards for railway stations. "Solutions, rather than components," as Søren puts it. A separate holding company, Euro 2000 a/s, was founded in 1998, offering business-to-consumer services (not limited to the supply of tyres, rims, automotive spares and accessories) through the HOVWDIAUDI brand.

According to figures published in 2019, combined turnover amounts to some sixty-one million euros. Headcount is near two hundred members of staff, while production takes place across a site totalling in excess of forty-two thousand square metres.

Considering the massive growth of JP Group from its humble origins in the mid-1960s to where the company is today, it will probably come as a surprise for you to learn operations are conducted from the very same site in Viborg, albeit subject to massive expansion between then and now. "The group is united under a common management strategy, as well as common finance,





human resources and administrative departments, all managed from the one facility in Viborg,” Søren tells me, offering up photographs showing the development of the site over the decades. I note the old Pedersen family home remains at the centre of the grounds to this day.

Søren offers me a tour. We begin by walking into one of JP Group’s Porsche showrooms. There’s a line-up of 356s, including a brace of Speedsters, a couple of Cabriolets and a tin-top. 911s rule the roost, though. There’s an immaculate Carrera RS 2.7 among the various F-series cars on display. Only a few are for sale, though. “They’re part of Martin’s collection of Porsches,” Søren confirms, going on to reveal how they’re called into action as and when a new Dansk part needs to be manufactured and an original car is required to use as a point of reference. Bunched together, these classic Porsches — all pristine — look like museum pieces, but as I discovered at MyGarage less than twenty-four hours earlier, each is fully operational and regularly used.

A door from this toy box leads into a side room Martin has allocated to house some of the equipment and products his father developed during his time in charge of the company. Primitive-looking tooling and early examples of JP Group Volkswagen heat exchangers are on display, as is a tray of Co Co Pots and VW silencers

manufactured under the Jopex brand name. I take it all in, after which, Søren leads me through a back room playing host to development vehicles, primarily those from Wolfsburg and Stuttgart — a patchwork 914 race car used for the development of new Dansk body panels joins a string of Beetles, a Type 36 1600 Variant and even a restored Type 181.

FOUR THOUSAND SQUARE METRES IS DEDICATED TO THE EXCLUSIVE MANUFACTURE OF SSI PRODUCTS

expanded its range of spares to include non-VAG models in 2000, initially adding Opel parts to its catalogue, going on to include Ford, BMW and Mercedes-Benz lines in 2006,” Søren explains, before stressing these operations have since ceased.

He walks me through various storerooms and workshop space, where numerous 911s are on ramps or rotisseries. Meticulously labelled air-cooled engines are everywhere I look. A peek inside a stripped 911 fastened to one of the spits reveals the trial fitment of soon to be launched updated Dansk floor pans. I turn around to be met by the vision of yet another Carrera RS 2.7 and a gorgeous Irish Green short-wheelbase 911, two of the three Porsches brought to Vejle by Søren and his colleagues a day previous.

I’m intrigued by the selection of classic and modern-classic Volkswagens before me. “While focused primarily on production of parts for Volkswagen products, JP Group

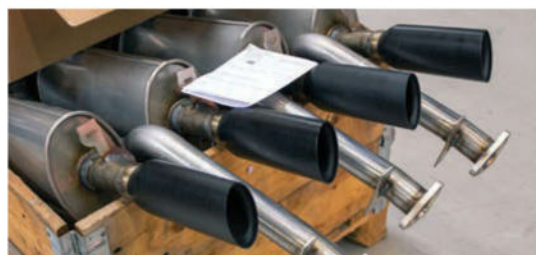
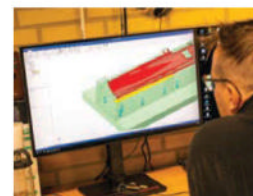
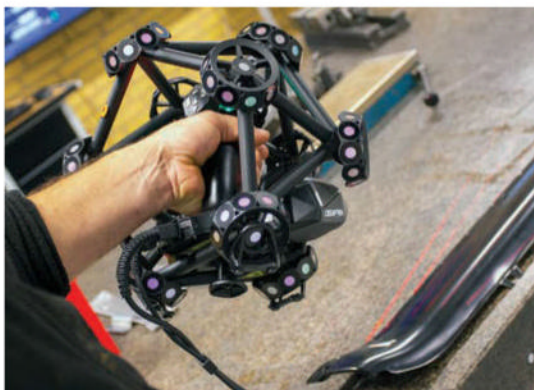
Above The smaller of the two showrooms features a fantastic selection of classic Porsches and houses a room exhibiting many of the tools used to produce items Johannes marketed in the early days of the company



Above CEO, Torben Pagh, took over the running of the firm in early 2021 having served on the board of directors for three years

Top right 3D scanning and printing is being put to use not only for the creation of parts, but also tooling to help with the manufacturing of exhaust systems

Below 356 Speedster seats for offices and workshops have recently appeared on the Dansk product list



A neighbouring engine testing room is inhabited by a beautiful blue 911 T Targa, a Light Ivory 912, a white two-litre 914 and a Beetle Cabriolet, all of them fully restored. I haven't kept tally of the amazing Porsche and Volkswagen cars and vans I've witnessed thus far, but we're well into double figures. And, as I am soon to discover, this is just a taste of what's tucked away at this incredible Porsche playground.

Into the warehouses and manufacturing plant. I'm greeted by heavy-duty racking from floor to sky, each shelf carrying a different tool or bespoke mould to enable production of the seemingly countless number of parts produced by JP Group. There are crates of finished and ready-to-be-assembled spares in every direction – fuel tanks, heat exchangers, body panels. You name it, I'm looking at it.

I ask Søren how often JP Group parts are reviewed, their designs updated? This query excites him. He's especially keen to show me the welds on finished parts,

which are far neater and more accurate than they've ever been, a consequence of advances in tooling technology, though he's keen to stress an eye is kept firmly on traditional manufacturing practices – well, we are talking old-school Porsches and Volkswagens – which is a key reason so much vintage machinery continues to be put to good use here decades after it was installed.

Four thousand square metres is dedicated to the exclusive manufacturing of SSI products, including heat exchangers, following JP Group's acquisition of the American brand (and its subsequent relocation to Denmark) in 2013. "At first, the owner of SSI was hesitant to allow JP Group to acquire the company," Søren tells me. "He assumed the brand's products would be absorbed into our company and sold under a different banner, such as Dansk. He couldn't have been more wrong – Martin went to great lengths to assure him SSI would continue as a standalone brand within JP Group. True to Martin's word, SSI production inhabits its own space within our factory and has a workforce dedicated exclusively to SSI component manufacturing." Even employee workwear is different for those working on SSI gear. Incidentally, in case you were wondering, SSI stands for Stainless Steel Innovations.

HIVE OF ACTIVITY

The JP Group production facility is an exciting place to visit. Technicians are assembling parts at every turn. Presses and other heavy-duty machinery are on the go all hours of the day and night (the company operates around the clock, with two different shifts allowing employees to work at a time convenient to them, reflecting flexibility Martin is especially proud of providing his employees). Welding equipment of all varieties is constantly active. As someone who gets a real kick out of seeing what happens behind the scenes at a busy factory, I'm in my element.

356 Speedster seats are a recent addition to the Dansk parts portfolio. As regular readers will know,





these have been recently released as a family of chairs for enthusiasts to park in their showrooms, garages, mancaves or other cosy environments. Bringing the exact seating position of the 356 Speedster from car to chair rack, this hand-crafted Porsche pew maintains the original bucket's seat angle. The framework is constructed from 22mm-diameter pipe with stabilisers in six-millimetre steel (choose between chrome or powdercoated black finishes), while the seat bucket is pressed from single-millimetre rigid deep-draw

sheet metal. For enhanced comfort, an exclusive perfect-fit leather cushion can be optioned in either white or black. A reclining frame is also available as an optional extra. As Søren guides me further through the factory, I see these seats in various stages of production and assembly. The fact they were being put to good use at MyGarage didn't escape my attention.

Pipe bending, punching, cutting, pressing of sheet metal, robotic welding, manual welding, aluminium and stainless steel. It's all on show, combining to create high-quality products destined to reach end users in ninety different countries. Did I mention JP Group's Garia brand, producing luxury golf and leisure cars? No? Not to worry, I'm sure you're more interested in the firm's ever evolving approach to Porsche product design. It's just as well I've

been given access to the on-site 3D scanning room and its accompanying design studio, then, isn't it?!

Somewhat amusingly, this state-of-the-art facility is situated next to an area of the factory dominated by massive, many-decades-old conventional machinery. The activity taking place in the 3D studio couldn't be more different from that of years past, though. JP Group CEO,

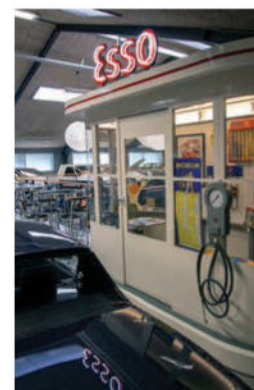
Torben Pagh, an automotive industry veteran of more than thirty years and the man who took over day-to-day running of the company in January 2021 (after having served on the

TORBEN'S TEAM IS EVEN USING 3D PRINTING TECHNOLOGY TO CREATE JIGS TO ASSIST WITH EXHAUST MANUFACTURING

board of directors for three years), joins Søren and I to explain what I'm witnessing.

"During the past forty years," he says, "JP Group has produced exhaust systems, heat exchangers, fuel and oil tanks, as well as body panels and other restoration parts matching OEM standards for valuable classic cars, with firm focus on air-cooled Porsches, but also catering for Volkswagen, Goggo Mobil and Mercedes vehicles. We have now implemented the very latest technology in our development and production capabilities by investing in complex 3D scanning and printing equipment, which can be considered as the platform and as the basic foundation for producing not only small-volume production parts, but also tooling, in a faster and more economical way than traditional practices allow."

Above Søren Breinholt, JP Group's Business Manager, Classic division, with a restored 911 shell benefiting from all new Dansk panels



Above and below

Developments in engineering technology allow some aspects of product assembly to be carried out by robotic welding equipment, but the bulk of JP Group parts are hand assembled

Top right Second showroom features a higher number of Porsches than the first, and also includes a diner and mock fuel filling station

He reveals how besides 3D printing of prototypes, his team is now working toward producing pressing dies suitable for the next step of the manufacturing process. "This is already possible for smaller and simpler tools," he continues, "but as 3D printing technology is rapidly developing, we believe this way of manufacturing is a serious alternative to our current CNC milling process, enabling us to considerably lower our total tooling investments and to enter products into the market in a faster and more flexible manner."

On paper, the process appears fairly straightforward: recognise the old spare which needs to be replaced, 3D-scan the item, print the part, use it to create a mould, produce a new part from the mould, replace the tired old part. Hey presto! In reality, the actions required to achieve the desired result are far more complex, involving pre-tooling prototypes, evaluation of different materials, fitment testing, pre-tooling studies, cost-benefit analysis and so on. And, irrespective of whether a tool has been made in the traditional CNC fashion or

by way of 3D printing, it will have to be operated from existing pressing and stamping machines.

What this means is that JP Group's investment in 3D technology has enabled the company to combine traditional manufacturing processes with new and precise ways of producing tooling. All this results in a new generation of OEM-quality replacement parts – the formerly impossible is now realistic. It should come as no surprise to learn JP Group is proud to be an OES supplier to both Porsche and Volkswagen.

The detail of how 3D scanning works, whether for tool or part production, is beyond the scope of this article, but we'll return to the technology in a forthcoming issue of *911 & Porsche World* and describe the design and production process in detail. Needless to say, regarding difficult to obtain components, such as incidental trim and other items required to complete restoration projects, and with attention paid to parts OEMs are unwilling to reintroduce for their legacy models on the grounds of cost of manufacture and a perceived lack of return on investment, JP Group is ahead of the game and ready to satisfy owner demand where major carmakers are not. Torben's team is even using 3D printing to create jigs to assist with exhaust manufacturing.



GLOBAL OPERATION

With all this talk of action in the factory, it's easy to miss the fact JP Group's office and administration functions are just as impressive. There's a team of eighteen employees taking care of sales and marketing from the company's headquarters in Viborg, with another seventeen operatives overseeing similar functions in JP Group outposts worldwide (Dortmund, Istanbul, Algiers and Shanghai). This collective is responsible for many essential tasks, including compiling product catalogues in digital and print form for every JP Group brand.

There's also an amazing high-tech logistics hub in this vast collection of buildings. Comprising twenty-one paternoster vertical lifts integrated with the Microsoft



Dynamics AX platform (a powerful enterprise resource planning software package helping large companies optimise on-site processes), it provides warehouse staff with the exact parts they need when they need them, lifted from more than twenty-three thousand components held in stock at any one time. This quick and efficient part of the packing process means customers benefit from super-fast delivery.

My head is spinning from the sheer scale of the JP Group operation.

Time for a breather.

"Step right this way," offers Torben.

We wander into a second showroom of Porsches even more impressive than the first. Two

floors are rammed with Stuttgart's finest, from early 356s through to modern GT3s and an exquisite selection of cars from our favourite manufacturer's transaxle range. I can barely believe my eyes. All of these Porsches are spotless, especially those on the upper floor.

CURIOSLY ENOUGH

It's a 911, that's for sure, and I'm certain it left the factory in a coat of Guards Red, but I'm not entirely convinced the tree was an optional extra. "This car had been left out to pasture for many years," Torben smiles. "During this time, a tree had grown up through its floor. Martin told the owner he wanted to buy the car, but only if he could acquire the tree to go with it!"

A similar story, albeit concerning hay bales, is responsible for the look of the tired 356 coupe along from the foliage-covered Neunelfer, the two cars

sandwiching a perfect 911 shell benefiting from all new Dansk body panels. Quite the contrast.

This upstairs area of the showroom features many individual Dansk products on display, as well as various air-cooled engines and a retro-look diner, complete with mock fuel filling station, which often welcomes car clubs and other organisations for social events. It's the array of perfect Porsches below which excites me most, though. I spot a 964 RS America, a 996 GT3, a 964 Turbo,

a 993 Carrera 4S, an early 911 Turbo, two Carrera 3.2 Speedsters. The list goes on. And on. Kid, sweet shop.

The day shift coming to an end is my cue to leave.

Søren and Torben have been the perfect hosts. Indeed, every JP Group employee I've encountered has been friendly and welcoming. I've bent the ear of everyone I've met and taken close to five hundred photographs. There really is that much to see here, and yet I feel I've hardly scratched the surface. Even so, it's time to bid Viborg a fond farewell.

I step into the custard-coloured 992 and, after waving goodbye to Søren and Torben, I head in the direction of Kolding, using my time behind the wheel to take stock of the previous forty-eight hours. Scandinavia's biggest Porsche drive. Bombing around in Tom Kristensen's privately owned Kalmar 7-97. A private tour of JP Group, where some of Europe's best-kept Porsches reside. And to think, this was just a couple of days out of my exciting two-week road trip. I'm already fired-up for the next one. Now, where should I go and which car should I take?! ●

Above JP Group operations span forty-two thousand square metres in the heart of the city of Viborg

I'M CERTAIN IT LEFT THE FACTORY IN A COAT OF GUARDS RED, BUT I'M NOT CONVINCED THE TREE WAS AN OPTIONAL EXTRA

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60 YEARS OF 911

964 CABRIOLET

The 964 has seen huge growth in popularity in recent years, and yet the 964 Cabriolet remains one of the most affordable entry points to ownership of an air-cooled Porsche...

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



Launched in November 1988, the 964 marked a sea-change in the 911's development. Porsche CEO, Peter Schutz, and the company's chief engineer, Helmuth Bott, aimed to make the new model the most advanced sports car to wear the 911 badge. Indeed, many of the 964's key features were inherited from the earlier 959, bringing supercar technology to a much wider audience.

Despite Porsche claims the 964 was eighty-seven percent new when compared to the outgoing Carrera 3.2, changes to the iconic 911 silhouette were prohibited. Nevertheless, the 964's polyurethane

bumpers, aerodynamic rain gutters and flat undertray were all new components taking clear cues from the 959.

The 964's drag coefficient was improved to 0.32 over the Carrera 3.2's 0.39. Additionally, devoid of any superfluous addenda, the newer 911's passage through air was helped by a retractable rear spoiler, which automatically extended at 50mph, eliminating the risk of lift at high speed.

The first 964 to land was the Carrera 4, so-called because of its 959-derived four-wheel drive system. Porsche purists may have howled into their Black Tower, but the manufacturer was keen to push the 911 envelope. Tellingly, despite sixty-nine percent

of the Carrera 4's power being sent to its back end, many of the outgoing 911's driving characteristics were retained.

The most powerful normally aspirated 911 in the model's then twenty-six year history, the Carrera 4's flat-six M64/01 engine boasted 3.6 litres of displacement. Power was up to 250bhp with 228lb-ft torque delivered at 4,800rpm, enabling a sprint to 60mph from rest in just 5.5 seconds, romping on to a top speed of 163mph. If the four-wheel drive system had caused consternation, the performance of this new 911 for a new era certainly didn't. It wasn't just the model's engine that was substantially revised, though. Underneath the



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familiar lines and stovepipe front wings lay a coil-spring suspension system (the long-used torsion bar setup finally junked), as well as ABS and power steering as standard equipment. The rear-mounted powerplant remained unhindered by the new safety systems — speed freaks could still wag the tail, even if it did require more provocation than ever before.

The 964 was launched as a coupé, although it didn't take long for Cabriolet and Targa variants to materialise. Each car represented a thoroughly rejuvenated 911, with twin front airbags (for cars sold Stateside), a redesigned

climate control system, a three-way catalyst and an impressive ten-year anti-corrosion warranty.

With the new decade came a two-wheel drive 964 in the form of the hugely popular Carrera 2. It shared the fourby's engine, but was the first Tiptronic-shifting 911 thanks to the option of a four-speed, electro-hydraulic semi-automatic gearbox.

Despite spending many years regarded as the runt of the litter, the 964 has found favour with a new generation of 911 owners. Moreover, the 964 Cabriolet is currently one of the most affordable classic Porsches.

IDENTITY AND SERVICE HISTORY

As ever, let's address the basics first. The 964 Cabriolet you're looking at should display a matching Vehicle Identification Number (VIN) on its V5 registration document and on the identification plate installed in the luggage compartment (attached to the right inner wheel arch). In the USA, the 964's VIN is also found on a plate attached to the left front A-pillar. This identifier can be viewed through the windshield when standing outside the car.

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 engine block, on the right side of the crankcase next to the fan housing. 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 964 Cabriolet 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 determine whether 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 need to be maintained by specialists with depth of model knowledge. General service garages are not likely to know the ins and outs of the 964's mechanicals. Moreover, servicing at a general garage is an indication the seller (or previous owners) has likely skimmed 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. It is far better to buy a 911 looked after by businesses well-versed in the care of these cars. There are plenty of 964 Cabriolets to choose from — don't be afraid to walk away if the paperwork doesn't please you.

Pay attention to recent documents in the car's history file. They may 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 and any optional extras.



ENGINE AND TRANSMISSION

Early 964s are well-known for dripping oil at an alarming rate due to the manufacturer's decision to not fit a gasket to the cylinder base. Later cars (1991 onwards) made use of a redesigned cylinder base and a seal designed to stop lubricant escaping, but 964s of all ages seem to like losing oil for fun — don't be overly alarmed if there's evidence of a drip on the seller's driveway. Be sure, however, to check the oil isn't leaking from the oil pipes between the engine and oil tank. Replacement pipework isn't expensive, but the tank is, and it may be damaged during pipe installation. Consider letting a specialist take care of this tricky job.

High-mileage 964s aren't to be dismissed, especially if you plan to get regular use out of the car you're thinking of buying. As is the case with almost all Porsche-engineered powerplants, the 964's bottom end is rock solid, but top end rebuilds are needed the closer you get to the 100,000-mile mark. Signs the work is required include a drop in power and increased oil consumption. The fix includes fitting replacement valves, guides and piston rings.

Normally aspirated engines feature twelve spark plugs and twin distributors linked by a rubber belt. The belt weakens over time due to a build up of ozone within the distributor housing, eating into the rubber. If the belt snaps, you'll experience an

YOU WON'T HAVE TO SEARCH LONG BEFORE FINDING A 964 CARRERA 4 OWNER WHO HAS CONVERTED THEIR CAR TO TWO-WHEEL DRIVE

EXTERIOR

964s were built using galvanised body panels, meaning even though the newest example was assembled three decades ago, you shouldn't expect to find rust when inspecting your prospective purchase. That said, check around the windscreen seal, door bases, light apertures and wheel arches for paint bubbling or early signs of corrosion. Examine panel gaps carefully. 964s treated with less respect than this generation of 911 currently commands may have been driven carelessly.

Don't be concerned about gravel rash or stone chips (these cars were meant to be driven fast, after all), but if the overall condition of the Porsche's bodywork is less than ideal, consider what other aspects of the car might not be in tip-top condition. Inspect all areas carefully.

Cabriolet roofs should be checked thoroughly for tears and nicks, especially around their edges. Faded black canvas can be restored through the use of application-specific restoration and waterproofing products from Renovo. If the soft top is the only thing letting down the 964 you're looking at, rest assured cabriolet roofs and/or their plastic windows can be easily replaced. The parts are readily available on the aftermarket, either as individual items (e.g. headlining) or as a complete kit.

For many years, the 964 was the unloved 911 — surviving examples were often seen dripping oil and the subject of irregular servicing and maintenance. Today, a generation of Porsche fans who grew up in the 1980s and 1990s are rewriting history, lavishing expensive restorations and tuning upgrades on these cars. With this in mind, expect any 964 Carrera 2 or Carrera 4 to have received corrective paintwork in its recent history.

immediate lack of power, but if the rotor arm has stopped in an awkward place, it may continue to encourage a plug to spark, which will destroy the corresponding piston. Check service history to see when the belt was last changed.

Fortunately, there's an easy fix to cure the ozone issue: a retro-fitted 993 distributor air vent can be installed at the same time as a fresh belt.

Broken cylinder head studs can present themselves in the form of oil leaks, lumpy idle or misfire under load. The key to a successful purchase is to make sure you drive before you buy.

When it comes to turbocharged 964s, the same rules apply as you'd expect from inspection of a 930. In other words, look for blue smoke from the exhaust (a sign of failed turbocharger oil seals), excessive white smoke on start-up (oil making its way from the tank or pipes down to the crankcase) and lack of boost. If you suspect the turbocharger to be at fault, don't be tricked into thinking you need to pay for a new part from a main dealer — specialist turbocharger repair and upgrade specialists will happily return your 964's faulty bhp booster to an as-new state. Furthermore, you may be surprised at how cost-effective it is to upgrade the car's turbocharger with modern internals while the repair work is being carried out.

You won't have to search long before finding a 964 Carrera 4 owner who has converted their car's transmission to match the two-wheel drive set-up of the Carrera 2. There isn't anything wrong with the Porsche fourby configuration, but many Carrera 4 drivers simply feel disconnected from their cars after experiencing the thrill of piloting a rear-drive model. At the end of the day, it comes down to personal preference. Test drive both types of 964 to determine which you prefer. Incidentally, the Carrera 4's extra chassis equipment adds significant weight (resulting in easy understeer), but the model is recognised for being a brilliant tourer.

Early 964s suffer from a problematic dual-mass flywheel. Hugely unreliable, the part was replaced in all 964s in late 1992. Check to make sure the 964 you're looking at is fitted with the later item. Signs you might be in possession of a car with the early design include heavy vibration at low revs, as well as lumpy idle.

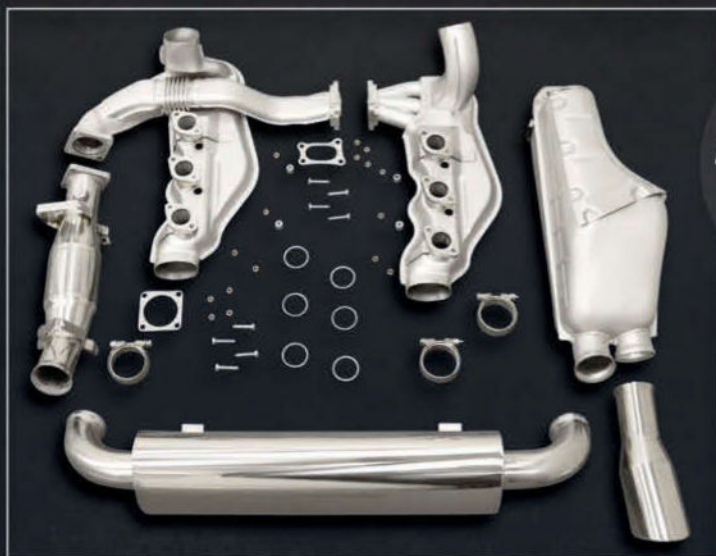
From 1990, Carrera 2s were offered with the four-speed semi-automatic Tiptronic transmission, as fitted to our feature car. It's a reliable bit of kit, but is an example of optional 964 equipment many think makes the driver feel less engaged with the car they're in charge of. If you're tempted to buy a Tiptronic 964, then listen out for a noisy torque converter.

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



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 JP no. 1620001110

Sport 1

(CAT, with heat exchangers)



Exhaust set with single tail pipe, complete, stainless steel. Same as "Standard", but with rear sport exhaust, with TÜV.
 Dansk ref. 92.563S - JP no. 1620001210

Sport 2

(CAT, with heat exchangers DUAL TIPS)



Exhaust set with dual tail pipes, complete, stainless steel. Same as "Sport 1", but with dual tail pipes, with TÜV.
 Dansk ref. 92.564SD - JP no. 1620001310

Sport 3

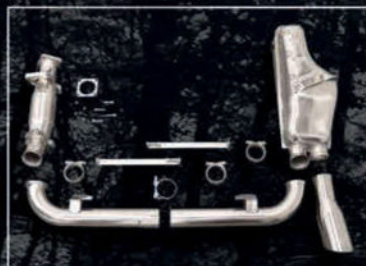
(without CAT, with heat exchangers)



Exhaust set with single tail pipe, complete, stainless steel. Same as "Sport 1", but with catalytic bypass.
 Dansk ref. 92.565S - JP no. 1620001410

Ultra Sport 1

(w.o. heat exchangers)



Exhaust set with side exhaust bypass pipe, single tail pipe and catalytic bypass, stainless steel.
 Dansk ref. 92.566S - JP no. 1620001510

Ultra Sport 2

(w.o. heat exchangers)



Exhaust set with G-pipe replacing rear exhaust box, single tail pipe and catalytic bypass, stainless steel.
 Available with dual tail pipes on demand.
 Dansk ref. 92.567S - JP no. 1620001610

Ultra Sport 3

(w.o. heat exchangers)

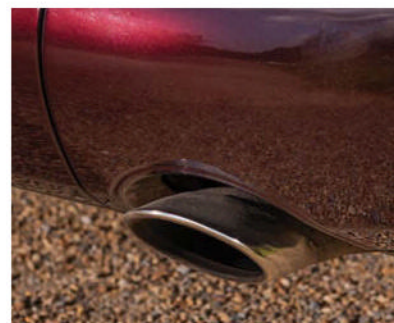


Exhaust set with G-pipe replacing rear exhaust box and side exhaust bypass pipe, single tail pipe and catalytic bypass, stainless steel.
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TECH: *BUYING GUIDE*



INTERIOR

964 interiors are typically hard-wearing, meaning there's no need for you to take ownership of an example with ripped hide or worn carpets. Then again, the presence of seats in poor condition is a massive bargaining chip. Use it your advantage — replacement seats, carpets and headlinings are easy to come by. Professional upholstery repair or retrimming services aren't exactly in short supply, either. Dave the Trimmer, Awesome Classic & Custom, Southbound Trimmers and Classic FX should be at the top of your shopping list.

Damp or discoloured carpets in Targas or Cabriolets is a sure-fire sign the soft-top of the 964 you're looking at is leaking. As we've highlighted elsewhere in this buying guide, new Cabriolet roofs are readily available, although the motors powering them may need to be stripped and rebuilt if you experience



problems with operation. On this note, check to make sure all of the car's creature comforts work as they should. Particular attention should be paid to electric windows, seat movement, air-conditioning, dash dials and audio equipment, including speakers and the head unit.

Don't be fooled into thinking a tired interior requires a retrim. Advances in the restoration of automotive leathers (the process is often referred to as reconolising) has come a long way in recent years. Get in touch with professional detailing concern, Cambridge Concours, if the cabin of your 964 Cabriolet is looking shabby. Rather than replace old for new, there is the possibility of rejuvenating even the most tired of interiors, retaining original equipment and materials in the process. This may also save you money over a retrim. Leather preserver and balms will assist with ongoing care.



BRAKES, SUSPENSION AND STEERING

Out with torsion bars, in with coilovers. The suspension Porsche fitted to the 964 was fantastic, but as is the case with any older vehicle, rubber bushes deteriorate with mileage and the passage of time. New bushes are readily available from independent parts specialists, including Design 911, as are polyurethane replacement parts, providing you with a true 'fit and forget' solution, albeit at the expense of a slightly firmer ride. If you're concerned about the hassle of removing old bushes, then keep in mind the fact many new suspension components can be purchased with bushes pre-installed.

Even if you don't think the 964 Cabriolet you're looking at is in need of new supporting suspension components, it's worth investing in four-wheel laser wheel alignment in order to get the very best out of the 964's handling capabilities. Rather than pop to your local tyre fitter for basic settings to be dialled in, we recommend visiting a dedicated chassis tuning specialist, such as Center Gravity, Suspension Solutions or Tuned UK, all of which are well-versed in the art of tweaking and tuning Porsche suspension systems. Long story short, these companies will use factory prescribed settings as a starting point, rather than the target. They'll ask you about your driving style, the kind of roads you travel on and the specifics of your Porsche, thereby enabling them to tune the chassis to suit your individual requirements. We've experienced the effects of this work first-hand — the improvements are massive and make for a far more enjoyable drive, as well as a more focused sports car.

The 964 was the first 911 to come fitted with ABS. This upgraded braking adds an extra level of safety to a much enhanced 911 package, but the age-old problem of aluminium calipers with backing plates made of steel can make pad replacement difficult. If in doubt, consult a specialist. Consumables are widely available on the aftermarket.

OVERVIEW

Targas and Cabriolets have long been the 'great unloved' variants of the formerly 'great unloved' 911, but as the photographs on these pages ably demonstrate, there's absolutely no reason to dismiss an open-top 964, which is one of the shrewdest entry points into air-cooled Porsche ownership.

The 964's condensed overall size, plus its relatively sparse cabin furniture, undoubtedly contributes to the sense of rapid pace, even when driving to the speed limit, but the sound of the standard M64 3.6-litre boxer singing away at the rear must also take credit here. It produces a joyous noise as you climb through the rev range, being simultaneously raucous and finely tuned to deliver both seat-felt bass and top-end holler. It's a wonderful orchestra of Porsche engineering at work, but sounds even more alive in a Cabriolet moving at full chat. It's just as well you can pick up a 964 with a retractable fabric roof for half the cost of the equivalent coupe, then, isn't it?



If there's criticism to be levelled at air-cooled 911 Cabriolets, it is how the soft-top can look hunched up at the rear when retracted — the position of the flat-six doesn't allow the roof to be stowed into the body shell. This is at odds with other convertibles of the era (shout out to the classic SAAB 900 fans among you) and makes the 964 Cabriolet's shape a little clumsy when viewed side-on. Porsche did much better with the same-age 968 Cabriolet, but in the grand scheme of things, we're expressing a minor gripe, especially when the currently low price of buying an open-air 964 is extremely favourable compared to the cost of acquiring a tin-top. Go for a Tiptronic-equipped 964 Cabriolet — like the Porsche in our pictures — and the price drops even further.

Of course, we're not suggesting you can buy a 964 Cabriolet for the price your granny paid for her used base model Ford Fiesta, but to put the gulf between 964 coupe and Cabriolet prices into perspective, a quick search of online classifieds presented us with a tidy 1991 Cobalt Blue Carrera 2 drop-top with manual transmission, Linen leather, a Metropole Blue roof and a matching tonneau cover for a fiver short of forty grand.

Expect to pay more if you're looking for a Turbo Look Cabriolet or a very low mileage car, but however you shake a stick at it, there's no getting away from the fact you can find yourself as the proud owner of a very presentable 964 Cabriolet for less than the cost of a ropey 911 SC. Even the lowest mileage 964 Cabriolet we could find in UK sales listings was being offered at less than £70,000. A single-owner 1990 example finished in Grand Prix White and with just 28,600 miles covered from new, this Tiptronic-equipped, open air 911 is about as close as you can get to as-new condition for an air-cooled classic.



TRANSMISSION AND TUNING

Airflow upgrades (including free-flowing intakes and larger exhaust systems with 993 heat exchangers) rank high on the list of popular 964 mods, although there's a lot to be said for taking influence from the RS by simply reducing the overall weight of your car. Remove cabin equipment you consider to be supplementary to requirements. This is a no-cost alteration and, as we all know, less weight equates to a quicker car.

Talking of which, 964 seats are heavy. Composite buckets will make a big difference, albeit at the expense of comfort on long journeys. Manual steering racks will enable you to ditch a mass of hydraulic steering equipment and, as outlined earlier, converting a Carrera 4 to two-wheel drive will drastically reduce weight, as well as transforming the driving experience.

Gearing upgrades on manual cars will make for a snappier drive, while a lightweight flywheel will make the 964 rev much faster, although expect a more 'agricultural' transmission sound through reduced flywheel damping. ECU upgrades — either in the form of 'off the shelf' chipsets or standalone management — will alter fuelling and increase power. Turbochargers can be comprehensively rebuilt with modern internals at significantly less cost than a like-for-like replacement part. Sticking with the theme of forced induction, supercharger conversions have found a following on the 964 scene. And, of course, there's the option of an engine transplant — fitting a larger displacement flat-six is a direct route to bigger bhp and more torque. ●



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BROTHERS IN ARMS

With age and mileage comes the very real threat of deteriorated suspension components, including rubber bushes. In this guide, we head to PIE Performance and show you how to replace the rear lower control arms on a 997 (either generation). We've used Editor Furr's Carrera 4S for illustration purposes...

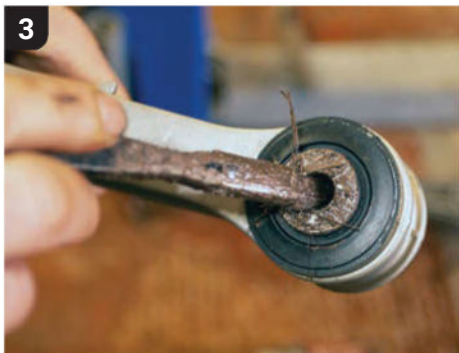
Words and photography **Dan Furr**



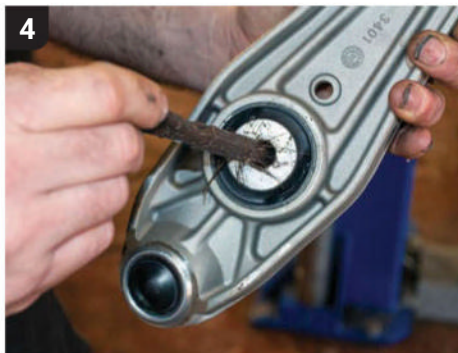
We head to Suffolk-based PIE Performance Porsche (pieperformance.co.uk) to document the installation of 997 rear lower control arms. The replacement parts were sourced from Design 911 (design911.co.uk). They're suitable for the 997 (both generations), the 987 and 981 Boxster/Cayman twins, and come pre-installed with new bushes and ball joints. Look for part no. 98133105302/1.



Here are the tools required to complete the job. As you can see, you'll need to gather a hammer, a small punch, a ball joint splitter, an 18mm socket, a selection of spanners (18mm, 19mm and 21mm) and an impact gun or ratchet. You will also need copper grease, fine sandpaper and a pry bar. Raise the rear of the car, remove the rear undertray and take off the road wheels.



Work one side of the car at a time. Treat the metal collar running through the new control arm's end bush to a brush of copper grease.



Apply copper grease to the metal collar running through the new control arm's centrally located bush. Be aware of the fact copper grease is not a lubricant – it is a robust anti-seize compound.



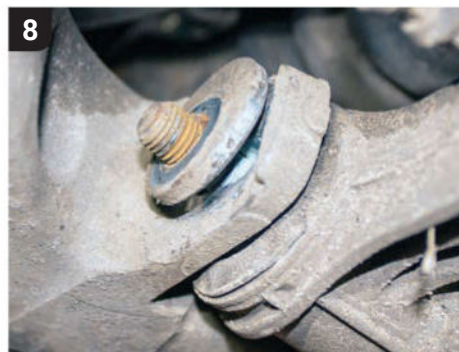
Using an 18mm spanner (or ratchet spanner), unfasten the nut at the top of the old control arm's ball joint. Pull the nut free and discard.



Using a 21mm spanner (nut side) and your 18mm socket (bolt side), undo the bolt holding the control arm support (also known as a tuning fork) to the control arm. Put both nut and bolt to one side.



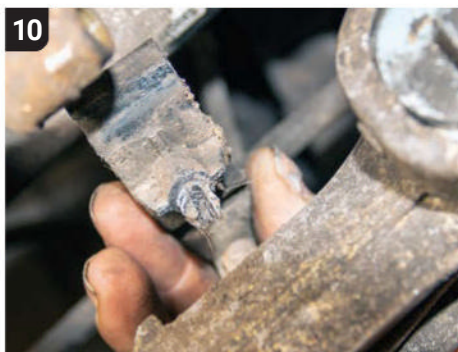
Using an 18mm spanner (nut side) and a 19mm spanner (bolt side) undo the bolt holding the control arm to the supporting bracket. Avoid using an impact gun – it is easy to damage the bracket.



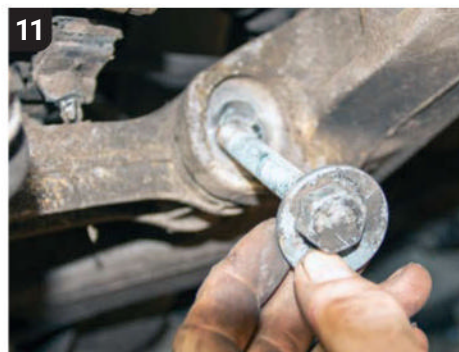
Carefully remove the nut and eccentric washer and put them to one side.



On the left side, you will need to disconnect the headlight level control sensor from the body of the control arm. Use your hammer and small punch to lightly tap the sensor's plastic fastening pin.



The sensor should pull away from the arm with ease, but if it appears to be stuck, pinch the plastic collar poking through the control arm and apply light pressure until the sensor works free.



Remove the bolt holding the control arm to the supporting bracket. Be mindful of the fact the end of the control arm has the potential to drop out of the bracket if loose. Put the bolt to one side.



If the end of the control arm does not want to pull away from the bracket, use a small pry bar to separate the two.



The control arm should now drop free, although it will still be attached at the end with the ball joint. With control arm and tuning fork separated, now is a good opportunity to check for play in the latter.



Using your ball joint splitter, pull the ball joint free. You have now removed the old lower control arm.

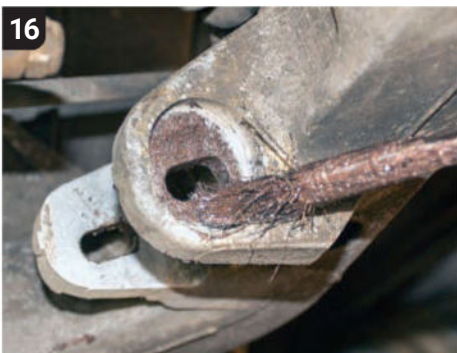
TECH: HOW TO

15



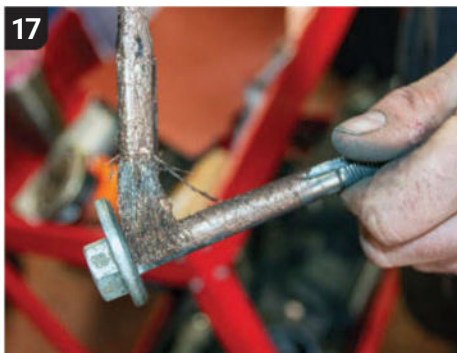
It is a good idea to gently use fine sandpaper to clean mating surfaces before putting the new control arm in place. Emery paper is too coarse and can damage aluminium.

16



Apply a dab of copper grease to the mating surface of the control arm support bracket, where the bolt passes through.

17



Unless you have bought new nuts and bolts, thoroughly clean the removed parts using a wire brush or wire wheel. Apply copper grease to the neck of the bolts to prevent seizing.

18



Push the end of the control arm into the support bracket and slide the bolt through both. Attach the eccentric washer and nut, but do not fully tighten.

19



We don't want to tighten any of the nuts and bolts until the control arm is comfortably sitting in its new home. Slot the body of the control arm into the end of the tuning fork.

20



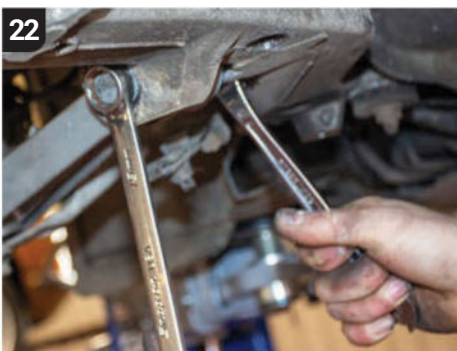
Slide the control arm bolt through the tuning fork and attach the corresponding nut. Do not fully tighten.

21



If you have a spare jack, it may serve as 'an extra pair of hands' to help push the new ball joint into place. The new control arms are supplied with new ball joint nuts. Attach, but do not fully tighten.

22



You can now tighten all nuts and bolts. Tighten the bolt at the end of the control arm to 74lb-ft torque, the bolt passing through the tuning fork to 118lb-ft torque and the ball joint nut to 133lb-ft torque.

23



Attach the headlight level sensor by positioning it on the control arm body and pushing the plastic collar through the corresponding hole. Push the fastening pin through the plastic collar.

24



Congratulations! You have successfully installed a new rear lower control arm to your 997/987/981. Repeat the process at the other side of the car, then visit a specialist for corrected alignment.

25



This image shows wear on the bush surrounding the collar holding the bolt passing through the control arm and tuning fork. Incidentally, adjustable control arms with polybushes are available from Design 911.

THANKS

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DAN FURR

944 TURBO, 997 C4S, 968 SPORT



A new performance radiator and twin fan kit arrived from the good folk at CSF. Though designed for the 944, the parts will also fit the 968. Expect to see a fitting guide appear in these pages next month.



SEÁN MATTHEWS

996 CARRERA



It was great to collect my freshly painted 911 from Pennings in time for the recent Flat 6 show at Goodwood. After the car's star turn, it returned to Pennings for work to continue.

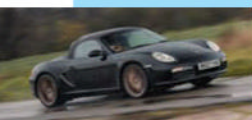


JOHNNY TIPLER

987 BOXSTER S



As you'll read across the following pages, I've decided to sell my 987 Boxster S. It's a superb Porsche, but not one offering much in the way of an opportunity to modify. Get in touch, buy the car!



DAN SHERWOOD

996 GEN II GT3



Corrective paintwork has been applied to my 996 GT3 during its time at Rindt Vehicle Design, the company I bought the car from earlier this year. I'm looking forward to getting the car back for a PPF install.



CHRIS WALLBANK

981 GT4, 981 BOXSTER S



There isn't much for me to report this month. I've simply been enjoying Yorkshire's mostly fine weather and driving my 981 Cayman GT4 and 981 Boxster S at every available opportunity.



REQUIEM FOR OLIVE

A 987 Boxster S with almost every box ticked and desirable provenance to boot? With few opportunities for modifying, this Porsche's days in Johnny Tipler's ownership were numbered from the moment he grabbed its keys...



Show off! Me? The moment I fire up my Boxster, no matter the location, the world turns to stare. Truth be told, I bask in the aural glow issuing from the car's full-on Cargraphic exhaust system. Unless they're adherents of the noise abatement society or misguided EV enthusiasts, onlookers can't fail to be impressed.

Despite the fact they're ninety-nine-percent hidden from view, the serpentine tubes lurking beneath the car are the most obvious evidence anything non-standard has been added. There are a few other things, but first let me tell you about the highfalutin original spec.

As I have mentioned previously, the car began life under the auspices of Porsche Cars Great Britain's marketing department and was loaded with extras in order to serve as a show car to be displayed on the company's stands at the Goodwood Festival of Speed and the Silverstone Classic. To kick off with, the colour is odd. It's not black, as most folk assume. See the paintwork in direct sunlight and it positively glings

gold fleck Olive Green Metallic. The ten-spoke wheels are colour-coded bronze, the cockpit upholstery is Natural Brown (a darker hue than was the norm) and the soft-top is Cocoa.

Then there are the super-desirable ceramic brakes, complete with their distinctive yellow calipers and 'stop on a sixpence' levels of sensitivity. They definitely have an influence on one's driving style because they mean you can safely and reliably brake late into corners and roundabouts.

The eagle-eyed reader will have noticed the additional binnacle atop the dashboard, a giveaway the car is endowed with Sport Chrono. Whilst I've never really figured out the benefits of the stopwatch because I don't do trackdays, the analogue-look dial confers Porsche Active Suspension Management's electronic damping, as well as a twenty-millimetre lower ride height and a more responsive throttle map when Sport mode is active. The dampers firm up, though I've yet to be convinced this is especially helpful – the standard driving mode does the job perfectly well during fast cornering.

Facing page

Like what you see? Johnny's 987 Boxster S is currently being offered for sale via Porsche specialist, Paul Stephens





This, then, is what Porsche GB's marketing gurus figured was a sexy and subtle-enough spec to grab punter interest at shows. What have I done to raise the game? You have to be careful when making changes to Porsches with an exalted standard specification — you don't want to compromise the car's integrity. Body kit, like I inflicted on my 996? No way! As with previous Boxsters, my go-to point of reference has been the corresponding special edition. In the case of my 986, inspiration came from the 550 Spyder 50th Anniversary. For the 987, I was enamoured with the RS 60 Spyder. Both those limited editions exemplify what the factory believed it could offer discerning customers as an enhanced version of the standard Boxster S. Colour change notwithstanding, I achieved as much with my last 986, and I believe I'm there with the 987.

I drove the Porsche home to Norfolk as soon as I'd taken ownership from Adrian Crawford, who had maintained the car in the workshops of his Saltash-based marque indie, Williams Crawford, since 2017. Along the way, I noticed

there was a larger than normal gap in the front valance. Subsequently, I visited Autowerke in Norwich to get brighter HID light bulbs installed. With the front

AS WITH PREVIOUS BOXSTERS, MY GO-TO POINT OF REFERENCE HAS BEEN THE CORRESPONDING SPECIAL EDITION

panel off, the company's technicians discovered a portion of the inner plastic ducting had become detached, presumably on my drive from Cornwall. They fixed the fault and installed Zunsport grilles over the exposed intake apertures, front and sides, to preclude leaves and rubbish gaining entry into the ducts. In my opinion, they neaten the 987's design.

Both the special edition Boxsters I mentioned feature five-millimetre wheel spacers. I had the same fitted at Kingsway Tyres in Norwich during a switch from Falken Azenis to the car's current Goodyear Eagles. It's hard to quantify any benefit to handling, but the spacers do kick the wheels out in the arches, enhancing the look.

Keen to optimise torque, as well as making as much noise as possible, I had the aforementioned Cargraphic exhaust fitted earlier this summer.

Performance-wise, the special editions both declare gains in power over standard spec. With expectations running high as a consequence of installation of the new exhaust, I drove to Clive Atthowe Tuning in

Norwich to have the car's ECU software tweaked. Whilst the resulting bhp figure wasn't especially thrilling (when compared with the touted official figure for a 987 S), torque had risen from 325.1Nm at 5,420rpm to 349.3Nm at 4,997rpm. Not bad for a Boxster that's notched up 97,000 miles. Certainly, this improvement justified embellishment.

More recently, the car has had its soft-top reproofed, but there's no getting away from the fact I need a project Porsche to get stuck into. My 987 S is simply too good to mess about with. If it appeals to you, it's currently guesting in the showroom of my old comrade, Paul Stephens, based at Little Maplestead on the Essex-Suffolk border. Pop along, check it out, and make an offer! ●

Above Modifications have been kept to a minimum on this superb Boxster, formerly one of Porsche Cars Great Britain's show car

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AUCTION NEWS

Motorsport season is in full swing, and with it comes the availability of a wide variety of Porsche competition cars and supporting components. Here's what's catching our eye...

One of the most remarkable racing 911s will be auctioned by Bonhams at its Goodwood Revival Sale on 9-10 September. As a finisher at Le Mans, this ex-works Martini-Porsche RSR is one of the most significant pieces of Porsche's illustrious racing history ever to be offered for sale by public auction. Known to the factory team as 'R7', the car was driven to a memorable fourth place at Circuit de la Sarthe in 1973, beaten only by three thinly disguised F1 open-cockpit racers. The class-winning, fourth-placed 911 was driven by the immensely experienced and capable pairing of Herbert Müller and Gijs van Lennep. Today, R7 survives as one of only three 911s from the originally assigned group

to be published, but seldom does such a historically significant competition Porsche come to market. Pop along to the Goodwood Revival with your cheque book.

Another motorsport gem of interest to fans of Porsche's long and illustrious racing history is the Type 2708 Indy V8 engine up for grabs at RM Sotheby's Monterey sale. A ninety-degree bent-eight capable of developing near 800bhp with the aid of forced induction, this potent powerplant is a throwback to Porsche's 1987 Indy Car World Series entry.

These engines rarely come to market, making this something of a surprise among the list of lots scheduled to go under the hammer at Monterey. With the engine commanding a lower estimate of \$80,000 and an upper estimate of



A NINETY-DEGREE BENT-EIGHT CAPABLE OF DEVELOPING NEAR 800BHP WITH THE AID OF FORCED INDUCTION

of eight RSRs to wear the classic Martini Racing livery. Upon completion of its works team season, the car was sold to Mexican Porsche exponent, Hector Rebaque, for use in national racing in his homeland. After competing successfully in Viceroy cigarette-brand livery, R7 was sold into the discreet long-term ownership of Italian Porsche collector, Massimo Baliva.

In part due to the R7's disappearance from the scene — a result of Baliva keeping stewardship of the car very much to himself — many enthusiasts assumed the Porsche destroyed. Consequently, a replica was constructed. When the real R7 made itself known again (Baliva was selling his collection due to his advanced age) litigation ensued. The case was settled, with the replica RSR being acknowledged as such.

R7's authenticity has been confirmed by legendary Porsche motorsport engineer, Norbert Singer, whose forensically detailed examination of the car proved it to be an original 1973 works RSR. At the time of writing, the estimated sale price has yet

\$100,000, we're excited to see the final sale price. There are, in fact, a high number of Porsche motorsport machines and related paraphernalia heading to auction this month. Three more examples catching our eye from RM Sotheby's are the 935 Gen II offered from the Todd Blue Collection, a 1992 964 N/GT and the 1972 RS 2.7 factory development car.

Originally produced as a 911 S 2.4 in June 1972, the brightly coloured coupe was retained from new by Porsche's engineering department and equipped with a pre-series 2.7-litre MFI flat-six and one of the first ducktail spoilers manufactured.

A copy of the original vehicle order form, dated 20th June 1972, indicates the car was specified with experimental "fluorescent yellow" paint by way of Porsche's Special Wishes customisation programme. The car was first registered for road use on 18th September 1973. A copy of a registration exemption document indicates special dispensation from the Regional Council of Stuttgart for the prototype rear spoiler and paintwork — back then, such striking colours



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were usually only permitted for official vehicles. The exemption expired in March 1977, after which, the car's first owner had it painted red, installed Bosch driving lights and replaced the ducktail with a later 'whale tail', keeping the prototype spoiler in storage.

Well preserved, very well documented and with a verified short chain of ownership, this remarkable 911 is being offered with an extensive history file supporting its fascinating origins. Of great appeal to marque enthusiasts and historians, this unusual 911 embodies an important and not widely known chapter in the Carrera RS 2.7 development story, coinciding with the early days of conception, when even the model name had not yet been fully realised. The

perfect sense. Look out for our forthcoming auctions, including The Classic Sale at this year's Silverstone Festival."

Those of you feeling flush and looking for a slice of Porsche motorsport history from the 1980s will be excited by news of 962 chassis CK6-88 coming to market. Achieving four FIA European Interseries wins with Kris Nissen in 1998, ninth overall at the 1988 24 Hours of Le Mans and a drive by Derek Bell at the 2012 Le Mans Classic, this amazing sports-prototype is not only eligible for various historic events, but has been registered road legal in the UK.

A world-class preparer of prototype and GT cars was commissioned to complete the work. This included fitting a handbrake, cooling fans for the engine, installation of

FOR AN OWNER DARING ENOUGH, IT COULD BE DRIVEN FROM THE UK TO FRANCE, RACED AT LE MANS CLASSIC, THEN DRIVEN HOME

price? According to RM Sotheby's, you'll need to budget between \$780,000 and \$900,000, though we won't be surprised to see the upper estimate smashed on the day.

Away from the sales floor, highly regarded auction house, Silverstone Auctions, which was established twelve years ago by former racing driver, Nick Whale, has undergone a re-brand and is now reborn as Iconic Auctioneers. "When the company started, we needed an iconic name and venue for our sales. We leased the Silverstone name from the circuit and launched our auctions at the Silverstone Classic. Things have moved on — we now hold sales at various prestigious venues and motoring events across the country. It was time for change."

For many years, the company has led from the front with innovative ideas and practices, which is why Whale is delighted to announce there will be no seller's commission charged on cars and motorcycles offered through Iconic Auctioneers at no reserve. In addition, the firm will be introducing private sales to its portfolio of services, complementing its live event auctions and online platform.

"We needed a name retaining our level of credibility, but also encompassing all the things we do," says Rob Hubbard, Iconic Auctioneers' newly appointed Managing Director. "We required a name allowing us to appear at any venue in any country. Silverstone Auctions began its sales at an iconic location and has grown into an iconic brand. Switching to Iconic Auctioneers made

an ECU, steering wheel mounted mini dash and a rear view camera. Headsets and intercoms were installed for passenger and driver communication — Porsche didn't consider the possibility of casual conversation between two people in the cabin of a 962. Luckily, the car's turning circle was not a problem, hence the original steering rack being retained.

Ownership of a 962 offers numerous exciting opportunities on track, but coupled with the ability to be driven and enjoyed legally on the road, this is truly an incredible proposition. Perhaps, for an owner daring enough, CK6-88 could be driven from the UK to France, raced at Le Mans Classic, then driven home! With the installation of a passenger seat, there is indeed space for a sizable trophy or, dare we say it, a bottle of champagne. Contact RM Sotheby's, which is offering this Kremer-prepared 962 through private treaty.

Other new sales opportunities making us hot under the collar include a 1993 964 Carrera RS 3.8 (budget a mill) and a 1957 356 A 1600 GS coupe, both to be offered at Gooding & Company's London auction on 1st September. Rather more affordable is the 987 Boxster S being offered for purchase by our very own Johnny Tipler. As you'll have read across previous pages, this former Porsche Cars Great Britain promotional mule is to make way for an as-yet-to-be-determined project Porsche. Get in touch if you want to become the Boxster's next owner. ●



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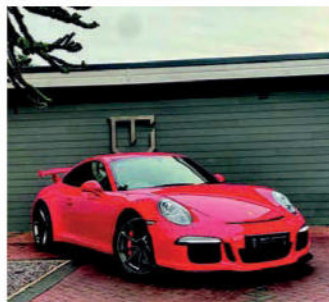
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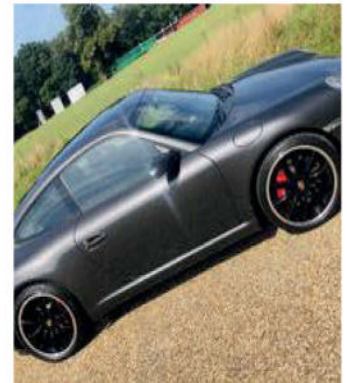
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1989, £84,995. This car is now an incredible package, its beautifully finished and presenting in exceptional condition with a top quality body-shell and paint finish. The original interior is beautifully presented and well kept, and on the road this 911 is impressive with its strong, fit, recently rebuilt engine, smooth manual transmission and in typical 911 fashion offers. Please call 01944 758000, Yorkshire and the Humber. (T)

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PORSCHE 911



2006, 86000 miles, £31,995 997.1 Carrera S 3.8. First registered in 2006 this Dark Grey C2S 6 speed manual comes in a great condition with high spec including sports seats, immaculate 19 inch Sports Design wheels with plenty of tread on the Michelins Cup 2. Please call 07801 525231, Greater London.

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PORSCHE 911



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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. **Please call 07972756423**, North West.

116307

PORSCHE 912



1969, 100300 miles, £50,000. Manu. 3/6/69. Porsche col 8A3 reg California Imported Uk 1/5/98. BGU440G Exported to Algarve Portugal 29/10/2008. 2016 Total restoration began. Back to metal. Photos. Like original. Twin webbers. 2 batteries on/off switch. Drilled and vented disc. Classic/mad. Radio. Undersealed Rust protection. 20 min for Airport Faro. No UK tax to pay on import. Only 5%vat. **Please call 00351964768068**, Rest of the world.

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117274

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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. **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

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.

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PORSCHE 997 911



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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). 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

PORSCHE T-SHIRT

£10. Porsche T-Shirt grey with Martini racing logo. Gents size small but would schoolboy. Very good condition. £10 inclusive of postage. Please call for more information. Please call 01475 726360, Scotland.

120139

PORSCHE WHEELS

£1,500. Porsche Cup 1 Genuine 16" Alloy Wheels. In overall very good condition painted in silver. The front wheels are 6J with an offset of ET52, tyres are Pirelli PZero rosso brand new 205/55/ZR16. Rears are 8J with an offset of ET52, tyres are Pirelli PZero rosso 245/45/ ZR16 Genuine Porsche wheels. Porsche part numbers: Fronts: 944.362.112.00 Rears: 944.362.116.00. Any questions contact me delivery possible but not cheap as heavy approx £80 depending on location. These were fitted on my 928 only done 30 miles from new. Tyres alone cost £850. Please call 07796376709, South West.

119873

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

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

CARS PORSCHE



£125. Porsche handbook, 911 T original (not a reprint), 116 pages with service booklet and the plastic wallets, near Chichester and Goodwood. Please call 07769910892, South East. 119054

PORSCHE



POA. Following the near completion of my 1976 911 2.7s impact bumper model to a backdate I have available many 76 parts in good usable condition and some ready for restoration. All bumpers, trims front wings. Please call 07718561026, South East. 118068

PORSCHE 986/996



£800. Set of anthracite powder-coated 17in wheels and almost new Vredestein Wintrac winter tyres (only done one trip) to fit 986 Boxster and 996. Please call 07762374758, East of England. 118068

PORSCHE MAGAZINES



£400. All in great condition and in Navy Blue Classic Porsche Binders, each holding 12 magazines = 8 binders). Will include up to issue 96 (the next issue) as that completes the final binder. Buyer to collect from LU6 - Dunstable - Offers might be considered ??? / Highest wins Please call 07748336450, South East. 119395

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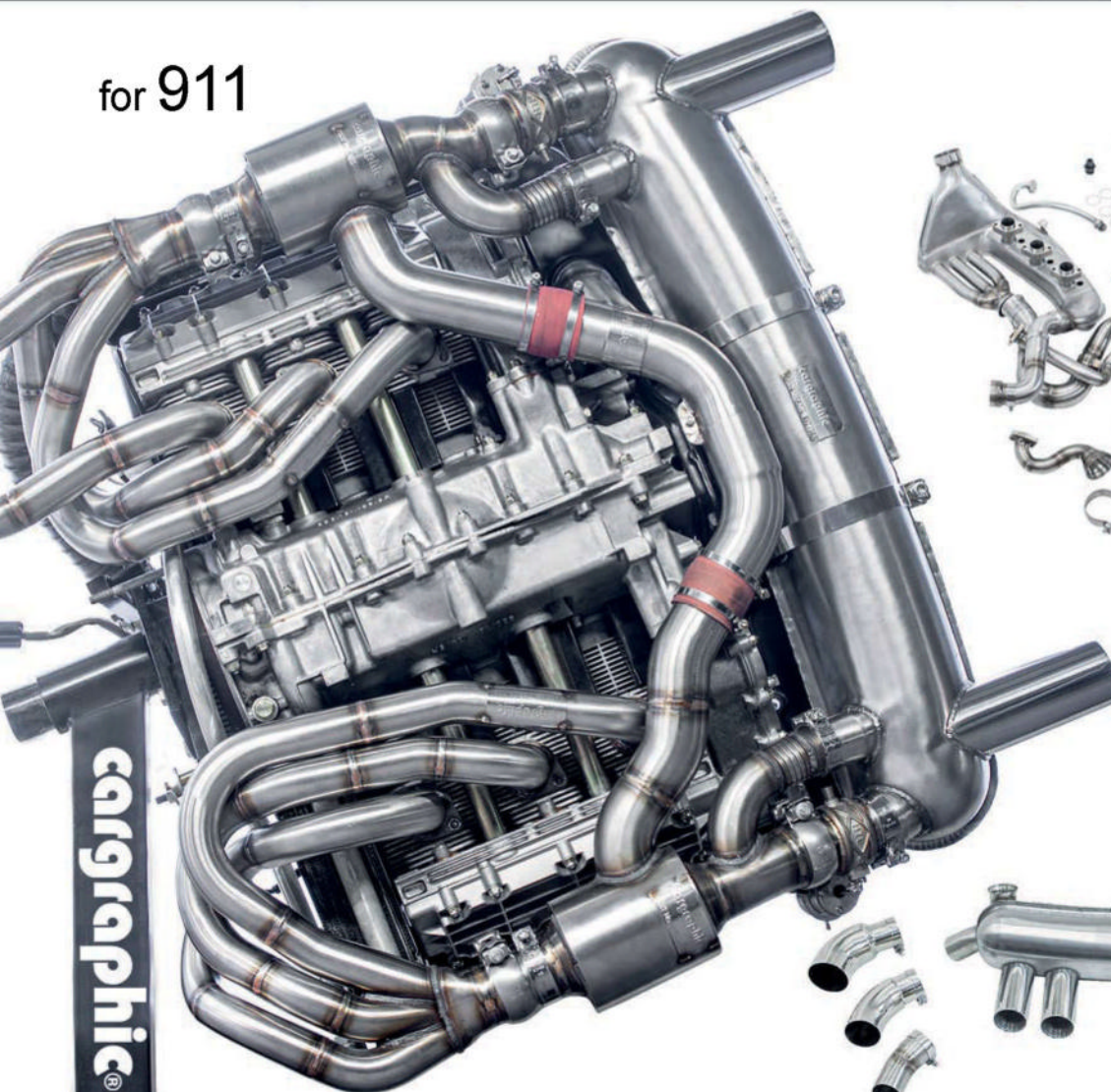


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for 911



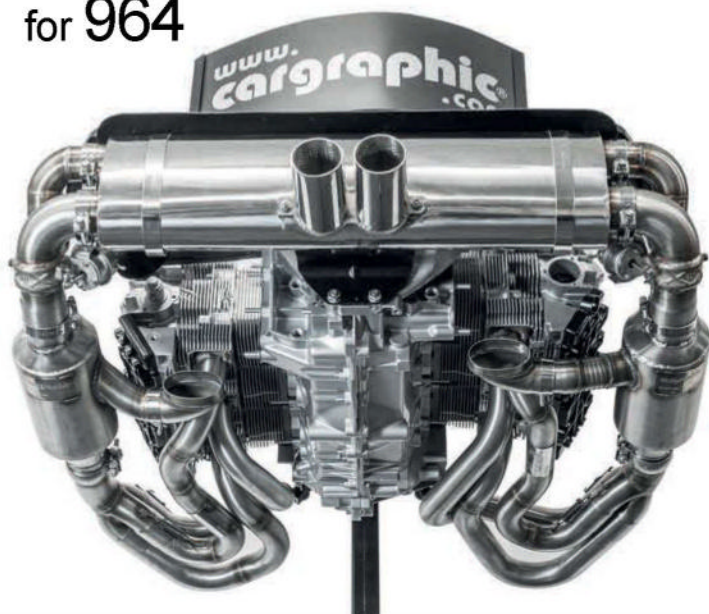
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