

PORSCHE 997 CARRERA S ● 996 GT3 RS ● DAYTONA ● TORQUE TUBES

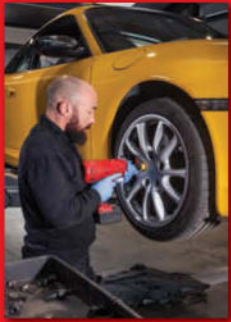
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Project lead, Helmuth Bott, referred to the 959 as “the most expensive promotional giveaway in Porsche history”. He was referring to the fact each example sold for approximately a tenth of what it cost to develop, a result of Porsche’s relentless pursuit of new technologies in creation of the world’s greatest sports car. The result was a 911-on-steroids capable of cruising on the street in comfort, racing at Le Mans and winning the Paris-Dakar.

Of course, in the long run, the 959 paid for itself handsomely – the many breakthroughs Porsche made in various fields of automotive technology when developing the 2.85-litre twin-turbocharged supercar trickled down to the manufacturer’s less exotic product

lines, contributing to its status as the world’s most profitable car maker. Of course, this success didn’t come easy, but lessons learned (good and bad) during 959 production helped steady the ship.

For this issue of *911 & Porsche World*, we tracked down one of only a handful of 959 prototypes. The car in question (F9, one of only three 959 Sport test mules) was used for evaluation of the model’s four-wheel drive transmission system. As far as historically significant Porsches go, this one is up there with the best of ‘em.



Dan Furr Editor
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911&Porsche
World

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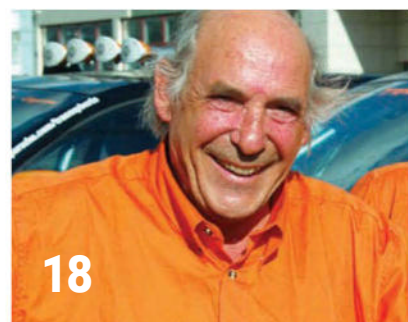
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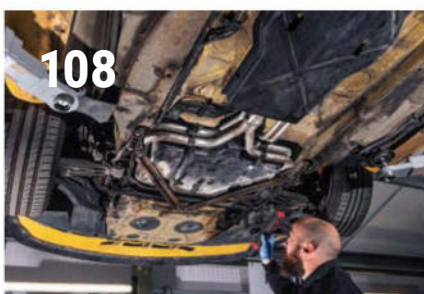
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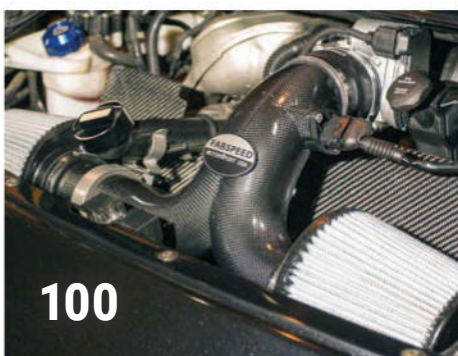
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AMERICAN DREAM

The 996 was a revolution not only for the road, but also the track, where Porsche applied water-cooling to its Supercup and customer endurance racers. Enter the GT3 and its ultimate racing evolution, the GT3 RS...

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

Racing improves the breed — for as long as Porsche has been producing road cars, it has been producing racing versions of those road cars. It's the Porsche way, and has been a wildly successful formula, one seeing the Stuttgart brand dominate in virtually all forms of motorsport requiring race cars to be homologated from road cars. Or not, as in the case of the enduring 911 Supercup series.

Supercup aside, it's all about homologation. It's not quite what it was, which is a shame, because homologation is what gives — or gave — us hero cars. Devised by the FIA predominantly for varying forms of saloon and sports car racing, the process requires race and rally weaponry to be paired with a bona fide roadgoing version built in sufficient numbers to meet regulations. Manufacturers could be as imaginative as they liked, providing they backed their competition ambitions with road cars available in dealer showrooms. At its most extreme, homologation served us Group B, where a production run of just two hundred cars was enough to qualify. As outlined later in this issue of *911 & Porsche World*, we have Group B to thank for the 959, but more famously, the outlandish rally cars of the 1980s. A mid-engined, V6-powered Metro, anyone?

Porsche's first homologation model? The Carrera RS 2.7, devised for what was then known as Group 4 race and rally. All those fabulously iconic details (the 2.7-litre flat-six, flared rear arches, the now iconic ducktail) were not for show, but for pure go. That they were available on a road-going RS was a by-product, but Porsche, like other manufacturers, made the most of the rules. I mean, imagine a world without the Carrera RS 2.7? Or

the models it begat as rules dictated further evolutions demanded further road car equivalents. This is how the RS 2.7 became the RSR 2.8. And so it went on — the 1974 RS, then the 930, which spawned the 934 endurance racer and beyond. The oft forgotten 911 SC RS. The aforementioned 959. The 964 RS, the 993 RS and the 993 GT2. All of these cars existed because of racing.

Without doubt, Porsche played the homologation game like no other

production techniques weren't much more developed. The company's sports cars were now too expensive to build and therefore becoming unable to financially compete with the offerings of rival manufacturers. Worse, the end was in sight: the assembly of new air-cooled Porsche products would soon be outlawed by new legislation concerning emissions, safety and noise.

Enter, then, the Wendelin Wiedeking era, when Porsche strove to transform its business and model range by way of revolution, rather than evolution. Nothing else would do. Air-cooled became water-cooled. First, with the 986 Boxster, then with the 996 generation of 911. It was a lot to take on board for Porsche's hardcore fanbase.

OUT OF THIS DILEMMA WAS BORN ONE OF PORSCHE'S LEGENDARY ENGINES, KNOWN COLLOQUIALLY AS THE 'MEZGER' FLAT-SIX

manufacturer, making the process part of its DNA and spawning years of factory racing success, as well as a customer race car division and dedicated production facility. A world devoid of the RS 2.7? Well, imagine the world of endurance racing without Porsche. Rules and regulations change, but Porsche, largely with the 911, adapted to each and every alteration, keeping the show on the road and teams on the track.

The era of Porsche's air-cooled cars (whether normally aspirated or turbocharged) was, to a degree, a process of evolution, not to mention an exercise in maximising a parts bin seemingly as wide as the ocean is deep. Away from the racetrack and the company's racing department, however, existential changes were challenging Porsche's very survival. Challenges no amount of winning on Sunday could help bring the big sell on Monday.

In the early 1990s, Porsche's problems weren't of homologation issues, but an ageing product range unsuited to incoming rules and regulations of a different and more draconian kind. Hand-building race cars in Weissach was one thing, but Porsche's road car

RACE TO THE START

There were other ramifications. With racing being a core principle of Porsche's very existence, as well as its financial planning, these new water-cooled cars needed to be ready for competition quick sharp. Of course, Porsche knew as much and targeted the long-running F1-supporting Porsche Supercup as priority for the 996's competition debut, which occurred in 1998 with the 996 GT3 Cup, essentially the homologation basis for the 996 GT racers to follow, including the 996 GT3 RS. The latter is what we have here, but let's not get ahead of ourselves.

Race cars need race engines. The 996 Carrera's water-cooled M96 flat-six was deemed unsuitable by Porsche's motorsport chiefs. Damning, but true. Sure, it had all the bells and whistles of twenty-four valves and a high standard power output, but it was designed for low-cost production and, crucially, wasn't dry sumped, largely in an effort to eliminate oil leaks, which had plagued air-cooled Porsches to

Facing page Save for a single track day and an aborted race in Monza, this GT3 RS racer hasn't seen any action since retiring from its time in ALMS



the point 'sweating horsepower' was seen as part of the deal. This was fine for hardcore Porscheophiles, but for the new generation of owner the company needed to attract, oil stains on block-paved driveways was unacceptable.

Out of this dilemma was born one of Porsche's legendary engines, known colloquially as the 'Mezger' flat-six (in reference to its designer, Hans Mezger). At the time of development, 'bitsa' might have been a more appropriate moniker, given it was created from 'bits of this and bits of that.'

SPLIT PERSONALITY

The production of a new race engine hadn't really been part of Porsche's plan, meaning the cost of development needed to spread. The new 996-series 911 Turbo was on the horizon. Creating a powerplant to be used in both normally aspirated and twin-turbocharged guise was deemed desirable. Nothing goes to waste at Porsche — the resultant 3.6-litre flat-six could trace its ancestry back to the 959, complete with its water-cooled, twenty-four-valve cylinder heads. These were subsequently used on the Mezger-developed GT1 engine, which, of course, was fully water-cooled and dry sumped. In fact, the GT1 engine was developed into the GT3 engine, carrying over the time-honoured and developed aluminium 911 crankcase, with its seven main bearings and extended eighth bearing at

the end of the crank to drive the oil pump in the sump. The Mezger/GT3 engine's bulletproof strength comes from the above, plus nitrided, forged steel crank and titanium connecting rods, joined by forged aluminium pistons.

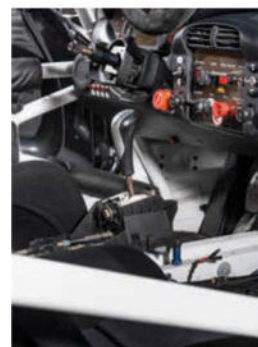
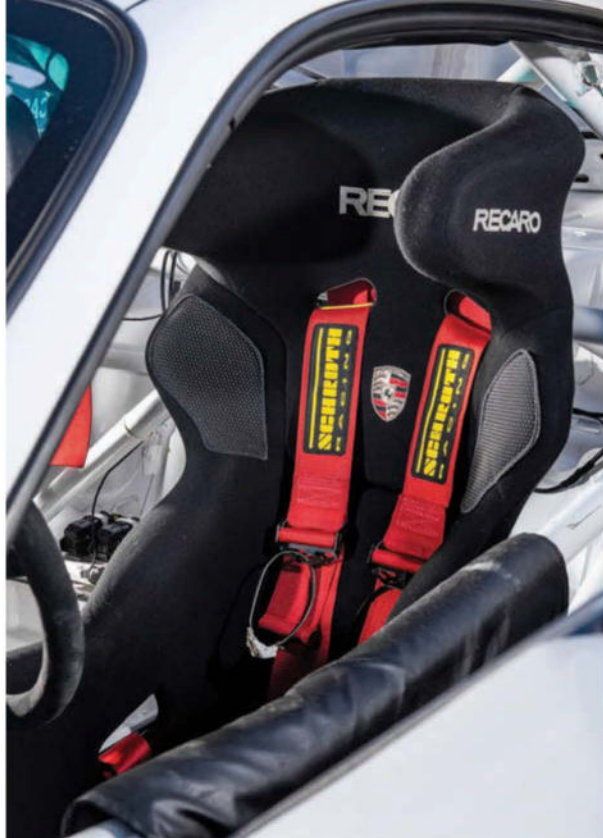
Familiar Variatoram injection plenum stacks fed the air and fuel mix. Power was an exceptional-for-the-time 360bhp at 7,250rpm, with revs limited to 8,000rpm. This was the most powerful normally aspirated Porsche engine yet and served as a pre-emptive strike aimed at doom-mongers unhappy about the

discontinuation of air-cooled flat-sixes.

To ram home the point, Porsche waited just two weeks after launch of the 996 to unveil its new racer, which certainly looked the part, complete with its aero appendages (an option on the 996 Carrera from day one), including swoopy, adjustable swan-neck rear wing, slammed stance and BBS split rims. The body was based on the forthcoming Carrera 4 shell and the suspension was multi-adjustable. The G50-based six-speed gearbox was carried over from the 993, albeit with a limited-slip differential.

Above and below
Considered one of the most original GT3 RS competition cars in existence, the car remains totally original, with the exception of its rear apron, replaced following damage sustained at Daytona





Above Functional race car office is ready and waiting for its next owner

Below Huge rear wing was far more aggressive than that of the 993 GT3

Gearing was limited to 175mph. At the track, the Supercup cars were well received thanks to guaranteed fast and furious racing.

The 996 GT3 hitting the road certainly wasn't a given, but as opportunities went, it was too good to miss. After it was named after the burgeoning endurance racing GT3 category, and in order to compete, homologation criteria in the form of production road cars would have to be met. Besides, nobody

was going to say no to Jürgen Barth, who could see the Supercup GT3 was just the starting point for a customer

the 1999 Geneva Salon and proved an immediate and hardcore hit, transforming the image of the 996

by way of savage performance, an equally rowdy soundtrack and a chuntering drivetrain. To drive a 996 GT3 in period was almost revelatory. Even now, it is a wonderful

OUTSIDE OF THE WORLD SPORTS CAR CHAMPIONSHIP WAS ALMS, WHICH LAUNCHED IN 1999 AND ADOPTED ITS NAMESAKE'S RULEBOOK

race car programme. A window for such production was available at Zuffenhausen. In 1999, 1,350 cars would fill that space.

The road version was launched at

reminder of what an analogue 911 feels like and makes the gargantuan 992 GT3 look a bit, well, silly. We digress. In homologating the GT3, Barth and Weissach created the foundations for further evolutions, as well as to take advantage of an international endurance racing protocol developed under the FIA and being readied for near worldwide rollout, making customer race car production even more lucrative.

Born out of this was the GT3 R. A much lighter and wider racer, the R had no road-going equivalent. Making its debut at the 1999 24 Hours of Le Mans with a programme run by Manthey-Racing, the R placed thirteenth overall and won the GT3 class with Patrick Huisman, Uwe Alzen and Luca Riccitelli at the wheel. Low drag made the most of the relatively low 420bhp horsepower.

This was still a step up from the Supercup GT3's 360bhp output and was achieved thanks to various engine modifications, including a titanium valvetrain allowing an 8,200rpm peak. To enhance the R's endurance racing





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Facing page Mezger flat-six is regarded as one of Porsche's most reliable engines

potential for customer teams, engines could run for thirty hours before being checked over, very often managing the same again.

Weissach was able to produce an R in two days flat, amounting to the potential for fifteen units each month.

Sixty such cars were built between 1999 and 2000 in order to keep endurance teams around the world racing and winning in GT3 categories.

Outside of the FIA International GT and World Sports Car championship was

the American Le Mans Series (ALMS), which launched in 1999 and adopted its namesake's rulebook. Hugely successful,

McNish, Tom Kristensen, Emanuele Pirro and works Porsche drivers, including Lucas Luhr and Sascha Maassen, plied

their trade on iconic Stateside racetracks, not limited to Laguna Seca, Watkins Glen and Road Atlanta.

The GT3 R dominated in the GT classes, taking its high-pitched, flat-six

THE PRIME PORK ON THESE PAGES RESIDES WITH OUR FRIENDS AT PREMIUM SPORTS CAR SALES SPECIALIST, CAR-ICONICS

it became a key battleground for manufacturers (notably Porsche, Audi and BMW in LMP1 and GT classes). So important was ALMS, there was a near talent drain from the European sports car racing scene as the like of Alan

yowl into battle against the BMW M3. None was more high-pitched, however, than the ultimate GT3 evolution, that being the GT3 RS, complete with dual megaphone exhausts, which was described Porsche by itself as "the loudest race car we've ever built." Quite the accolade, given the back catalogue.

The example of prime pork on these pages resides with our friends at Oakham-based premium sports car sales specialist, Car-Iconics. It's exactly what you would expect of an off-the-shelf Porsche racer. It's also one of the last of manual H-pattern racing 911s, before a sequential gearbox arrived in 2003. Many of the earlier 996 GT3 RS racers were subsequently updated with the newer transmission.

WAITING IN THE WINGS

Old racers don't die, but they can become neglected in obsolescence or laid up as championships and classes cease to exist. In its 2002 team livery, as raced by Acemco, this 911 might not be one of the absolute front-running





cars of its time, but its all-American driver line-up of Cass Whitehead, Jeff Giangrande and BJ Zacharias managed third overall in the GT class. Indeed, this silver machine achieved success despite coming late to the 2002 season.

It is now recognised as one of the most complete, original and undamaged GT3 RS race cars around. Its steel shell is all original, as are the wide carbon-fibre body panels and deep front apron. Only the rear apron has been replaced (after being rear-ended at Daytona, resulting in a DNF). The engine and gearbox casings are original, although each unit's internals have recently been rebuilt by marque indie, Strasse.

This Porsche is typical of Car-Iconic's eclectic mix of sales cars, although the bedrock of the business — established by father and son duo, Stephen and Daniel Gannon — lies in the 911, with Stephen being a serial owner and Daniel having raced in Carrera Cup Great Britain. The company is a decade old and has built its excellent reputation on what the Gannons refer to as “transparent brokerage.” To put it

another way, they adopt a different slant on the sale-or-return model, which can become ambiguous very quickly for both seller and owner, especially when part-exchanges are included in the deal. How does the Car-Iconics approach work in practice? Essentially, when the company sells a car, the buyer pays the vehicle's owner directly, putting them very much

belongs. Daniel planned to take to the controls and compete in the Endurance Legends series or similar Peter Auto events. After five years of ownership, however, life and business has got in the way. Stephen, meanwhile, admits to a particularly nasty bout of COVID, from which he was lucky to escape. “A focusing time,” as he describes it.

Above Contact Car-Iconics if you'd like to be the next owner of this race-ready 996

SOME HAVE TURNED THESE EX-RACERS INTO ROAD CARS, BUT UNLESS YOU'RE SOME SORT MENTALIST OR MASOCHIST, DON'T BOTHER

in the driving seat. Car-Iconics then invoices the seller for the car's brokerage and marketing costs, plus any agreed pre-sale preparation work. Hence, total transparency and a business model (influenced by Stephen and Daniel's own experiences of buying and selling cars) proving very successful.

Not that they need to worry about brokerage with this GT3 RS — the Gannons personally own this Porsche, meaning they are answerable only to themselves. They admit the sale is a reluctant one, though. The plan was to put the car back on track, where it clearly

GT3 RS hasn't seen any action since its time competing in ALMS. This is a 996 ready to race, with just a modicum of recommissioning required. True, some folk have turned these ex-racers into road cars, but seriously, unless you're some sort mentalist or masochist, don't bother. A trackday weapon? Yep, that's a plan, but you'd need a race team and a transporter to run it. If you're gonna go for it, realise Stephen and Daniel's ambition to get this brilliant Porsche back doing what it does best. Release this great racer from captivity. You won't regret doing so. ●

Feeling lucky?

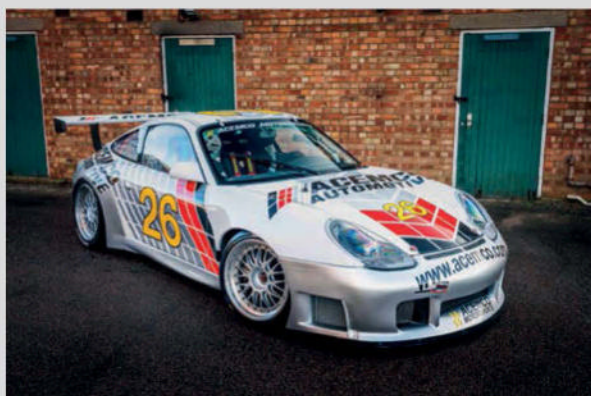
Aside from a single trackday in a previous owner's hands and a one-off race at Monza (DNF) for Porsche specialist, Tech 9, in 2005, this



1993 PORSCHE MAMEROW 964 3.8 CARRERA RSR

£299,995

Competitive racing driver, Peter Mamerow, created this car to compete in the 1993 ADAC GT Cup series against the factory RSR teams. He raced with a good level of success, so much so that Porsche refused to sell him the latest RSR rear spoiler. You can see this in the Wagenpass, and in the photos from the ADAC Championship. A number of race result sheets are present in the file. The car had been in storage at Mamerow Engineering (ME). Peter and his son (now a works driver for Audi) decided to rebuild the car ready to race it together. This was a 'budget no object' exercise, as ME had a substantial sponsor behind them, every aspect of the car was rebuilt or bought new from Porsche. Car-Iconics Ltd sold the car in 2019 to a very experienced gentlemen racing driver who campaigned the car in two races, coming outright 1st in both races at Mallory Park and Donnington. In 2021 the car was sold onto its present owner, again an experienced gentlemen racer with substantial knowledge of the Porsche marque. The original intention was to race the car, so the fuel bladder was replaced, engine stripped, checked and refreshed. The engine was mapped by Chipwizards so that the car could be used both on and off track. Power (on a cooler day) is an impressive 400BHP! A change of circumstance has resulted in the car being available for its next custodian. A comprehensive technical and history file accompanies this very special Mamerow RSR as well as a photographic record of the rebuild by Mamerow Engineering.



2002 PORSCHE 996 GT3 RS RACE CAR

£275,000

A truly unique Porsche 996 GT3 RS American Le Mans (ALMS) car. One of the very few remaining original H-pattern gear-boxed cars, in exceptionally original condition. Purchased and raced by team Acemco in the 2002 ALMS series, this is one of the most complete and undamaged race cars from this class available today. The car benefits from its original shell & carbon body panels, and we believe has had only a replacement rear bumper due to being rear-ended during the Daytona 250 in July 2002 resulting in the "Did Not Finish" (DNF). The car retains its original engine casing, gearbox and differential which have recently received a full overhaul. In total the car raced competitively for less than one complete season due to it not arriving from Porsche on time for the beginning of the series, yet it still managed to finish third in the championship! Following its competitive life it has had only 4 private owners and has been used sparingly. This car is ready to race in the growing number of historic events that re-create an era when Porsche were at the top of their game. It's ownership represents a unique opportunity for a future owner to participate in historic events whilst being a timely investment in Porsche racing heritage.



2014 PORSCHE 991.1 TURBO S

£89,995

This stunning Turbo S is a very highly specified example, which we believe to be one the highest specification 991.1 Turbo S's out there. The many fantastic features include extended leather interior, consisting of two tone Agate Grey and Pebble Grey leather, panoramic glass sunroof, Burmester sound system, carbon interior package and much more to list. There's no denying that this to be one of the best value sports cars currently on the market, having covered just 11,200 miles by two owners since new and also paint protection film (PPF) on the frontal impact areas, giving you peace of mind when out on the roads and enjoying the car. Additionally, it has only been driven in good weather and never in the rain, whilst also benefitting from full Porsche main dealer service history, demonstrating that the car has been meticulously maintained and cared for during its life. Furthermore, the car also comes with a full set of fresh Porsche rated tyres, meaning it's perfectly ready to be enjoyed by its next owner. If you're looking for arguably the best example of a 991.1 Turbo S with blisteringly quick performance and extreme comfort for a sports car, there's no need to look after further for a fabulous all-round sports car.



1973 PORSCHE 911 2.4 S

£149,995

1973 was the last year for the elegant pre-impact bumper 911. The 2.4S with 190BHP was only 20BHP short of its bigger brother the 2.7RS. With a 0-60 mph time of 6.4 seconds and a top speed of 145mph, the 2.4S was and still is a hoot to drive. Finished in Silver metallic this 2.4S is bodily and mechanically excellent. The car was restored in 2006 there is a comprehensive photographic record showing the car before, during and after restoration. Supporting invoices document that the preparation of the body was carried out to a high standard. On the mechanical side, from when it came into the UK in 1983 up to 2007 the car was serviced and maintained by Autofarm. In 2014 Specialist Cars of Malton removed and detailed the engine, refurbished the brake system, oil tank and cooler, whilst improving many details on the car. Since 2015 the car has been under the care of Strasse which has included a complete engine rebuild by David Sutherland (David is highly regarded for his engine knowhow looking after Jack Tordoff's rally 2.7 and 3.0RS in the day). The car has covered less than 2000 miles since. Car-Iconics Ltd sent the car to Fearnport for inspection and Matt reported that the car was in good condition being particularly impressed with the underside of the car which was free of corrosion and very solid in the known areas of weakness. The car then went to Nick Fulljames (one of the most internationally respected engineers for early Porsche 911's) for engine and fuelling setup. Nick reported the engine to be in good health, with the car driving extremely well. There is a comprehensive file of invoices supporting the continuous servicing and improvement to this lovely Porsche 2.4S, making it the perfect Porsche of this classic era to drive and appreciate.

THE BULLETIN

News from the world of Porsche

PORSCHE WORLD MOURNS PASSING OF PARIS-DAKAR WINNER, RENE METGE

With his incredible driving skills and a custom four-wheel-drive 911 beneath him, René Metge challenged the desert and won. Over the course of almost ten thousand kilometres, he had to overcome many obstacles, not least torrid heat and a brutal bone-dry course.

Of the 313 cars starting the 1984 Paris-Dakar Rally, only ninety-eight made it to the finishing line, but after nineteen days of battling the competition — and the elements — Metge made it to Lac Rose with a winning time of 16:58'55". For Metge's friends, family and fans, not to mention Porsche, it was standout performance lasting long in the memory.

Metge's win came as a surprise to some, who didn't expect to see him rolling up to the starting line in a custom 911 on 1st January 1984. The Porsche stood out from most of the rally cars present that day. Little wonder: it was a modified Carrera 3.2, specifically designed to compete in the Paris-Dakar Rally. This wasn't Metge's first rodeo, though. He'd competed in the race before and knew what the course had in store. With this in mind, he knew the modified 911 he was driving would help him to defy the conditions.

For 1984, the rally's route had been extended through Ivory Coast, Guinea, Sierra Leone and Mauritania to "enhance the dreams of those who stay behind." Staying behind, however, wasn't Metge's dream. Instead, he led the way, crossing the finish line and sealing the win on 20th January. What does it feel like when a dream comes true? "Dusty, sore and more than a little dehydrated," he laughed.

Metge began his racing career in 1973, beginning in Formula Renault's West European Cup, but is best known for his association with Porsche. To this end, he competed in the World



Sportscar Championship, World Endurance Championship, 944 Turbo Cup France and the 24 Hours of Le Mans, where he raced the 959-derived 961 in 1986, scoring seventh overall and taking first in class.

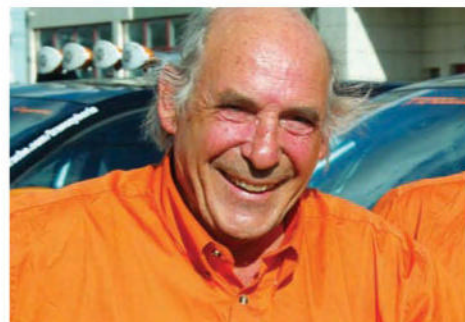
TOP TRUMPS

By the time of scoring victory with the Rothmans-liveried Carrera 3.2 fourby at the Paris-Dakar rally 1984, Metge had already won the event. The third edition of the punishing endurance event occurred in 1981, when he won in a distinctively styled V8-powered Range Rover. For 1984, Porsche sought the driving skills of endurance racing legend, Jacky Ickx, but Metge's rally-raid know-how trumped the Belgian's performance, scoring the win.

Mitsubishi took top honour with the Pajero in 1985, but Metge was back on top in 1986, taking victory with co-driver, Dominique Lemoine, in the 959. Ickx and Claude Brasseur finished second.

Metge returned to the Dakar in 1994, but by now was campaigning trucks across the desert. In total, he won no fewer than thirteen Paris-Dakar special stages, and even switched to being a co-driver for younger talent, such as Yvan Muller, winner of 2003's British Touring Car Championship. Speaking of which, Metge was also a capable touring car driver, competing in the World Touring Car Championship.

Metge was born in German-occupied Montrouge on 23rd October 1941. He passed away on 3rd January 2024, aged eighty-two.





PORSCHE PENSKE 963 EMERGES VICTORIOUS AT 24 HOURS OF DAYTONA

The no.7 963 fielded by the Porsche Penske Motorsport works team has won the 24 Hours of Daytona. Works drivers, Felipe Nasr, Dane Cameron and Matt Campbell, as well as American IndyCar star, Josef Newgarden, extended Porsche's record number of victories at the event to nineteen, matching Porsche's number of overall wins at the 24 Hours of Le Mans. The no.6 sister 963 finished fourth with works drivers, Mathieu Jaminet, Nick Tandy, Laurens Vanthoor and Kévin Estre at the controls. The 963 campaigned by the formidable customer teams, Proton Competition and JDC-Miller MotorSports, followed directly behind. In the GTD Pro class, AO Racing's 911 GT3 R secured second place.

In an action-packed race witnessed by a record crowd, the duo of Porsche Penske 963s traded places at the front of the field with the no.31 Cadillac. Shortly after sunset on the Saturday evening, the no.6 963 took the lead for the first time, but several penalties kept throwing the car shared by back down the field. Estre's small slip in the pit lane exit on Sunday morning dampened any hopes of victory.

In a nail-biting race between the



manufacturers in the top GTP class, the last of fifteen caution phases pushed the suspense to the edge: in a thirty-two-minute duel, the final battle for glory went down to the wire between Nasr in the no.7 963 and Tom Blomqvist at the wheel of the Cadillac. In the last sprint, Nasr struggled with deteriorating tyres, but managed to successfully fend off his rival's attacks.

To the surprise of the many spectators in attendance, the chequered flag came out ninety seconds before the end of the race, proving the 963's remarkable abilities and marking Porsche's first overall win at the 24 Hours of Daytona since 2003.

"What a fantastic win to start the year," says a delighted Michael Steiner, Member of the Executive Board for Development at Porsche. "The entire Porsche Penske Motorsport works team, as well as and everyone at the development centre in Weissach, has worked extremely hard to lay the foundations for this success. My sincere thanks to all of our

employees. We never gave up and didn't let the tough setbacks from last year rock us. Now, we're reaping the rewards of our hard work. In the final phase, the duel on the track made our unrivalled passion obvious. Nobody gave up and nobody backed off until the chequered flag. I found the race absolutely thrilling, as I'm sure did many motorsport fans around the world."

"It's difficult to put the emotions into words," says Thomas Laudenbach, Vice President of Porsche Motorsport. "I've never experienced

MARKING PORSCHE'S FIRST OVERALL WIN AT THE 24 HOURS OF DAYTONA SINCE 2003

such a heart-stopping battle. We won one of the really big races today. Our package worked. Four 963s, two from the works team and two from our strong customer teams, made it through without any major technical problems. This is a feat in itself and was only possible thanks to the incredible work of everyone involved. Also, second place for the 911 GT3 R from AO Racing in the GTD Pro class is a fantastic result."

All eyes will now be on this year's Le Mans. Will the 963 secure top honours there, too?





GREEN LIGHT FOR SIXTH SEASON OF PORSCHE TAG HEUER ESPORT SUPERCUP

In the international world of sim racing, the Porsche TAG Heuer Esports Supercup has cemented itself as one of the most important one-make cups for seasoned professionals and talented youngsters alike. Now, the series is entering its sixth season. 2024 consists of seven rounds contested with the virtual 911 GT3 Cup on the iRacing platform. Prize money totalling two hundred thousand dollars awaits thirty participants from fourteen countries.

The main new feature for the 2024 championship is the streamlined schedule, including an adapted format for the fourth of now seven race days — this will be held on the virtual circuit at Watkins Glen and will include a unique tournament character. The digital version of the current 992-generation 911 GT3 Cup will continue to be fielded as the identical race car for the thirty contenders.

The season kicks off on 3rd February at the virtual Daytona International Speedway. Next up is the Grand Prix circuit of the Hockenheimring in Germany's Baden-Württemberg, followed by Circuit de la Sarthe, home to the 24 Hours of Le Mans. The second half of the season includes Watkins Glen (USA), as well as the Formula One circuits in Spielberg (Austria) and Imola (Italy).



The finale will also take place in Italy, with Monza hosting a double header.

Since its debut in 2019, the Porsche TAG Heuer Esports Supercup has developed into one of the most influential springboards for seasoned and aspiring sim racing professionals. Porsche Coanda Esports Racing Team's works drivers, such as Joshua Rogers (current ESL R1 victor) from Australia, were also able to prove themselves in the championship, which has taken on a role similar to Porsche Mobil 1 Supercup in real-world racing.

"We're very much looking forward to the sixth season of the Porsche TAG Heuer Esports Supercup. It's a major one-make cup in the international sim racing scene and has also firmly established itself in Porsche Motorsport's Esports programme," emphasises Nina Braack, Esports Manager at Porsche Motorsport. "The adjustments to the format are intended to generate even more viewers and excitement — the individual race days will become much more significant as a result. The so-called mid-season

tournament adds even more suspense for fans and drivers. Spots on the starting grid for the one-make cup have once again been fiercely contested." Indeed, only the fifteen best drivers from the previous season automatically qualify to compete in the 2024 series. The other fifteen had to qualify via the so-called Contender Series. Here, nine of the drivers who secured positions fifteen to thirty in 2023

ONLY THE FIFTEEN BEST DRIVERS FROM THE PREVIOUS SEASON AUTOMATICALLY QUALIFY TO COMPETE

went up against four wild cards from national Porsche Esports competitions, plus twenty-one sim racers from the qualifying round.

Well-known content creators from the Esports racing scene will again showcase their skills in the All-Star Series support programme. Confirmed for the series are *Basic lovefortysix* and *ThePulpoLopez*, who are aiming to challenge Casey Kirwan for the championship title. Former professional racing driver, Tony Kanaan, returns to contest the title. The Brazilian brings real-life racing experience and has won the Indy 500. In the All-Star Series, he will go up against former Porsche Junior, Ayhan Güven.

BROAD ARROW | Auctions

in partnership with

Air|Water

Broad Arrow Auctions, a Hagerty company, in partnership with Air|Water, is thrilled to announce an exclusive Porsche-only auction. Air|Water, created by Luftgekühlt founder Patrick Long, will occur on Saturday, April 27th, in Costa Mesa, California.



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TRANSAXLE DISPLAY CAR INVITATIONS OPEN FOR VOLKSWORLD PLUS SHOW

In recent issues, we've brought you news of Volksworld Plus, to be held at Sandown Park in Surrey across the weekend of 16th and 17th March 2024. The event will be hosted in collaboration with *Classic Porsche* and *Performance VW* magazines, thus expanding the volume and variety of cars displayed at a show ordinarily associated with Volksworld alone. That's right, in addition to the usual fantastic fayre of internationally acclaimed Wolfsburg metal, 2024's show will feature air-cooled Porsches, as well as a host of modern-classics from the Zuffenhausen stable. Specifically, we're throwing open an invitation for owners of cars from Porsche's transaxle family of products to display their front-engined, water-cooled four-wheelers at the event.

As was the case with 2023's Volksworld show, vehicles from all over Europe will be exhibited at Volksworld Plus. The Saturday will be the main fixture, with prizes awarded for the best air-cooled cars in attendance. It's important to note, this day will be the preserve of air-cooled Porsches and classic Volkswagens. Sunday will feature a veritable mix of cars from both marques, including 924s, 944s, 968s and, of



course, 928s. To this end, indoor areas will remain exclusively open to air-cooled cars (classic Porsches will be displayed in the venue's Esher Hall), while water-cooled cars will be displayed outside. Irrespective of where they will be situated, all cars will be top-notch, meaning this is the Volksworld show attendees have always known and loved, but bigger and better than ever.

Heritage Parts Centre, EMPI and Meguiar's are offering their support for the event as headline sponsors. Entertainment will be provided for kids, while a carefully selected collection of trade stands will be available for show visitors to enjoy. This really does promise to be a calendar highlight in what will undoubtedly be a busy, bustling show season. Want to display your transaxle Porsche at Volksworld Plus? Step right this way.

We want to showcase the best examples out there, which is why we're offering the

opportunity for you, 911 & *Porsche World's* loyal readers, to put your cars forward for inclusion.

In short, providing the car is presented to a high

standard, it's a candidate for entry. It doesn't matter what style of Porsche you're in possession of, either — be it road, race, rally, factory

specification, modified or anything in between (hello to the 944 Safari owners among you).

Each display car will attract two Volksworld Plus entry tickets, plus a stand pass. We're excited to welcome you to what's set to be a fantastic event. All you need to do is email Editor Furr at dan.furr@kelsey.co.uk with details of your car and we'll take care of the rest.

For those of you wanting to buy advance entry tickets (with or without camping) to the show, visit volksworldshow.com. Individual weekend passes are £35, while single-day tickets are £20. Passes for children age fourteen and under cost just five pounds. Under fives, meanwhile, can attend free of charge. See you at Sandown!

SUNDAY WILL FEATURE A VERITABLE MIX OF CARS, INCLUDING 924s, 944s, 968s AND, OF COURSE, 928s



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01753 639170

FUTURE AUCTIONS FOR 2024

11th May: Farnborough International
20th July: Windsorview Lakes
14th September: Ascot Racecourse
23rd November: Mercedes-Benz World

auctions@historics.co.uk



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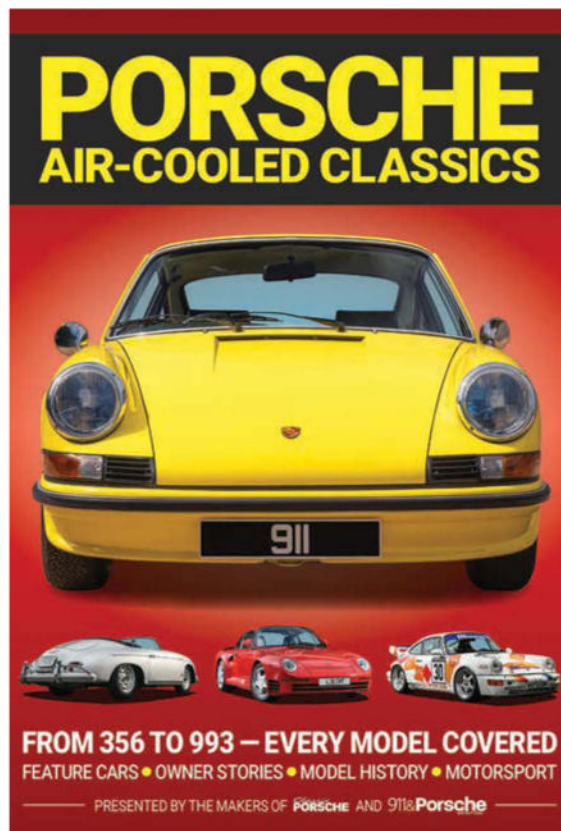
Hot products for you and your Porsche...

NEW PORSCHE AIR-COOLED CLASSICS BOOKAZINE

During more than five decades of production, Porsche's now legendary air-cooled sports cars afforded the Stuttgart brand a reputation for delivering formidable racing machines capable of dominating motorsport. Away from the track, the manufacturer's road cars were just as impressive, bringing automotive technology developed in the heat of battle to the world's dealer showrooms. In this 164-page celebration of air-cooled classics, the makers of 911 & Porsche World and Classic Porsche magazines chart the design and evolution of Porsche's air-cooled sports cars, from events leading to the development of 356 no.1, all the way to discontinuation of the 993. Along the way, we get behind the wheel of key models, delve into owner stories, explore ground-breaking engineering and salute racing success. Essential reading for you or the Porsche fan in your life.

Price: £9.99

shop.kelsey.co.uk/porsche-classics



TECHART GTSPORT PACKAGE FOR 992 TURBO S

TechArt's latest GTsport concept is a modular personalisation programme for the 992-generation 911 Turbo S. Limited to thirty units worldwide, the scope of customisation allows a high level of individuality setting the host Turbo S apart from any example in factory specification. There's personalisation within personalisation, too – individual add-ons can be optioned above standard GTsport trim, ensuring your TechArt-tuned Turbo S is truly unique. Highlights include a new front apron with side canards, rear diffuser, rear spoiler, a carbon front hood, GTsport badges, a custom-trimmed interior, Formula VI or VII wheels (with optional carbon aerodiscs) and an engine powerkit realising up to 800bhp.

Price: Varies

tech-9.co.uk or call 0151 4255 911



NEW HALFSCALE CARS 917 KURZHECK JUNIOR

As the name suggests, Halfscale Cars manufactures small-scale, petrol-powered versions of classic sports cars. The lion's share of the company's offerings are diminutive versions of air-cooled Porsches, including the short-tailed 917. Produced at seventy-two percent of full size and developed using a 3D scan of the Salzburg-liveried winner of the 1970 24 Hours of Le Mans, the lovingly crafted retro racer is powered by a 230cc Honda engine developing 9hp and capable of driving the pint-sized Porsche at speeds of up to 28mph. Loaded with rack and pinion steering, as well as hydraulic disc brakes, the car is equipped with a leather-trimmed mini bucket seat (with suede inserts), a quick-release steering wheel, ten-inch wheels, pneumatic tyres, working headlights and a functional rear cooling fan mirroring that of the full-fat 917. The fibreglass bodywork is faithful to Porsche's original design and sits over a powdercoated tubular chassis. Choose from sixty combinations of classic 917 decoration, including Gulf and Martini liveries.

Price: £14,995 (subject to VAT for UK buyers)

halfscalecars.co.uk or call 07966 905618



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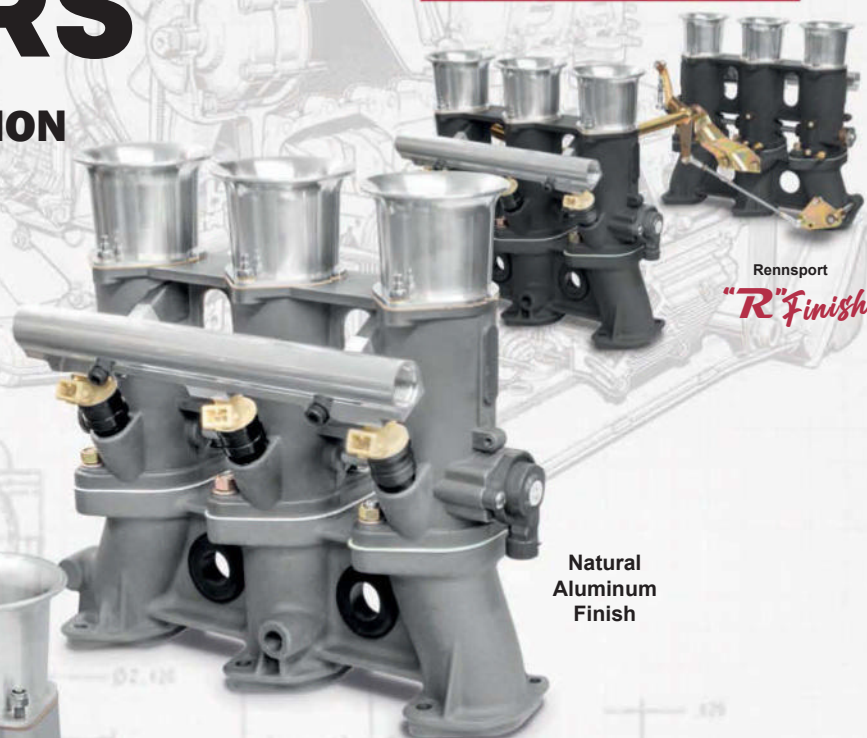
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STOMSKI RACING ANODISED MONOBALL REAR SHOCK MOUNTS FOR 964/993

The stock rubber rear shock mounts fitted to the M64 flat-six (964- and 993-series 911s) deflect under load, distorting suspension settings in the process. This can lead to premature and uneven tyre wear, poor grip, compromised handling and, in the case of cars destined for the track, slower lap times. Stomski Racing's monoball rear shock mounts ensure your tyre investment is maximised, delivering the best grip and the best handling. CNC-machined from aircraft-grade aluminium and anodised blue for great looks, as well as protection of metal surfaces, the design delivers maximum range, the most precise tuning, the smoothest suspension travel and, crucially, easy and accurate adjustment. Not only is the aluminium of aerospace-grade quality, each mount's monoball is also of the same premium calibre, as are the included stainless steel bushings. Supplied as a pair, these mounts form part of Stomski Racing's extensive selection of supporting suspension components for air-cooled Porsches, complemented by the company's range of tooling for carrying out routine maintenance and repair work on the same cars.

Price: \$402 (964 p/n SR035, 993 p/n SR036)
stomskiracing.com or call +1 410 571 9779



RENNLINE CARBON DECKLID SPOILER FOR 996

This newly launched Rennline carbon-fibre rear spoiler for 996 Carrera models provides your early water-cooled 911 with an OEM+ look by way of a modern twist on the classic Porsche ducktail. Manufactured from high-quality hand-laid carbon-fibre using state-of-the-art production techniques for a factory fit and finish, the part is protected by a high-gloss UV-resistant coating and has been designed observing detailed 3D scans of the standard 996 decklid. Installation is easy — the product comes complete with instructions and pre-installed 3M VHB adhesive.

Price: \$550
rennline.com or call +1 213 224 7393



NEW FRIEDRICH PERFORMANCE MANUFAKTUR CARBON UPGRADES FOR 718 CAYMAN GT4 RS

With its normally aspirated, four-litre, six-cylinder flat engine producing near 500bhp, the 718 Cayman GT4 RS is already designed to be a fast companion for racetrack driving straight from the factory. German automotive refinement specialist, Friedrich Motorsport, further enhances the look of the mid-engined range-topper with tailor-made exposed carbon-fibre bodywork enhancing aerodynamics to an even greater degree than the standard Porsche parts. There's a three-piece front spoiler, which juts out further than the factory item and is joined by two canards for each side of the front fascia. This combination serves to increase front axle downforce, while carbon covers for the large side air intakes work with custom air deflectors to promote better airflow around the radiators and front brakes. The air outlets in the top of the front bumper can also be enhanced with elements made from exposed carbon. Side skirts and a rear diffuser form part of the package. Each item is laminated from carbon-fibre in Friedrich Motorsport's in-house production facility, before being 'baked' in an autoclave under pressure. This complex manufacturing process ensures optimal combination of maximum strength and lightweight construction. As standard, all components are finished with a high-gloss clearcoat, but can be painted in any colour you like.

Price: €29,927 for full kit (parts can be bought separately)
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WEBCON CARBURETTOR TPS SENSOR PACKAGE

Most aftermarket ECUs are capable of running a 3D ignition map when used with a pair of sidedraft carburetors. All that is usually required to evoke this functionality is a throttle position signal. Webcon's new Weber/Dellorto carburettor throttle position sensor kits are supplied with the parts needed to carry out this conversion and are compatible with most popular aftermarket ignition ECUs.

Price: £112.10 for Weber 40/45 DCOE and Dellorto DHLA
webcon.co.uk or call 01932 787100



NEW NINEMEISTER 9M FUEL BIB FOR 964/993

It's the little things that make the biggest difference, right? So it would seem with this leather fuel bib for the 964- and 993-generation 911s. Presented by the 9M tuning arm of Warrington-based independent Porsche maintenance, repair and modification specialist, Ninemeister, this branded fuel bib features double-stitching and smooth oil edging. Installation is easy (only a screwdriver is required for fitting) and will stop annoying fuel spillages from dripping down your car's wing during fill-up. Individually hand-made, this attractive accessory is the latest addition to Ninemeister's recently launched online store, where enthusiasts can buy anything from lightweight race wheels to custom cushion inserts for 918 Spyder fixed bucket seats. Visit the website to view the full range of 9M products.

Price: £49.95
ninemeistershop.com or call 01925 242342



ONLINE PATTERN SAMPLER FOR COCO MATS CUSTOM-MADE PALM-FIBRE FLOOR MATS

As a Porsche factory accessory in the 1950s, 1960s and 1970s, coconut-fibre floor mats proved very popular. Following their discontinuation in the mid-1990s, Jeff Allwine established Coco Mats in Agoura Hills, California, after receiving a DHL package sent to his home from India by mistake. The parcel was intended to be delivered to a UK flooring distributor, but ended up on Jeff's doorstep. He was expecting to find a shirt inside. Instead, he was presented with a small sample of woven coconut fibres. This unlikely mix-up resulted in an instant *Eureka!* moment and Coco Mats was born. With a high number of patterns and no fewer than fifty different colour options available, however, it can be difficult to know which Coco Mats product to choose. Help is at hand by way of an online swatch sampler, which can be found at the company's website. Coco Mats are available for all Porsche sports cars from the 1950s to current models.

cocomats.com or call +1 800 461 3533



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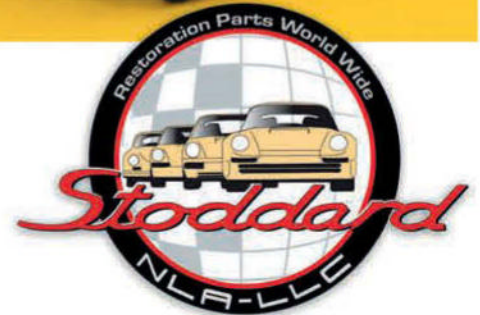
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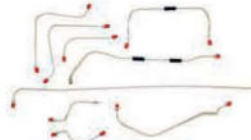
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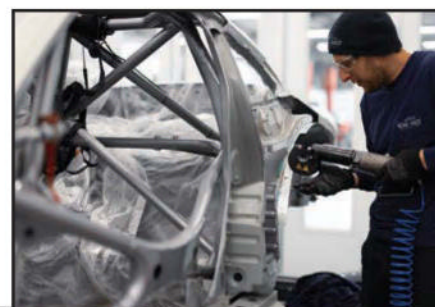
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TOM VAGI

Though spectacular in their own right, the 914, 924 and 996-generation 911 gave rise to the 986 Boxster, 944 and 997, all of which are a massive improvement on what came before. With this in mind, it's important not to dismiss the black sheep of the family, which tend to pave the way for firm favourites...

Tom Vagi is founder of Seacoast Specialist Cars, a New Hampshire-based independent Porsche specialist carrying out repair, maintenance, servicing, sales and restoration. He is a Master Technician, lifelong Porsche enthusiast and Technical Chair for the local chapter of PCA. Visit sscarsnh.com



One of the many reasons I've always admired Porsche's engineers is their willingness to take risks. I grew up in a family of engineers. 'Thinking outside the box' was always revered, whether successful or otherwise. Risks don't always pay off, of course, but when they do, they tend to reward in spades. Porsche's eagerness to step outside its comfort zone has always made me like the 'black sheep' of the manufacturer's product line. I've put my money where my mouth is — a quick look at my personally owned fleet of Porsches shows I only own the black sheep of the breed. Ahem.

Perhaps the best example of a great Porsche coming from new platforms is the 944. When the 924 was introduced, it was popular, but suffered much criticism for the Volkswagen and Audi components it employed. In truth, the performance of the original 924 was rather dismal, but you have to start somewhere. When improved and updated for launch of the 944 (a purely Porsche product), the brand's four-cylinder 'transaxle' offering became a smash hit, which, owing to launch of the 944 Turbo, then the 944 S2, continued to increase in popularity.

2024 marks twenty years of the 997. We can all agree this is no black sheep — this generation of 911 is pretty much universally accepted as being fantastic. Here's the thing, though: the 997 evolved from the 996, which until recently, really was something of a black sheep.

Thanks to 'fried egg' headlights and failing IMS bearings, the first water-cooled production 911 suffered much in the way of criticism during its early years, as well as its not-so-early years. The 986 Boxster suffered the same complaints. Mixed response to the 996 was observed by Porsche, leading to changes implemented for production of the 997. Many of us are old enough to remember introduction of the 996 and the financial issues Porsche was suffering at the time. To say development of the 986, 996 and Cayenne were crucial to the company's continued existence would be a great understatement. Put simply, the black sheep saved Porsche.

Incidentally, prior to launch of the 986, the 944 was the best-selling Porsche product of all time. The same was true of the earlier 914. Black sheep really don't get the credit they deserve.

The 996 and 997 were the first 911s to blend touring and sportiness with 'daily driver' levels

of practicality and comfort. Air-cooled 911s are wonderfully analogue, but lack the qualities of a modern touring car. In contrast, the 996 came complete with proper heating, ventilation and air-conditioning, plus a magically large front luggage area, excellent resistance to corrosion and, notwithstanding well-documented problems affecting a small number of M96 flat-sixes, a reliable engine. Power was good, too.

Some in the Porsche community found it hard to accept water-cooling for the venerable flat-six, but time marched on, as did technology. Indeed, a quick read of the technical introduction manuals for the 997 reveal a common theme: improvements in safety, appearance, comfort, and performance. Virtually every system was significantly upgraded. Highlights included a redesigned body, which was wider at both ends, but narrower in the middle. This was joined by the introduction of Porsche Active Suspension Management (PASM), a height-adjustable steering wheel, the roll-out of PDK (for the second-generation 997), tyre pressure monitoring, a stronger shell and even more luggage capacity. Heck, the 997 even had cup holders, which are supposedly heated and cooled by the air vents. Make no mistake, the 997 is an excellent daily driver. Don't believe me? Ask Editor Furr, owner of a 2006 997 Carrera 4S.

I feel the acid test for the practicality of a daily driver could well be the amount of groceries one can fit in the car's luggage compartment. Toys, such as infotainment equipment, are great, but if you can't properly run errands in a car, it's not really going to be any good as decent daily.

I vividly remember going to the grocery store in a 997. I emerged from the store with a cart full of groceries and opened the 'frunk', only to hear a gasp of disbelief from a nearby patron of the store. "There's no way all of that will fit in there," she exclaimed, and then proceeded to watch as all my shopping comfortably made its way into the Porsche's nose. As an even firmer look of disbelief spread across her face. "That's incredible!" she gasped. I nodded in agreement.

I venture to say, when Porsche embarks on a new design with a 'black sheep' feel, we should all pay attention. The next version of the fresh Porsche product in question usually turns out to be exceptional. As they say, no risk, no reward. ●





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KARL MEYER

Anyone wanting to buy a new GT3 RS will know the frustration of trying to secure a build slot through a Porsche Centre. Unfortunately, questionable selection processes exercised throughout the network are threatening to cause serious damage to the Stuttgart brand's reputation...

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



In the quarter often renowned in the motor trade for being a 'slow start', I'm surprised and delighted to report the year has kicked off with a hive of activity. A number of the trusted independent specialists I work with have shown a very encouraging beginning to 2024. In the business of selling cars, where units grow, margins follow. Porsche Centres have also shown encouraging signs for a good year, with increased footfall and an up-tick in inbound enquiries for new *and* used vehicles. It seems whatever it was many of us were waiting for before taking the plunge has been magically green-lit. If things continue in the manner, normality in the car sales market looks achievable for the first time in a long time. It may well be the reason I'm able to report on another phenomenon I've observed heating up in recent weeks: allocation for Porsche's GT products.

In the run up to writing this column, I've been asked to advise no less than *four* unhappy private customers with Porsche Centre GT allocation concerns. I note a couple of YouTubers touched on this sensitive subject within the same timeframe, not least Mark McCann, whose now viral video outlines the difficulty in securing allocation of a new GT3 RS. In the past, I have been open and honest about this problem. I've even tried to balance

the scales of fairness by shining a light on what an impossibly horrid task the whole business is for sales executives and managers of Porsche franchises, as much as it is for us as customers. On the whole, the Porsche dealer network is filled with good people who love the brand as much as we do, but in my observation, there is a lack of direction from Porsche itself, leaving Centre sales staff to do as they please when it comes to choosing who gets on the GT hit list. Porsche really needs to take a look at this problem with fresh eyes — its customers are thirsty for clarification on how GT product allocations are made.

As a market insider, why am I commenting on this topic? Well, put simply, I've been receiving calls from upset Porsche enthusiasts frustrated by the lack of transparency surrounding the issue, which is causing damage to Porsche's reputation. Despite a healthy start to the year, the manufacturer allowing the problem to persist has the potential to create great turmoil within the sales space of new and used cars. Zuffenhausen makes the world's best sports cars, but it's important for buyers of these products to feel the manufacturer is setting the highest standards of customer care, too.

Make no mistake, this problem also exists with Ferrari, Lamborghini, McLaren and Aston Martin. Having round-tabled the issue myself,

I can assure you a fair solution is trickier to determine than many prospective GT Porsche purchasers might expect. Even so, Porsche needs to revolutionise this space — it's clearly not working for franchisees or their customers, and it is hurting our favourite brand in the process. I don't see why Porsche can't take the lead. As is always the way, other sports car makers would follow suit.

On the subject of GT Porsches, I know you love to know where the *real* numbers are on these cars. Here we are, then. Current transactional data on the new GT3 RS suggests £339,000 retail for Weissach-kitted cars with ceramic brakes and cages. You might pay a tickle more for no miles and heavier specification, but the days of these cars shifting for anywhere near £400,000 are done. My prediction is they hold at between £330,000 and £349,000 for the remainder of the year. My reasoning is that these are current products, the next iteration of GT3 RS is a long way off and we have a summer season of trackdays and road trips on the horizon.

Values of GT3s have crystallised between £159,000 and £185,000. Paint to Sample and VAT-qualifying cars are priced higher, but the majority of transacted numbers sit within the above range. Moreover, these 911s are staying in stock for more than thirty days if not priced aggressively. Porsche Centres might be willing to listen to an offer, but bear in mind many GT3s will represent a loss on the sales manager's balance sheet. In other words, don't expect miracles when trying to do a deal, but act before the arrival of spring.

718 Cayman GT4 RSs have now dropped to list price. Many of you have asked where 718 RS Spyders sit, but at theporschebuyer.com, we don't yet have enough transactional data (on- or off-market information) to make that call. My sense is that RS Spyders will sit in equity alongside the GT4 RS.

Lastly, defying expectation, January saw my team take multiple calls from Porsche Centres asking for more Taycan stock. As readers of my commentary about the worrying surplus of Taycans in Porsche Centre showrooms will know, this is something I certainly didn't see coming. Is the tide finally turning? ●



FUTURE PAST

The 959 saw Porsche pushing the boundaries of what was possible with the day's automotive technology. The result was a road car, endurance racer and Paris-Dakar winner years ahead of its time. We get up close and personal with an extraordinary prototype responsible for playing a huge part in the story...

Words **Steve Bennett** Photography **Rob Cooper**



The 959? Where to begin?! I recently came over all nostalgic in these pages — a chance encounter with a 924 Carrera GT prompted memories of seminal Porsche moments. Hey, I'm old and my future is mainly in the past. What have I got, if not my back catalogue? I should probably apologise on account of the fact I'm about to do it again.

Thing is, for me as a kid in the 1980s, the 959 was another of those seminal Porsche moments. You're wondering if I'm about to wang on about Athena posters. Of course, you're right to think as much. You see, if you were a teenager,

the 1980s were glamorous, certainly if you were a fan of cars. You probably had a glossy poster of a Lambo, Ferrari or Porsche on your wall. Or whales or Dolphins, but probably not that one of the topless male model holding a baby.

Unlike the 924 Carrera GT, there were no 959s in my immediate vicinity, but I vividly remember the first time I clocked one. It was displayed on the cover of *Custom Car* magazine (the July 1985 issue, to be precise). Just like the 924, the 959 completely blew my mind.

Custom Car? Yep, I had eclectic tastes in those days — I was just as happy with *Custom Car* as I was with a copy of *Car* or *Fast Lane*. I must have been, because

little more than a year later, I was working on *Custom Car* as a junior designer, paid in luncheon vouchers, beer and cigarettes. Part of what got me the gig was the Athena-style 959 renderings in my college design portfolio, shamelessly traced from the magazine. And if you think being a nineteen-year-old working on *Custom Car* in the 1980s must have been fun, then you'd be right. Short of working on *NME*, it really couldn't have been more rock 'n' roll.

I digress. The point to take from all this is that the standard 911 didn't really do much to excite me. Show me a competition-oriented car and I was in, as demonstrated by my love





of the 924 Carrera GT, even if I didn't really understand very much about homologation. That said, I was interested in the 959's aesthetic, not Group B, but hey, I was young and I soon learned the error of my ways.

Most manufacturers viewed the homologation process as something to be endured, a means to an end — in applicable competitions, motorsport's governing bodies required the production of a specific number of a competing racer. These low-volume 'series' variants would be available to the man on the street, but nobody stressed too much about functionality. These were road racers, after all. People loved them irrespective of specification. Just look at the Ferrari 288 GTO or F40. Moreover, nobody expected air-con in a Metro 6R4. This isn't the Porsche way, though.

While I didn't appreciate it at the time, Porsche's approach to developing the 959 wasn't the way things usually worked. It's almost self-flagellation. "We want to build a 200mph car not only capable of carrying four people in relative comfort, but also able to race at Le Mans and compete over the roughest terrain in the Paris-Dakar Rally." You have to admire the ambition. Worthy of a deep dive before examining the super-special 959 in our photographs? Certainly, if only to reverse-educate my impressionable nineteen-year-old self.

It's hard to believe, but we need to

rewind forty-one years, to the early autumn of 1983, when Porsche displayed an unexpected concept at the Frankfurt Motor Show. Dubbed *Gruppe B*, the car's smooth, futuristic lines were mesmerising. This was clearly a 911, but beamed in from another dimension.

Of course, *Gruppe B* referred to some kind of motorsport endeavour, but which? *All of them* was not yet a recognisable concept.

Even for Porsche, the 959 was a technical tour de force, with four-wheel drive, copious quantities of space-age carbon-fibre and Kevlar (materials new even in the period's Formula One) and a twin-turbocharged 2.85-litre flat-six developing near 450bhp. This was the product and brainchild of Porsche's then engineering chief, Helmuth Bott, who set project leader, Manfred Bantle (famed for design of the lightweight 908/03 prototype), and his small team the challenge of probing and maximising everything possible within the parameters of the era's automotive technology.

This is where ambition comes into play. Bott wanted a machine capable of competing in the toughest off-road rallies, but also to achieve success in endurance racing. In order to qualify for Group B racing, at least two-hundred road-going examples of the resulting Porsche had to be built. Rules is rules, but nowhere in those rules (drawn up by

the FIA) did it stipulate a manufacturer's homologation special had to be super-exclusive, luxuriously appointed and not just road-legal, but as road friendly as a production 911.

In many respects, the 959 was the Bugatti EB110 of its day. In fact, rather like the Bugatti, development took rather longer than planned. Unsurprisingly, developing the Porsche's technology proved to be quite challenging.

The heart of the 959 is a flat-six derived not from the contemporary air-

Above The genesis of what was once the world's fastest and most technologically advanced sports car

Below Four-wheel drive would serve as the basis for the 964 Carrera 4's underpinnings





Above and below
Despite being a test mule for transmission evaluation, F9 was generously appointed with the now familiar 959 'gradient' leather

cooled 911 (then the Carrera 3.2), but rather from that of the 935 and 956 race cars, with four-valves per cylinder and water-cooling for the hard-working cylinder heads. In order to meet Group B regulations for turbocharged engines, capacity was limited to the aforementioned 2.85 litres.

A sequential twin-turbocharging system was developed to combat lag, which had traditionally hampered the road-going 911 Turbo (930) and its single snail-shaped bhp booster. This forward-thinking technology wouldn't appear on a 911 until the arrival of the 993 Turbo in 1995. That said, other elements of the

959 wouldn't drip down into the pool of high-volume Porsche production models until the 996 Turbo, some twenty years

wheels, while a longitudinal driveshaft runs forward to a second differential driving the front wheels.

FOR LE MANS, THE 959 WAS DEVELOPED INTO THE 961, WHICH BECAME THE FIRST FOUR-WHEEL DRIVE CAR TO COMPETE IN THE DAYLONG FRENCH ENDURO

on from their design.

Speaking of which, the 959's greatest innovation was its drivetrain. It was the first Porsche to be sold with four-wheel drive, offering supreme stability and grip in all driving conditions. Thus, power from the rear-mounted engine passes through a six-speed manual transaxle (another road-going first) driving the rear

The torque split between front and rear axles is controlled by a special hydraulic clutch, which Porsche dubbed *Porsche-Steuer Kupplung* (PSK,

translating into English as *Porsche Command Clutch*). This is electronically controlled and allows the power split to vary from 20:80 (front:rear) to 50:50 when the going gets slippery. The torque split is varied according to data received by an electronic control unit, which records throttle opening, engine load, gear selection and even individual wheel speed. Sure, it may not sound anything special now, but this was mighty clever stuff for the early to mid-1980s. It's not a stretch to say much of the 959's technology wasn't just a matter of development, but pretty much had to be invented. Think of PSK as a precursor to Porsche Stability Management (PSM).

Electronics control the suspension. The antiquated torsion bars of the 911 weren't for the 959. They were ditched in favour of Bilstein adjustable coilover units, two on each corner and controlled electronically, either automatically or by way of manual intervention, a clear blueprint for Porsche Active Suspension Management (PASM), launched on the 997-generation 911 two decades later. In short, 959 drivers can choose settings





ranging from soft to firm to track. Even more innovative was the adjustable ride height, similar in principle to Citroën's hydro-pneumatic suspension system and offering a choice of 120mm, 150mm and 180mm, the latter for when traversing the rough stuff.

TURBO SUPPORT

All this equipment was clad in a shell based on the galvanised steel structure of the standard 930. Beyond this, however, most of the 959's body was unique. The doors and bonnet were made from aluminium, while most of the remaining panels were fabricated from Kevlar, carbon-fibre or polyurethane. The body is optimised for aero and even the windscreen is more steeply raked than that of the same-age 911. The glass is bonded flush in its aperture.

The production 959 debuted at the Frankfurt Show in 1985. All available examples sold immediately, although deliveries didn't start until 1987, with assembly largely discontinued by 1988, though a few additional cars were being built into 1992, bringing total production to just 337 cars in both Komfort and Sport specification. Many buyers took advantage of a then thriving supercar market, which offered instant profit on the list price of DM420,000 (£158,000). Sound familiar?! In fairness, a few early 959 owners did actually drive their cars. A young Boris Becker, for example, famously maxed his out on the Autobahn, but most found their way into private collections.

Your correspondent, now rather more grown up and better paid, remembers a

couple of 959s being bravely used for UK trackday action in the early 2000s. Also, a winter drive to Stuttgart in my 944 offered a fascinating look at the Porsche Museum's restoration facility, which was memorable for the sheer number of 959s undergoing restoration and recommissioning, largely the result of each vehicle's complete lack of use. I recall Stuttgart's technicians shaking their heads at such treatment.

At least the 959 achieved Bott's motorsport ambitions. For Le Mans, the 959 was developed into the 961, which in 1986 became the first four-wheel drive car to compete in the daylong French enduro, albeit using a much-simplified version of the road chassis configuration. Capable of 205mph on the

Mulsanne straight, the 961 finished a commendable seventh overall, driven by Porsche racing stalwarts, René Metge and Claude Ballot-Lena.

More significantly, and again with Metge at the wheel, Porsche's mission to win the Paris-Dakar was achieved in 1986. Indeed, it was a 959 one-two, with Jackie Ickx taking second place, while Roland Kussmaul was sixth in a 959 serving as support vehicle for the two main works entries. The competitive adventures of the 959 are worthy of a wider feature, but it should be acknowledged Bott's creation achieved its goals in a way making other Group B creations, including those of Ferrari, look like underachieving, one-trick ponies, rather than prancing horses.

Above The quickest 959 of them all, weighing a hundred kilos less than the production Sport





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To this specific 959, then. It is, in fact, the 959 S F9 prototype, currently in captivity with high-end sports car dealer, Girardo & Co. In the story of the 959, this awe-inspiring Porsche is pivotal — you're looking at one of Helmuth Bott's development cars.

QUESTION OF SPORT

While it looks very much the full ticket, this is one of the earliest F-Series prototypes, of which just twelve were built, the first two being non-driving mock-ups paving the way for ten powered cars, which were further developed — car by car — into what we now recognise as full production specification. Distinguishing F9 further is that it's one of just three F-Series cars to have served as a prototype for the more hardcore Sport version of the 959, omitting the Komfort car's heavy adjustable suspension, air-conditioning, central locking and rear seats, among numerous other details. The result is one hundred kilos shed from the standard 959's 1,650kgs. In the context of 959 production, Porsche built just twenty-nine Sports out of the 337 total volume. It's all relative, of course, but the 959 S certainly added a driver's edge to the 959's trailblazing technological setup.

Cast a beady eye and you'd be forgiven for assuming this is a production 959, such is the quality of the Graphite Metallic paint. Look closer, though, and the hooped rear wing could only have

been shaped by hand, while the distinctly unfinished exhaust tips curve toward the ground. There are no protective arch liners and the headlights are missing the expected sprouting washer jets.

The final production 959 S did away with the plush interior of the Komfort car, but F9 retains luxury carpets and deep leather sports seats. It's a reminder of how civilised the 959 was. There are more clues betraying this car's status as a prototype — while there are ducts and switchgear for an air-conditioning system, there is no compressor to create a chilled-out environment.

Where a 959 usually makes use of two rotary dials for the damping and ride height systems, F9 features just the one. And it doesn't function, thanks to the 959 S not having electronically controlled suspension (or active, as we would say in modern parlance). There is also a third stalk on the steering column. It is marked 4WD, which manually switches the adaptive differential to suit driver preference and/or conditions.

Typical of any prototype, this 959 was subjected to the full hardship of testing in all weather and driving conditions. Registered with the factory 'Porsche

Above Porsche supplied F9 to Vasek Polak, but kept the keys, stating the car wasn't to be driven

Below Pictured during punishing testing not long after being assembled in 1985





Above One of just three F-series 959 Sport prototypes, F9 is now on its way to the USA, where it will be enjoyed by an enthusiastic owner

Weissach' plate (BB-PW 931, which it wears in these pictures), F9's function in the F-fleet was to stress-test the 959's transmission, clocking up vast mileage around the eight-mile, high-speed bowl at Nardo in Italy, plus countless abusive laps of Porsche's own test track at Weissach.

Porsche was confident enough and proud enough to loan F9 to the press, too. Proving the point, it starred on the front cover of German magazine, *Sport Auto*. Inside, an extensive test and development feature was penned by

Norbert Haug, the very same Norbert Haug you'll know as boss of Formula One engine programmes at Mercedes.

Prototypes very rarely escape from manufacturer captivity. Sadly, rules and

collector, Mauro Bompani, became F9's second private owner. It was Bompani who did much of the legwork to reveal this particular Porsche's part in 959 testing and development. He also

managed to get hold of the keys, meaning the car could finally be started.

As the Porsche Museum restoration engineers I

BOTH F7 AND F9 WERE LOANED TO THE FAMOUS MATSUDA COLLECTION IN JAPAN, WHERE THEY REMAINED ON DISPLAY FOR SIX YEARS

regulations dictate most experimental cars are sent to the crusher. It's extraordinary, then, to know F9 made it out of Germany and to North America after its duty cycle. It was one of two 959 prototypes — F7 being the other — gifted to legendary Stateside Porsche and Audi concessionaire, Vasek Polak, in return for his assistance with the 959's development. That's quite a gift.

It wasn't exactly the act of generosity it might have appeared, though. The factory was adamant the cars were for display purposes only, and under no circumstances should they be driven. Just to make sure, Polak wasn't supplied with either 959's keys.

Three years later, both F7 and F9 were loaned to the famous Matsuda Collection in Japan, where they remained on display for six years. Polak passed away in 1997, at which point the two prototypes were offered for sale in Europe by Brookes Auctioneers at one of the company's prestigious Monaco sales.

Italian rally driver and sports car

mentioned earlier would doubtless confirm, inactivity is a 959's worst enemy. With this in mind, Bompani commissioned RS Motorsport SpA in Italy to fully recommission his rare-breed Porsche. At a cost of thirty-three million Italian lire, the extensive works included rebuild of the engine, fuel system, master cylinders, brakes, clutch and even door locks. It was money well spent, especially considering Bompani kept hold of this Porsche for more than twenty years.

Well-known Porsche collector, Georg Konradtsheim, acquired F9 from Bompani in 2020. Acknowledging this 959's full significance and its place in the manufacturer's history, he invested much time and energy into the production of a one-off hardback book dedicated to the car's creation and its subsequent life as a test mule, as well as its time in private ownership. Finally, later that year, this special machine arrived in the UK, bought by a Porsche collector whose ambition was to own a 959 and, according to





Girado & Co founder, Max Girardo, “wanted a 959 to drive, rather than to keep out of sight.”

Given its history and the hard miles it spent pounding Nardo and Weissach test tracks, not to mention the sub-zero climes of Norway’s North Cape, it really would be cruel to retire F9 from service. It is, by any measure, a special car. It’s

special to drive and fits in well with Girado & Co’s current stock, which includes another Group B icon in the shape of a 1986 Lancia Delta S4. As the antithesis of

what Porsche set out to achieve with the 959, the Lancia is a great comparison. Yes, it’s road legal, but you wouldn’t want to go very far in it — an ode to the Delta S4 prototype known as ‘Mazinga’, the car was fastidiously restored to full-fat Group B Corsa specification by the world’s leading Lancia specialists over the course of eighteen months. The process was managed entirely by Max and his team.

EVERYDAY SUPERCAR

The 959? “You could drive it to the South of France in comfort,” Max reasons. “Sure, you could do the same in an F40, and it would be an adventure, but you would be broken at the end of it.” What of F9 in particular? “Fantastic! It was a 911 from the future, wasn’t it? You can feel the lineage, the thunk of the door,

the obvious 911 interior, but then this car is amazingly fast, even compared to a contemporary 911 Turbo. Deceptively fast, in fact, especially when compared to its rivals. The F40 is, frankly, a brute. The 959 achieves the same levels of performance, but in an entirely different and a totally deceptive way.”

They say you should never meet your

Yes, but in an otherworldly sort of way. It behaves kind of like a 930, which in today’s motoring world is merely brisk. This is until 4,500rpm, when the 959’s second turbocharger joins the party like a booster rocket. It’s a level of performance still capable of impressing in the modern age.

The 959 does show its age, though.

Cutting-edge it may have been, but its technology now feels very much of its time. The adaptive damping is somewhat stodgy and the steering lacks the

feel and chatter of the standard 911. It’s as though Porsche’s engineers knew what they wanted to achieve, but had to wait until the new millennium and the arrival of the 996 Turbo to fully realise their ambitions. I’m nitpicking. Granted, the 959 was built in the 1980s, but it was the car of the future. It blitzed Autobahns at 200mph. It raced day and night at Le Mans. It won the Paris-Dakar Rally. Nothing Porsche built either before or after the 959 has come close. F9 played a very important role in this achievement.

Just as we finish taking our photographs, Max confirms the car is being readied for transport to America. It’s time to leave. We can only hope this prototype’s new owner will see fit to pay tribute to their new Porsche’s legacy by subjecting the car to regular use. He’s got the keys, after all. ●

Above Insofar as the influence it had on subsequent Porsche production, F9 is one of the company’s most important 911 derivatives to date

IT’S AS THOUGH THE ENGINEERS KNEW WHAT THEY WANTED TO ACHIEVE, BUT HAD TO WAIT UNTIL THE NEW MILLENNIUM TO REALISE THEIR AMBITIONS

heroes, but in this job, it goes with the territory. The nineteen-year-old oik at the start of this story would be amazed to learn his 959 college renderings would actually come to life in later years. Draw it and you shall drive it, so it would seem.

Let’s face it, meeting your heroes can be crushing. Not so with the 959. I’ve driven a few, from snatched drives to a full epic day on the North Yorkshire moors. Feeling both familiar and altogether alien at the same time is an unusual trick for a car. Familiarity, of course, is good. Step inside the 959 and you’re instantly aware of shared parentage with the Carrera 3.2 and 930. The controls are great insofar as they’re user-friendly. Visibility is good. Alien? Neither of the 959’s stablemates — or anything else from the era, for that matter — goes like a 959. Fast?



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SCAN ME



IN IT TO WIN IT

Forget diesel-powered tractors — as the owner of this stunning modified 997 Carrera S knows only too well, the cheapest route into Porsche ownership is to enter an online raffle...

Words **Dan Furr** Photography **Ade Brannan**



If you're a user of social media and tailor your feed to deliver content about cars, you've doubtless seen posts advertising raffles promising the chance for you to secure ownership of your dream drive for less than cost of buying a can of Coca-Cola. Scam, right? Wrong. I've met many jammy buggers now in possession of a premium sports car as a result of them having a flutter and coming up trumps. I've entered a few of these competitions myself, although I've only ever won the consolation prize

of an additional entry, which is a bit like spending two quid on a National Lottery scratch card, only to scrape away at its silvery latex ink and discover you've won, er, two quid. Frustration caused by the pointlessness of the exercise is arguably worse than winning nothing at all.

Some of the car raffle competition victors I've encountered admit they never thought they stood a chance of winning, the odds being stacked against them. Worth a punt, but not anything they took particularly seriously, so much so not all of them had considered the

ramifications of emerging triumphant at close of the prize draw. As a case in point, I know someone who won a 991 GT3 after spending pocket money on raffle tickets. The individual in question was offered a cash alternative — I'll touch on this aspect of online car raffles in a moment — but elected to take the Porsche, reasoning it was worth more than the trade price being offered as an option. What they didn't give thought to is the fact they live in a middle terrace on a rough housing estate and have no off-street parking at their disposal.



Above This glorious 997 Carrera S cost less than a tenner

What was supposed to be a joyous ownership experience tuned into “a nightmare”. The perhaps-not-so-lucky winner was paranoid local jobs would either vandalise or steal the car, which he ended up handing to a dealer with an instruction to sell. Still, softening the blow of suffering sleepless nights, and encouraged by the fact he won the car in the first place, he entered a few more online raffles and won not only a new Rolex, but also ten grand in tax-free cash. Like I said earlier, jammy bugger.

SUPERCAR SORROW

I’m reminded of another car raffle winner who hadn’t thought about the implications of bagging the star prize. A Lamborghini Huracán was on offer. At the time, this was the biggest prize in the history of Dream Car Giveaways, one of the most established brands in the online car competition sphere. The winner was an eighteen-year-old who had only just passed her driving test. After visiting the company’s headquarters with her father, and after being presented with her prize, anxiety set in. She quickly came to the conclusion an Italian supercar wasn’t the best vehicle for her to be decorating with P-plates. One can only imagine the difficulty she would have faced in trying to obtain insurance. She was more than happy with the offer of cash in place of the car, though.

The gorgeous 997 you see on these

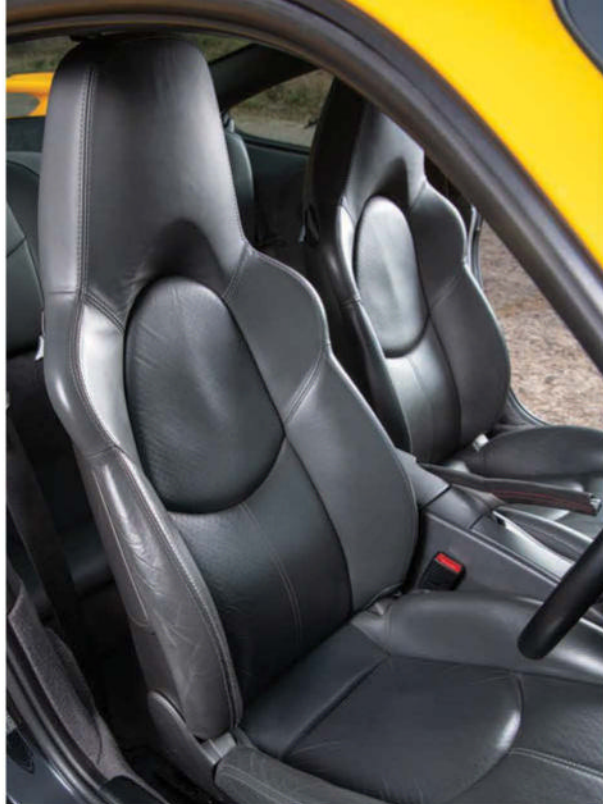
pages is another Dream Car Giveaways prize, won by *911 & Porsche World* reader, Tobi Kennedy, in June 2023. “I have a love affair with Porsche dating back almost forty years,” he reminisces. “In fact, I remember travelling to the 1987 24 Hours of Le Mans as a teenager in the back of a Carrera 3.2 owned by a family friend. This was one of the last outings of the competition before curves were introduced to the Mulsanne Straight. Rothmans-liveried 962s finished in first and second place, further galvanising my love of the brand.”

Until the trip to Sarthe, Tobi had admired 911s from afar, but this was his first experience of being a passenger in a Porsche. “The noise from the car’s air-cooled flat-six was phenomenal and left a lasting impression, but by the time I was of working age and personal circumstances allowed me to consider buying a 911 to call my own, the cost of acquiring an air-cooled Porsche had rocketed. Even so, as my fiftieth birthday fast approached, and despite working with a modest budget, I was determined to mark the occasion by becoming a 911 owner. This train of thought encouraged me to consider early water-cooled Carreras, including the 355bhp first-generation 997 Carrera S, although I reasoned I’d need to hold off taking the plunge until completion of sale on a house I recently renovated.”

What is they say about idle hands?

“My wife and I took a trip up north from our home near the south coast to her parents’ house in Lancashire. One morning during our stay, we drove to the local supermarket. I waited in the car while she hopped out and went shopping. During her absence, I was scrolling social media on my smartphone and noticed an advertisement for a Dream Car Giveaways raffle ending that night. Up for grabs was a modified 997 Carrera S with Aerokit and a high-quality 3M yellow wrap over Basalt Black





Above Tobi intends to replace the red-stitched gaiters with replacement items featuring yellow accents to match the 3M vinyl wrap

Below Considering Tobi decided to focus his attention on buying a 997 with Aerokit, he really lucked out with his competition prize

paintwork. I'd already decided I wanted a 997 with an Aerokit and couldn't resist buying ten raffle tickets, priced at ninety-nine pence each."

Tobi's wife returned from fetching groceries and the two drove back to their temporary place of residence. Wind the clock forward to half-past eight in the evening. "My phone was ringing. I didn't recognise the number, which is why I diverted it to voicemail. A minute later, the same thing happened. It was at this point, after redirecting the call to my answerphone for a second time, I remembered the live raffle draw was taking place. Obviously, I hopped online and fired up the Dream Car Giveaways Facebook page, but the

company holds numerous draws per live stream and was mid-broadcast, meaning I couldn't yet hit the rewind button and

admit, my first thought was to consider the fact two people named Tobi Kennedy might have entered the competition!"

It was only after the live stream ended and Tobi was able to watch the draw in full that reality gave him a suckerpunch: his was the winning ticket, meaning he

A RESPECTED AFTERCARE POLICY, TAKING CARE OF WORK ON GIVEAWAY CARS IN THE RARE INSTANCE A MECHANICAL ISSUE IS DETECTED

watch the 997 winner being announced."

A delay between raffles of a Volkswagen Camper van and a Toyota GR Yaris gave the hosts time to engage with the hundreds of hopefuls watching the draws take place. "A chap said he'd missed the 997 draw and wondered if he'd won. You can imagine my surprise to hear the host say a fella named Tobi Kennedy was the car's new owner. I must

was finally the owner of a 911.

Dream Car Giveaways was incorporated in April 2018. Operated by brothers, David and Michael Andrews, as well as their business partner, Marcus Hickling, the company's origins can be traced to a single raffle for two cars: a Mazda RX-7 FD and a Nissan R32 Skyline GT-R personally owned by the Andrews boys. "A single ticket to win both cars was thirty-five pounds and the competition lasted three months until the winner, Richard Glear, was picked with ticket number 1092," recalls the company's Marketing Manager, Joe Emms. How times have changed – today, Dream Car Giveaways is busy with at least thirteen draws a week and, whereas the brand's first prize draw took place in a pub near the Andrews family home, the team now broadcasts live draws across social media to large audiences from the confines of a specially prepared broadcasting studio within an industrial building housing an eclectic mix of cars eagerly awaiting lucky new owners.

Recent raffled Porsches include a





Above Spyder Performance resonator delete and Pipercross air filter will soon make way for a Fabspeed carbon-fibre intake

succession of 991 GT3s, Macans, a selection of 997s, a 986 Boxster, a duo of 981 Caymans and various air-cooled 911s, including a 964 Carrera 2, a Carrera 3.2 and pair of classic 911 Turbos, all in excellent mechanical and cosmetic order. A Speed Yellow 996 GT3 was also won. "There were only 1,398 tickets available for the 996 GT3. Needless to say, the competition was wrapped up quickly," Joe smiles, before proceeding to tell us how his colleagues ensure the cars they supply are always treated to corrective work where necessary. "A stone chipped front-end might be treated to a respray, while kerbed or tired alloys will be refurbished," he explains. "We want winners to be pleased with the condition of the cars they're presented with. We do everything in our power to make sure this is the case."

SECURITY BLANKET

Additionally, the team operates a respected aftercare policy, taking care of work on its giveaway cars in the rare instance a mechanical issue is detected after the winner has taken delivery or completed collection of their new four-wheeler. It's a practice separating Dream Car Giveaways from the many untrustworthy raffle operators in this young industry. With this in mind, let's take a look at how the team manages each of its competitions.

In the first instance, via the company's website and popular social

media channels, each prize (whether automotive or non-automotive) is outlined in detail. A set number of tickets is available, with 'early bird' entries usually attracting a discounted price. At the point of placing an order, entrants must answer a question with a choice of answers, thereby exercising skill and judgment. This is a legal requirement in accordance with the UK's competition laws, although nothing in the government's rulebook says the question needs to be a brain teaser.

When the raffle's tickets have sold out, the list of entrants and their

corresponding ticket numbers are published on the Dream Car Giveaways website. This level of transparency is of paramount importance — there are many shady operators looking to make a quick buck through bogus prize draws.

After the list is made public, the live draw takes place. Broadcast online from the aforementioned studio, Michael and Marcus take care of proceedings, using Google's 'random number generator' app as the means to determine the winning ticket. Well, you didn't think they were going to pull it out of a hat, did you?! Demonstrations of the



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1989 Porsche 930 Coupe #14613

It comes in its factory color code #550 Linen Grey Metallic with a linen interior. It has a clean Carfax and only 31,332 miles on the odometer. One of those only 639 examples that reached our shores. And it is indeed from 1989, the last year of production of this iconic supercar. With 330bhp, which when coupled with the new G50 5-speed gearbox, propelled the car up to a top speed of 162mph with 0-60 arrived at in an astonishing 4.9 seconds. An amazing and beautiful air-cooled sports supercar that is mechanically sound. **For \$259,500**



1972 Porsche 914 #16460

Presenting this Karmann-built body 1972 Porsche 914 featured with matching numbers and finished in its factory color Willow Green (L63K) complemented with a Black interior. This original California car is equipped with a 5-speed manual transmission and 1.7-liter flat-four engine. Offered in a captivating color combination as well as mechanically sound.

For \$19,750



1970 Porsche 911T Coupe #16659

This Karmann-built 1970 Porsche 911T Coupe featured with matching numbers and finished in its factory color Bahia Red (1313) complemented with a Black interior. Over \$29,500 has been invested into the vehicle dating from August through June 2023. An extremely rare and highly desirable Longhood that is an excellent addition to any collection and is mechanically sound.

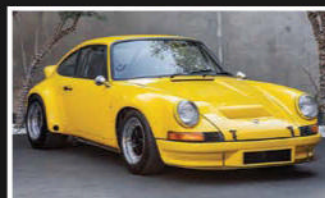
For \$74,500



1962 Porsche 356B Super 90 Coupe #15214

This extremely original 1962 Porsche 356B Super 90 Coupe featured with matching numbers (Kardex copy included) and finished in its factory color Signal Red (6211). This original California car is equipped with a rear luggage rack, glove box, and a Sapphire II by Bendix AM/FM radio. A highly collectible Reutter-bodied 356B Super 90 Twin Grille that is mechanically sound.

For \$98,500



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 widebody kit, a customized fuel tank, sport seats, Otto harness-style seatbelts, and a custom hood. An eye-catching Porsche 911E that is ready to be admired and is mechanically sound.

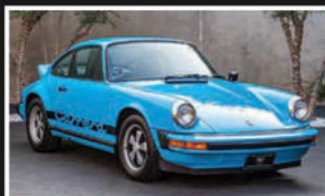
For \$69,950



1974 914 2.0 LE Can Am Creamsicle #16963

Presenting this limited-edition 1974 Porsche 914 2.0 LE Can Am Creamsicle featured with 2 tops and finished in its factory color Light Ivory and Phoenix Red complemented with a Brown interior. This Creamsicle is equipped with a 5-speed manual transmission, fuel-injected 2.0L flat-four engine, and a 50th-anniversary tool kit. An excellent opportunity to acquire a 914 Limited production Creamsicle that is mechanically sound.

For \$76,500



1974 Carrera Sunroof Delete Coupe #16309

This 1974 Porsche Carrera Sunroof Delete Coupe featured with matching numbers and finished in its highly desirable factory color Mexico Blue (338) complemented with a Black interior. Equipped with a 5-speed manual transmission, Flat 6 Cylinder 2.7-liter engine, and ducktail spoiler. An extremely collectible Porsche Carrera Sunroof Delete Coupe that is offered in a captivating color combination and is mechanically sound.

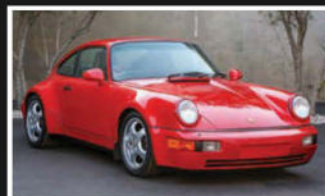
For \$129,950



1993 Porsche 928GTS 5-Speed #16157

This scarce 1993 Porsche 928GTS 5-Speed that is finished in its factory color Slate Grey Metallic (09) complemented with a Grey interior. This is 1 of only 54 examples ever produced for the US market. Comes with \$42,000 in service records dating from February 1995 through May 2022. This an extremely rare opportunity to be a part of a select few to acquire a limited edition 928GTS 5-Speed that is mechanically sound.

For \$89,500



1994 964 Carrera 4 Wide-Body Coupe #14684

Presenting this amazing and highly collectible 1994 Porsche 964 Carrera 4 Wide-Body Coupe (1 of 267 ever produced). Available in Guards Red with a black interior. The vehicle comes equipped with a 5-speed manual transmission, Flat 6 Cylinder 3.6-liter engine, and automatic speed control. Do not miss your chance to jump into the ownership of this one-year limited-production factory Wide-Body air-cooled 964 that is mechanically sound.

For \$165,000



1952 356 Pre-A 1500S Reutter Cabriolet #14567

Presenting this extremely sought-after 1952 Porsche 356 Pre-A 1500S Reutter Cabriolet that is available in this gorgeous color combination of Strawberry Red with a sand beige interior. The vehicle comes equipped with a 4-speed manual transmission and a 1953 Flat 4 Cylinder 1500 engine. Also included is the Certificate of Authenticity and Kardex. An excellent opportunity to acquire such a rare and hard-to-find early low production 356 Pre-A that is mechanically sound.

For \$235,000



1985 Carrera Coupe Turbo Look M491 #14367

This 1985 Porsche Carrera Coupe Turbo Look M491 featured with matching numbers and 29,182 miles on the odometer is available in its factory color code #700 black with a black interior. The vehicle comes equipped with a 5-speed manual transmission and Flat 6 Cylinder 3.2-liter engine. An excellent opportunity to jump into the ownership of this original California car. An extremely collectible and well-equipped factory Turbo Look Porsche that is mechanically sound.

For \$135,000



1968 Porsche 912 Coupe 5-speed #16915

Presenting this Karmann-built body 1968 Porsche 912 Coupe 5-speed featured with matching numbers and finished in its desirable factory color Tangerine (6809) complemented with a Black interior. This original blue-plate California car is equipped with a 5-speed manual transaxle, flat-four engine, and Solex dual carburetors. If you're in search of a highly collectible classic car, look no further than this extremely original example that is mechanically sound.

For \$67,500



1976 Porsche 911S Coupe #16776

Presenting this 1976 Porsche 911S Coupe featured with matching numbers and finished in the special order color Metallic Blue (334) beautifully complemented with a Black interior. Equipped with a 915 five-speed manual transmission, 2.7-liter air-cooled Flat-six engine, and VDO instrumentation. If you're in the market for a classic sports car with a sporty and aggressive stance, look no further than this extremely collectible 911S Coupe that is mechanically sound.

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Google app precede the draw, which is immediately followed by a telephone call to the winner (broadcast live). “We get thousands of viewers, but sometimes, the winner has forgotten when the draw is taking place,” laughs Joe, unwittingly referencing Tobi’s experience. “They are usually completely taken aback when we call to give them the good news.”

TRUE DETECTIVE

What happens if a winner is ‘enthusiastically’ unavailable? “We had a guy who’d incorrectly entered his telephone number into the prize draw ticket order form and wasn’t responding to emails. It took a lot of investigative work on our part, but we eventually tracked him down to a rural town in Ireland. He was bowled over when we explained what had happened.”

Another example of where Dream Car Giveaways (as well as other equally well-established brands in the same arena) inspire confidence is through product knowledge — Marcus, Michael and David have lived and breathed modern and modern-classic sports cars for as far back as they care to remember, certainly long before joining forces to form their company. This authenticity shines through in the way the brand has become so well respected, evidenced by almost 300,000 followers on Facebook, all of them keen to win their dream drive for pocket money. Plenty of them have — taking its first three years of trading

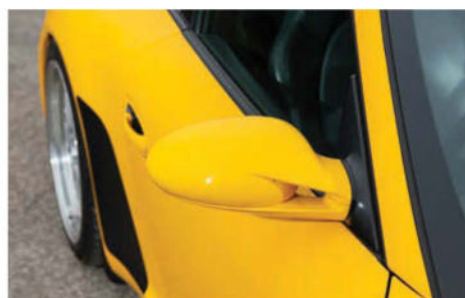
as an example, Dream Car Giveaways awarded more than 1,500 prizes worth a combined value of nineteen million pounds. And, in most instances, a pre-arranged trade deal is agreed for each car, enabling the team to offer an instant cash alternative if the winning ticket holder decides they can’t accommodate their prize after all.

Though many don’t recognise it as such, a prize draw — much like buying a lottery ticket — is a form of gambling. With online car raffles, the risks are low and the odds are good, but it’s easy to get carried away. Worse still,

it’s easy to be ripped off, which is why we recommend only participating in competitions operated by recognised organisers with a proven track record of honesty and transparency in the way they go about their business. Participating in a car raffle can be great fun, but as the oft rolled-out slogan says, when the fun stops, stop. Certainly, don’t spend more than you can afford in the hope of winning. For those that do participate safely and sensibly, however, the chance to own a dream car for a tenner or less is an amazing opportunity and, if you’re as lucky as Tobi, your driveway could

Above and below
Application of the wrap is of a very high standard, tricking most people into thinking they’re looking at paint





Right Overkill exhaust is one of a few upgrades to the car and joins KW V3 coilovers, as well as BBS LM split rims

Below Tobi has already started personalising the car

soon become home to a hugely desirable Porsche for peanuts.

What exactly did he win, then? "It's a 997 Carrera S with a GT3 smile in the front bumper, factory Aerokit, GT3 rear bumper, an Overkill Performance centre-exit stainless steel exhaust, Pipercross air filter, Spyder Performance airbox resonator delete kit, BBS Le Mans nineteen-inch split rims and KW Variant 3 coilovers," he outlines. The interior of the car also benefits from upgrades, including Alcantara-trimmed gaiters and

a MOMO deep-dish steering wheel with yellow marker. A Kenwood head unit is linked to front and rear parking cameras.

As mentioned earlier, the car's eye-popping appearance is the result of a

Bahnsport in Blandford Forum for future jobs. He's not averse to getting his hands dirty, though, and intends to replace the car's coilpacks and spark plugs when carrying out an interim oil and filter

change at home.

He's also lined up installation of a Fabspeed carbon-fibre competition intake system.

Turn to page 100 of this issue of 911 & Porsche World

IF YOU'RE AS LUCKY AS TOBI, YOUR DRIVEWAY COULD SOON BECOME HOME TO A HUGE DESIRABLE PORSCHE FOR PEANUTS

wrap, applied at the request of Dream Car Giveaways. "This is the third time the car was offered as a raffle prize," Tobi tells me. "The original winner chose a cash alternative, leading the Porsche to be raffled again. The second winner took the car, but returned it two days later, complaining it was too low to comfortably drive up and down the road in which he lives. For the third and final draw, which I won, the car was treated to a 3M Sunflower Yellow wrap. Most people don't realise it isn't paint — the quality of the material is excellent and the installation is spot-on."

Tobi added black Mobil Pegasus and 'Michelin Man' Bibendum graphics to the front wings in advance of our photo shoot. He also added black shark fin stone guards to the rear quarters ("they provide a nice contrast against the yellow"). As for servicing and maintenance, previous work was carried out at Northway Porsche, but considering Tobi is an inhabitant of 'down south', he intends to use

magazine and you'll find a step-by-step guide to this very job.

"I can't say I would have picked yellow if given a choice of all 997 colours, but I love the attention this car gets at shows and from people on the street," he continues. "I also love the stance, sitting low over the BBS wheels, although I'm tempted to raise ride height a few millimetres to help with daily driving. This is what the car is used for — I've driven it almost every day since bringing it home. Initially, I was piling on miles in order to familiarise myself with the unique characteristics of the 997 platform, but now I know the car's limits and how to exploit them, I'm taking every opportunity to get out and enjoy time behind the wheel." A road trip to a friend's house in the Alps awaits.

This isn't Tobi's first sports car, but at £9.90, it's certainly his cheapest. Perhaps it's time to for me have another stab at an online car raffle? A stunning 992 Turbo is there for the taking. A 718 Cayman GT4, too. Wish me luck. ●



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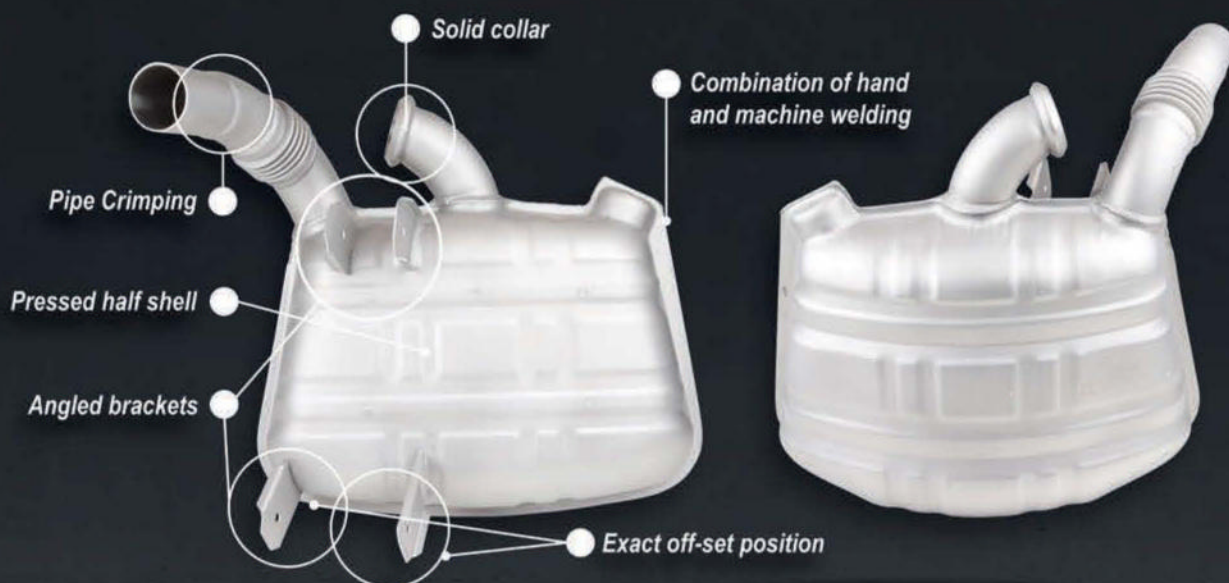
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RING OF FIRE

Lapping the Nürburgring is on the wish lists of many Porsche owners, but few recognise the simplicity of accessing this hallowed racetrack hidden in Germany's Eifel mountain region...

Words **Richard Furneaux and Dan Furr** Photography **Westcountry Porsche Drivers Club**

Misconceptions abound. I admit, I used to think of the Nürburgring as simply a racetrack.

Granted, sometimes, this is precisely what it is, but at other times, rather like Vivian Ward, the character played by Julia Roberts in *Pretty Woman*, the Green Hell can be anything you want it to be: a private automotive proving ground for those with corporate-deep pockets, a must-visit getaway for fans of hard-hitting guitar bands (the Nürburgring serves as home to Germany's largest rock music festival) or, as is

the case during *touristenfahrten* days, a one-way toll road open to all.

Aside from the legendary 24 Hours of Nürburgring endurance race, and despite the site's rich history with Formula One, these 'tourist driving' days are what most people commonly associate with the iconic racing venue. Got a driving license and a road-legal vehicle? You're good to go. Yep, pay the toll and head out onto the 12.9-mile circuit, comprising 154 corners, two banked 'carousels' and more than three hundred metres of elevation change.

For many Porsche owners, a lap or two of the Nürburgring is a 'bucket list' adventure, but few realise just how accessible the dream is. With this in mind, myself and ten fellow marque enthusiasts from the Westcountry Porsche Drivers Club decided to programme our sat-navs for mainland Europe and set off for a round of the 'Ring. The trip promised the opportunity not only to embark on a pilgrimage to one of the world's most famous motorsport venues, but also the chance to explore the capabilities of our cars and put our driving skills to the test.

Additionally, the break gave us an excuse to indulge in German food and drink, not that we needed much convincing — the timing of the expedition coincided with one of our party's birthdays.

We were looking forward to Porsche-centric conversations with like-minded Europeans visiting our target destination. As it turned out, our fellow thrill-seekers were chiefly Finns, Icelanders, Dutch, Danes, Italians and French. Oh, and Germans, obviously. Somewhat unexpectedly, we also found ourselves

correctly — eat your hearts out, buyers in the current climate! I'm this Basalt Black 911's second owner, having acquired it from non-specialist dealer, Hamptons of Surrey. The car came with every scrap of paper back to its original order, as well as a superlative maintenance record. This is a simple, non-sunroof, almost purist-specification 911, although it does have heated seats. I've left the car more or less at it rolled out of the factory, with the exception of hard lines for the braking system, a low-temperature

thermostat and seat belts re-webbed in 'go-faster red' by Orion Safety Belts in Stevenage. The car's suspension has been rebuilt to original specification, with all work carried out by

WE WERE TYPICAL OF MOST UK-BASED PORSCHE OWNERS INsofar AS WE LONGED TO LAP THE GREEN HELL IN OUR PERSONALLY OWNED PORSCHEs

engaged in chat with petrolheads visiting from the United States. No Julia Roberts, though.

At this point in the story, it's important to note myself and my touring buddies had never previously been to the Nürburgring. This fact is my rationale for penning the words on these pages — we were typical of most UK-based Porsche owners insofar as we longed to lap the Green Hell in our personally owned Porsches, but hadn't yet taken the plunge. My hope is for this story to demonstrate how easy it is to make the leap, whilst proving just how much fun a visit to the Nürburgring can be.

Let's take a moment to consider the cars in our procession of Porsches. None are what you'd consider a trackday machine (unless you reason all Porsche production cars are descended from motorsport metal), which goes some way toward demonstrating how accessible the Nürburgring is to owners of 'everyday' sports cars.

My own Porsche is a 997 Carrera, ordered new from Porsche Centre Reading in May 2007 for a June 2007 delivery. Yes, you read those words

Jamie Callender at Specialist Motorworx in Bournemouth.

Nick Moyle brought along his 1989 Carrera 3.2 Supersport Targa, one of only fourteen examples registered in the UK. Forgotten in a garage for twenty-three years until six months before the trip, the car underwent serious recommissioning to free its seized engine. The suspension, brakes and fuel system were overhauled and a custom exhaust was fabricated for the car by TT Exhausts in Worcester.

UNDER SCRUTINY

Martin Josey's 2003 996 Turbo was once in the possession of Porsche Centre Reading's Dealer Principal. Martin purchased the car from CMS Porsche in Telford after commissioning independent consultant, Porsche Inspections, to carry out a vehicle health check. A previous owner added Forge Motorsport actuators and springs, a short shifter and a Milltek stainless steel exhaust. Under Martin's stewardship, the car has been treated to retro-fit cruise control and a Porsche Classic Communication Management (PCCM)

Facing page

Porsches of all ages and specification are a fixture of tourist days at the Nürburgring, meaning your Stuttgart-crested sports car will be perfectly at home on the hallowed circuit



head unit, installed at Porsche Centre Exeter. As recommended for any car heading out to the Nürburgring, his Turbo's brakes, tyres and suspension mounts were renewed in advance of the trip. The car's flawless appearance comes courtesy of full paint correction and a ceramic coating (to the body, wheels, calipers and exhaust) by Reflection Correction, based in Torpoint. Saltash-situated marque specialist, Williams Crawford, takes care of this turbocharged 911's ongoing servicing and maintenance.

FROM TIP TO TOE

We had not one, but two 996 Turbos joining us on this eagerly anticipated road trip. Unlike Martin's manual, Simon Toy's 996 Turbo is equipped with Tiptronic transmission. The car was originally supplied to the Japanese market and was first sold by a dealer in Osaka. Finished in white over black and featuring special-order blue stitching, this force-fed 911 makes use of EBC Yellowstuff pads, 997 GT3 air scoops and an upgraded infotainment system. Mirroring the pampered life led by Martin's 996, Simon's Turbo is also serviced by Williams Crawford.

Flying the flag for normally aspirated 996s was Jon Coomber's 2002 Aerokitted Carrera. Purchased from Castle Motors in Cornwall and serviced at Bovey Court Garage in Devon ("not

a Porsche specialist, but excellent nonetheless"), the car is mostly as its maker prescribed and benefits from a rebuild of its suspension and cooling systems. The brakes, however, are upgraded, evidenced by the presence of Sebro discs, Brembo competition pads, Kunifer lines and DOT 5.1 fluid. A Cargraphic exhaust manufactured by Phoenix Performance Exhausts in Cullompton rounds out the changes, other than Michelin Pilot Sport 2 rubber, which Jon claims to be "much better than the Pirelli P Zero Rossos I was previously running." Many of the braking system components were bought from independent Porsche parts retailer, Design 911.

Finished in sparkling Rhodium Silver, Paul and Diane Stribley's 3.4-litre 2013 981 features a TechArt front splitter and a factory GTS rear splitter. A former demonstrator for Porsche Centre Exeter, this PDK-equipped Cayman was optioned with carbon-fibre interior trim, fourteen-way Sport seats and the Porsche crest embossed in the head rests. Purchased from non-specialist dealer, Tarnock Garage of Highbridge (a Somerset-based Ford dealer famous for supplying RS-badged Blue Ovals), the car is now lovingly cared for by — you guessed it — Williams Crawford.

Finally, Chris Woodfinden bought his PDK-kitted 2014 991 Carrera in April 2023, just a few months before our

journey across The English Channel. A pre-purchase inspection was carried out by Nick Giles Car Inspections ("a glowing report") at the dealer's sales centre in Blackpool, after which, Chris flew to Manchester, made his way across Lancashire and drove the car home to the West Country. He'd soon be lapping the Nürburgring in under ten minutes, but not before Williams Crawford (yes, them again) retro-fitted cruise control and added a valved exhaust system.

That's the cars taken care of, but what

Above The club's attending cars were mainly water-cooled, but included this fantastic Carrera 3.2 Supersport Targa



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

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of the trip itself? Having checked the official Nürburgring website to confirm when tourist days were taking place, we set out on a Thursday night and stayed in glamorous Folkstone. From there, we boarded Le Shuttle en route to Germany, where we'd booked three nights' accommodation in order to enjoy two days at the track.

STRONG SEASON

Tourist days (or a weekend, as it transpired) are open to visitors four days in a row. We were blessed with glorious sunshine and warm weather, with a photogenic hint of autumnal mist each morning. It was the end of the trackday season and, though we weren't entirely surprised, the circuit was very busy. Not that we'd have known any different, of course, but 'Ring regulars were keen to point out the fact. They also suggested traffic jams consisting entirely of 911 GT3 RSs wasn't entirely normal, even for this part of the world.

We were struck by the beauty of the track, which runs through mountains and forests. There's even a storybook-esque castle on a hill. I took in the view as a passenger. I'm certain I would have missed much of this stunning scenery if only being exposed to it from my 911's driving seat. Interestingly, as depicted in television coverage of the venue's famous daylong enduro, thousands of spectators gather on grassy knolls adjoining the track. Picnics and barbecues in full swing, these crowds come to enjoy the visceral

sound of flat-out flat-sixes, volcanic V8s, turbocharged fours and more. It's quite something, and goes to show how a trackday at the Nürburgring is a big draw, even for those not participating. As was the case with the fairytale castle, while driving, I was totally oblivious of the fact I had an audience. To be honest, this is probably just as well.

As anybody who has fired up YouTube and looked for videos depicting laps of the Nürburgring will know, accidents are frequent at this venue. Needless to say, we experienced total gridlock while the circuit was closed each day in order for the venue's service operatives to clear crashed cars, the resultant debris, and for the repair of safety barriers. The delays we experienced highlight how taking leave of your senses on this

dangerous race circuit, which features little in the way of runoff, can make for a very expensive day out — drivers causing a halt in proceedings are liable for financial penalties dictated by the length of time the track is out of action, the cost of repair work to damaged infrastructure, plus recovery fees. This is to say nothing of the price demanded by necessary vehicle repair after the incident. For this reason, it is absolutely imperative anybody venturing onto the track has insurance cover in place before doing so. Of course, not everybody does, introducing risk to everyone on the track. Furthermore, it's true to say most car insurance policies don't cover track use (many specifically list the Nürburgring as not being included in cover).

Let's get into the nitty gritty of

Above Jon Coomber's Aerokitted 996 Carrera performed brilliantly, although he admits to wanting another hundred horsepower!

Below The stunning view from Nürburg Castle, high up in the Eifel mountain region





Above The gang hang outside Devil's Diner, located in the main tourist lap car park

Below Gridlock as the track is closed due to an accident (a frequent occurrence)

just how expensive a smash at the Nürburgring can be. For starters, you're looking at €150 for a truck to attend the scene of incident and for an inspection of crash barriers. If you've damaged them, you're facing €10 per metre for removal and €31 per metre for replacement, with these costs either doubled or tripled if the barrier is two- or three-rows high. These prices do not include VAT. Add €500 for a recovery truck, a veritable *vesperbox* of incidental charges and, last but by no means least, €1,350 for every hour the circuit is closed as a consequence of your misfortune. Makes you think, doesn't it?



Unfortunately, despite the Nürburgring being classed as an open toll road on tourist days, insurers are only too

If the risk of sharing the circuit with uninsured drivers is something you aren't prepared to entertain, then it will

A TOUR OF THE TRACK TO EXPLAIN THE PECULIARITIES OF ITS VARIOUS CORNERS AND STRAIGHTS, AS WELL AS A VISIT TO THE ABANDONED SUDSCHLEIFE

come as comfort to learn there are closed Nürburgring trackdays available to take advantage of throughout the year. Often organised by marque specialists

aware of the volume of inexperienced drivers taking to the circuit and driving irresponsibly, resulting in high one-off premiums with typically huge policy excesses. Even so, insurance is something every visitor to the Green Hell should ensure is in place before their visit, protecting not only themselves and their car, but also other track users.

— primarily for the use of their customers — these events represent a great way to ensure fellow track dwellers are not only carrying the appropriate cover, but are more than likely driving in a respectful manner from the confines of vehicles prepared for the task at hand.

If you're worried about using your own Porsche in such an environment, rest assured many Nürburgring trackday organisers offer a variety of vehicles available for you to drive. RSRNurburg (rsrnurburg.com) is one such business. The longest-established rental outfit at the Nürburgring, the company offers not only a string of premium private trackdays (taking in the Nordschleife, the venue's Grand Prix track, plus a combination of the two, with vastly reduced traffic, fully insured vehicles and, of course, considerate driving) throughout each year, but also the ability for you to hire a fully insured sports car, which is ideal if your Porsche is undergoing repair or you simply don't want to take it on track. The team is dedicated to ensuring you have the best possible experience at the Green Hell.





Established more than twenty years ago, RSRNurburg has helped tens of thousands of Porschephiles drive and enjoy the Nürburgring by way of the widest selection of sports, track and supercars available for rental anywhere in Europe, thereby enabling you to pick a Porsche suiting your driving preferences and budget. For peace of mind, every RSRNurburg hire car is thoroughly checked before and after rental. What's more, special 'first timer' packages are available. These include a tour of the track to explain the peculiarities of its various corners and straights, as well as a visit to the abandoned Sudschleife (South Loop), giving you a glimpse into the history of this magical motorsport venue, which will soon be celebrating its hundredth anniversary. Passenger rides with instructors are also available.

As already mentioned, we opted to try our luck on a Nürburgring tourist day. The cost? Overall, this wasn't an expensive trip. Fuel in mainland Europe is generally cheaper than it is in the UK (isn't this true of everything these days?!), even at petrol stations neighbouring the circuit and serving high-octane unleaded. Our hotel (lovely, by the way) cost less than €100 per night and included breakfast. Food and drink

was considerably cheaper than in the UK. Even a tour of the local castle was only €3. On the topic, Nürburg Castle is well worth a visit. Climbing to the top of the tower is hard work, but the spectacular view across the Eifel is more than worth the effort.

At the time of our visit, the cost of heading onto the track was €35 per lap at weekends and the same for Germany's public holidays. It's cheaper

mid-week and cheaper again if you book a ten-lap access card, which can be done on arrival. Ten laps might sound a lot to anyone but a hardcore 'Ring bunny, but leftover paid-for laps can be used beyond the day they're purchased, encouraging a return visit.

Travel insurance and breakdown cover are obviously important on any long-distance road trip, but with the costs amounting to approximately a fiver each

Above Richard's 997 Carrera, known as 'Ziggy' and helping its master to channel his inner Steve McQueen

Below Jon leads the way ahead of hardcore track cars



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15/06/2024 - Trackday Spa

09/07/2024 - Convoy Training Spa

10/07/2024 - Trackday Spa

07/08/2024 - Convoy Training Spa

08/08/2024 - Trackday Spa

09/08/2024 - Trackday Nürburgring Nordschleife

06/09/2024 - Trackday Nürburgring Nordschleife

16/09/2024 - Trackday Spa

16/09/2024 - Convoy Training Spa

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day, there's really no excuse to avoid these protections.

As mentioned earlier, the Nürburgring was very busy during our visit. Thousands of people turned up to drive or spectate, amounting to more cars to gawp at, more people to talk to, more 'buzz'. On the second day, a few of us went for a drive around the track perimeter to see if we could find somewhere to watch the action. We were amazed to discover parking comes free of charge, as do the toilet facilities. Just turn up and watch (the track, not the portaloos).

MOTORSPORT MUNCH

Given the number of people in attendance, we were grateful for Martin's foresight in booking a table for all eleven of us at the late, great Sabine Schmitz's family restaurant, Pistenklause, located in the village of Nürburg. He placed the booking months in advance — yes, this eatery really is that popular.

"For many years, I've wanted drive the Nürburgring," explains Martin, founder

of the Westcountry Porsche Drivers Club and organiser of our jaunt. He runs the club with the help of Ian Horton-Plant and, more recently, Jackie Rock, who serves as Car Show Coordinator. The

JON ADMITS HE WASN'T PREPARED FOR THE CLOSING SPEED OF MANY OF THE CARS ENCOUNTERED AT THE TRACK

club boasts a very active year-round schedule, with monthly organised drives, including trackdays, photo shoots and visits to businesses of interest, such as detailers and Porsche repair specialists. The Nürburgring outing was the club's first trip overseas, with the Pyrenees planned as a destination for willing club members later this year.

"The trip to Germany far exceeded my expectations," he continues. "I can honestly say it turned out to be one of the greatest weekends of my life. Words simply cannot describe the onslaught a weekend at the Nürburgring has on your senses. Fear, anxiety, adrenaline, exhilaration, laughter and astonishment,

all of it mixed with a totally charged atmosphere and amazing cars being driven hard."

Jon was equally as thrilled. "Like everyone else in the group, this was my first time to the Nürburgring. Taking my 996 on track was a dream come true. I was determined to make the most of the experience and to complete as

many laps as possible." To this end, he marched straight to the pass office and booked a ten-lap bundle!

He offers advice to anyone thinking of embarking on the same trip. "I made sure my car was in the best possible condition. Many of the circuit's corners are blind and the track is known for its swooping elevation changes, meaning there is much in the way of unpredictability relating to compression and unweighting, as well as the usual lateral forces." He goes on to suggest tackling a virtual version of the Nordschleife, such as that presented by iRacing, can stand a Nürburgring visitor in good stead. "I completed a hundred

Above Run-off on the Nordschleife is virtually non-existent, which is why familiarising yourself with the track in advance of taking to it in your car is a wise idea



Below Due to how busy it gets from midday onward, getting to the track early is recommended

laps in a sim environment before the trip. This made a big difference to my ability to confidently navigate the track. Simulators won't make you an expert, but they will give you a good starting point. As a minimum, you will learn when to brake, but you'll also have a good idea of racing lines."

Jon admits he wasn't prepared for the closing speed of many of the cars encountered at the track. "A 992 GT3 RS driven by a professional racer is

travelling much faster than a 996 Carrera with me at the wheel. One fast car isn't really a problem, but a number of cars might overtake in quick succession. When they meet you at a slow corner, there is every chance they'll chop straight across you on the racing line. Take my advice and watch your mirrors. Indicate to show you've seen fast-approaching cars and be prepared to take evasive action."

It's also important to be aware of

the temporary degrading operating condition of your Porsche's mechanical components. "My 996's brakes and tyres were okay after a single lap, but they were cooked after running two laps back-to-back. I wouldn't recommend a Nürburgring newcomer runs more than two laps without a break. I'm a bit of an adrenaline junkie — I served in the Royal Marines for twenty-six years, I've climbed mountains and jumped out of aircraft. Driving the Nordschleife is right up there. It's an intoxicating and addictive mix of adrenaline and fear. I can't recommend it enough, but be mindful of the fact this iconic racetrack gets busy on tourist days, especially at weekends. Get there early and get on track. From midday, it's crazy and best avoided."

Jon's reflections bring us back to my earlier notion suggesting the Nürburgring is different things to different people. I drove just the one lap (at about three-tenths of his intensity), but emerged refreshed. I was apprehensive in advance, but the trip was joyous and relaxed. The people, the food, the atmosphere, the scenery and the Nürburgring itself — pure perfection. Even LeShuttle was free of hassle. My 997? It cornered like it was on rails. I'm definitely going back this summer. ●



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THE SWEET SPOT

The upgrading of all E-Hybrid plug-in models for the third-generation Cayenne sees an all-new version added in the form of the Cayenne S E-Hybrid. It doesn't have a V8, but it is the best of the bunch?

Words Matt Robinson Photography Porsche Corporate Archives







In switching to electrification, the Cayenne has a tricky job on its hands. While the move to zero-emissions power for the brand's largest SUV is inevitable — and, indeed, was confirmed for 2026 at the firm's 2023 AGM — it nevertheless remains a multifaceted machine needing to be all things to all people. On account of it being a Porsche, it must be sporty to drive. As an SUV, it must be practical and comfortable with long-range capabilities for family life. And, as a top-end, luxury fourby, there are plenty who need the Cayenne to be a strong tow car.

Without wishing to denigrate electric vehicles (EVs), these characteristics are at odds with what current zero-emission car technology brings to the party. For example, in order for an electric Cayenne to have a three-hundred-mile-plus operating range, it'll need a big battery pack. This means it will be very heavy, especially when topped off with the opulent fixtures and fittings required of a premium SUV. Making it dynamic in corners will take much in the way of electronically controlled chassis trickery. If the electric Cayenne is heavy, then it might trigger an issue with the maximum allowed mass (MAM) of a vehicle and trailer combined, meaning for all its likely massive torque levels, it may not be permitted to tow three and a half tonnes of braked trailer.

The electric Cayenne is therefore a

tricky act for Porsche to pull off, but if any company can do it, the Stuttgart concern can, not least because the exceptional Taycan has shown Zuffenhausen has mastered the art of the EV from the get-go. Plus, there remains two years until the electric Cayenne's arrival, which allows plenty of time for EV technology to evolve and improve. There's also the small matter of a fully electric, second-generation Macan to launch in the interim.

It's vitally important Porsche gets these two models right. In 2022, the Cayenne was the best-selling of the company's products, registering 95,604 global sales. The Macan wasn't far behind, totalling 86,724 units sold. In

other words, between them, the Cayenne and Macan accounted for fifty-nine percent of all Porsches sold (309,884) in 2022. This raises another thought, namely the assumption people who buy Cayennes might not be ready to transition to an all-electric model now or, it has to be said, even in two years' time. As you can see, Stuttgart is presented with something of a conundrum.

Thankfully, there's an easy testbed for the electrification of the Cayenne: plug-in hybrids (PHEV). Typical of Porsche, it long ago proved it was well ahead of the game by releasing the Cayenne S E-Hybrid during the second-generation model's midlife facelift, way back in 2015. When the third-generation

Above £42,500 cheaper than the 729bhp Cayenne Turbo E-Hybrid

Below Dedicated 'hidden' passenger touchscreen can be seen in the dashboard





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)

£99,995



911 Turbo (991)

Basalt Black • Bordeaux Red Leather Sports Seats • PDK Gearbox • 20" Turbo Wheels • Touchscreen Satellite Navigation Sport Chrono • Previously Sold & Serviced by Paragon • 21,989 miles • 2014 (14)

£89,995



911 Carrera 2 GTS (997)

Aqua Blue • Black Half-Leather Sports Seats • Manual Gearbox • 19" GTS Centre Lock Wheels • Sport Chrono • Previously Sold & Serviced by Paragon • 15,099 miles • 2011 (61)

£84,995



911 Turbo (997.2)

Meteor Grey • Black Leather Adaptive Sports Seats • PDK Gearbox • 19" Turbo II Wheels • Sport Chrono • Touchscreen Satellite Navigation • 33,676 miles • 2010 (60)

£79,995



911 Turbo S (997)

Carrera White • Black Leather Sports Seats • PDK Gearbox • 19" Turbo Centre Lock Wheels • Porsche Ceramic Composite Brakes • Previously Sold & Serviced by Paragon • 30,432 miles • 2010 (60)

£79,995



Cayman GT4 (981)

Sapphire Blue • Black Half-Leather 918 Bucket Seats • Porsche Ceramic Composite Brakes • Club Sport Package • Touchscreen Satellite Navigation • Switchable Sports Exhaust • 15,328 miles • 2015 (65)

£74,995



911 Carrera T (991.2)

GT Silver • Black Half-Leather Sports Seats • PDK Gearbox • 20" Carrera S Wheels • Touchscreen Satellite Navigation • Switchable Sports Exhaust • Carrera T Interior Pack • 28,382 miles • 2018 (18)

£69,995



911 Turbo S (996)

GT Silver • Natural Black Leather Seats • Manual Gearbox • 18" Turbo II Wheels • Porsche Ceramic Composite Brakes • Satellite Navigation • Electric Sunroof • 63,071 miles • 2005 (05)

£64,995



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 • 39,636 miles • 2013 (63)

£59,995



Boxster S (981)

Platinum Silver • Manual Gearbox • 19" Boxster S III Wheels • Full Leather Interior • Rear Parking Sensors • Body-Coloured Roll Over Bar • 4,184 miles • 2012 (62)

£42,995



911 Carrera 2 (996.2)

Arctic Silver • Dark Blue Leather Seats • Manual Gearbox • 18" Carrera Wheels • Satellite Navigation • Heated Seats • Previously Sold & Serviced by Paragon • 60,023 miles • 2003 (53)

£29,995



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Cayenne followed in 2018, the number of E-Hybrids in the range rose to two, namely the 'regular' 456bhp version and the demented Turbo S E-Hybrid, packing a colossal 671bhp. Now, with the midlife update of the third-generation Cayenne in full swing, PHEV content of the range grows even bigger, a clear sign Porsche is laying essential groundwork in advance of the fully electric Cayenne in 2026.

First off, every Cayenne E-Hybrid now has a 25.9kWh battery pack, an increase of 8kWh on the pre-facelift models and getting on for double what the previous Cayenne PHEVs were equipped with at launch in 2018 (when their batteries were rated at just 14.1kWh). There's also a stronger 130kW motor (+30kW), which represents an up-tick from 134bhp to 174bhp. The gearbox-mounted electric propulsion unit also gains an extra 37lb-ft torque, making Cayenne E-Hybrids even

more pleasant to drive on electric power alone. They'll also go further without recourse to their internal combustion engines (ICE), with anything from a claimed forty-three to forty-eight miles, depending on which model you go for.

The Cayenne E-Hybrid kicks things off. Available with either SUV or Coupe body style, it has been mildly uprated to 464bhp, with peak of 480lb-ft torque. At the other end of the PHEV scale, the new Turbo E-Hybrid might look as though it has lost the 'S' from its badging and is therefore not as powerful as the 671bhp/664lb-ft model it replaces, but nothing could be further from the truth. In fact, it outputs a colossal 729bhp and 701lb-ft, making it the most powerful production Porsche equipped with ICE this side of the 918 Spyder. In the February 2024 issue of *911 & Porsche World*, we brought you our review of range-topping Cayenne Turbo E-Hybrid

Coupe with GT Package, but in a forthcoming edition of the magazine, we'll look at these 'ultimate PHEVs' without the GT add-ons.

All this leaves us with the newbie in the range. It resurrects the Cayenne S E-Hybrid badging of the original PHEV model and is the first time this particular nameplate has been seen on a new Porsche in five years. While the plain ol' petrol Cayenne S has returned to using V8 power as part of the third-generation Cayenne's round of updates (much to the delight of marque enthusiasts who lamented its previous use of a V6), however, the Cayenne S E-Hybrid does not use the same ICE as its basis. Instead, it adopts an uprated version of the Cayenne E-Hybrid's six-cylinder engine, hence the 'S'.

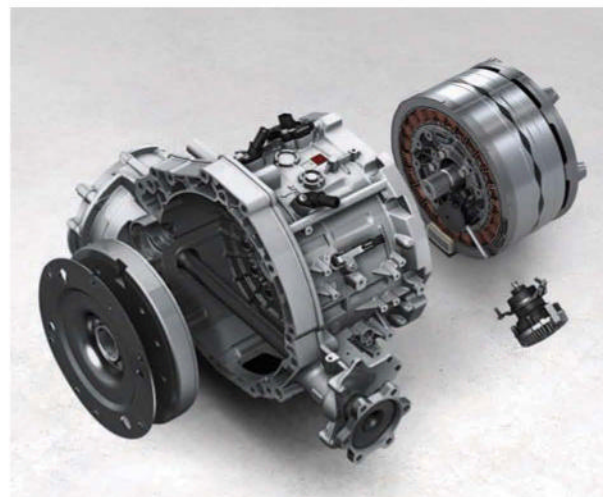
The V6 is tuned to deliver an extra 48bhp over the three-litre unit in the E-Hybrid. It also gains an additional –

Above PHEVs now outnumber ICE models in the Cayenne range, a clear step toward full electrification

Below Hybrid module with electric motor

TECH SPEC

Powertrain	EA839T 2,995cc turbocharged V6 petrol, plus 130kW electric motor and 25.9kWh lithium-ion battery pack
Economy	166.2mpg (combined) 44-48 miles
CO ₂ emissions	31-39g/km
Top speed	163mph hybrid mode, 84mph electric mode
0-62mph	4.7 seconds
Power	ICE 348bhp at 5,400-6,400rpm, electric 174bhp at 3,200rpm, system maximum 512bhp at 5,000-6,500rpm
Torque	ICE 369lb-ft at 1,450-5000rpm, electric 332lb ft at 0-2,690rpm, system maximum 554lb ft at 1,000-4,750rpm
Weight	2,440kg (DIN), 2,515kg (EU)





Above The S manages to climb from 50mph to 75mph in 2.9 seconds, two-tenths quicker than the regular E-Hybrid

and most useful — 74lb-ft of system torque. 59lb-ft of the extra oomph comes from the V6. This is enough to trim two-tenths from the zero-to-62mph time, bringing it down to 4.7 seconds. Top speed increases 6mph to 163mph.

If you've been keeping a close eye on the revised Cayenne range, you'll know that with the addition of this third E-Hybrid model to the ranks, PHEVs outnumber purely ICE-powered Cayennes by three to two, certainly in the line-up of the regular-bodied SUV. On the petrol-side of things, you have the V6-propelled Cayenne and the V8-powered Cayenne S, which are outmatched by the Cayenne E-Hybrid, Cayenne S E-Hybrid and Cayenne Turbo E-Hybrid plug-in models. If you consider the Cayenne Coupe, the balance tips even further to the PHEVs, primarily because the Cayenne Turbo E-Hybrid Coupe with GT Package is considered a separate, standalone model and is only available in the more rakish body type, meaning sixty-six per cent of the Cayenne Coupes you can buy right now are PHEVs.

At this point in our story, we should state on record how out of all the Cayenne PHEVs available, we think the new S E-Hybrid is the model to buy. It offers the best blend of performance, comfort and standard kit. It's also pitched at just the right price, amounting

reality is that in terms of its all-round abilities, the new Cayenne S E-Hybrid feels spot-on for a PHEV SUV. The extra power is enough to overcome the Porsche's mass, which is slightly the wrong side of 2.5 tonnes (EU) in this specification, but the poke on

offer makes for a plug-in hybrid model feeling like a 'proper' Porsche. It's urgent and insistent all the way around the rev counter, with a good slug of low-

PERHAPS THE BIGGEST BENEFIT TO GOING FOR THE S OVER THE PLAIN E-HYBRID IS THE STANDARD FITMENT OF AIR SPRINGS AND UPDATED PASM

to £90,100 for this Coupe variant, making it just £8,200 more expensive than the equivalent-shape Cayenne E-Hybrid, but a whopping £42,500 cheaper than stepping up to the 729bhp Cayenne Turbo E-Hybrid. Granted, the minimal gains in on-paper performance between the 464bhp E-Hybrid and the 512bhp S E-Hybrid might not look much at first glance, but one metric demonstrating the latter Cayenne feels more muscular on the move is its in-gear time — the S manages to climb from 50mph to 75mph in 2.9 seconds, two-tenths quicker than the regular E-Hybrid.

While this is a marginal call in print,

down flexibility and minimal lag. Better yet, despite lacking the thunderous bombast of Turbo E-Hybrid's four-litre V8, the S E-Hybrid's V6 emits a delightful, creamy snarl when you're revving it out.

Handily, the Cayenne S E-Hybrid is good in corners, too. It belies its significant bulk and height, instead hunkering down and turning in keenly, a result of less weight over the front axle than the Turbo E-Hybrids, complete with their large V8 motors. Factor in typically magnificent Porsche steering (full of feel, beautifully weighted and accurate to the nth degree) and you can hustle the S E-Hybrid along in enjoyable fashion,



treating it like an oversized hot hatch. It'll respond faithfully and brilliantly if you power into a corner and then lift mid-bend, feeling playful and alive, rather than lead-footed and cumbersome.

Perhaps the biggest benefit to going for the S over the plain E-Hybrid is the standard fitment of air springs and updated Porsche Active Suspension Management (PASM). The base 464bhp Cayenne SUV has to make do with steel springs. Previously running on three-chamber air with single-valve PASM, the facelifted Cayennes with this kit fitted now make use of two-chamber 'springs', as well as independent damper valves for both compression and rebound. When it comes to kinematics, this is supposed to give the best of both worlds. Theoretically, you get smoother ride quality, along with better handling.

Let us tell you, though, there's nothing theoretical about it. The Cayenne S E-Hybrid is a brilliant Porsche to travel in, undoubtedly improved by the new suspension. Even on twenty-inch wheels, this thing isolates all major thumps and bangs from the passenger compartment and glides along even the worst road surfaces. Team this to the PHEV's ultra-composed and quiet town manners (courtesy of electric propulsion) and the

S E-Hybrid is absolutely in its element in urban areas, not something we'd usually say of a 2,515kg SUV.

When speed rises, PASM doesn't run out of ideas. The way the Cayenne S E-Hybrid conducts itself at motorway pace is elegant in the extreme, with limited vertical movements to the body in the wake of large compressions,

THIS THING ISOLATES ALL MAJOR THUMPS AND BANGS FROM THE PASSENGER COMPARTMENT AND GLIDES ALONG EVEN THE WORST SURFACES

a quality achieved without the setup feeling in any way too firm. There's little to report in the way of tyre rumbling or wind noise either, meaning the rolling refinement of the S E-Hybrid is little short of exceptional.

The Cayenne S E-Hybrid also retains its crucial versatility. Here is where it has the edge over Turbo models. You see, due to the V8-powered Cayenne's heavier weight, MAM equates to only 3,000kg of braked trailer, regardless of power and torque outputs. The V6 Cayenne, however, will happily haul the maximum 3,500kg, making it the only plug-in hybrid SUV capable of such a feat.

In terms of what else has changed, well, it's the same as all other facelifted Cayennes. There's the Taycan-inspired

12.6-inch cowl-free digital instrument cluster, while the gear lever has moved to the dashboard in order to free up space on the transmission tunnel, allowing a fifteen-watt wireless smartphone charger to be installed, which not only charges your phone quickly, but also keeps the device cool. Oh, and there's an optional 10.9-inch Passenger Display

touchscreen, which regular readers will know we've talked about when reviewing other new Cayennes.

Outside the vehicle, revisions to the bonnet, front

wings, bumpers and the introduction of a full-width rear light strips mark out our star car as an updated model.

Visually, the biggest alteration is the location of the rear number plate, dropping into the bumper (per Coupe styling) instead of being situated on the tailgate as it was before.

The Cayenne S E-Hybrid is a thoroughly splendid way of easing Porsche's flagship SUV through the transition from its ICE-powered beginnings into an all-electric age, but unlike so many PHEVs, the S E-Hybrid doesn't feel compromised or in any way a 'halfway house'. It's plain excellent, making it our pick of the revised Cayenne range. At least, until an updated GTS comes along. ●

Above Facelift styling is obvious at the rear, where the number plate moves from the tailgate and takes up residence in the middle of the bumper

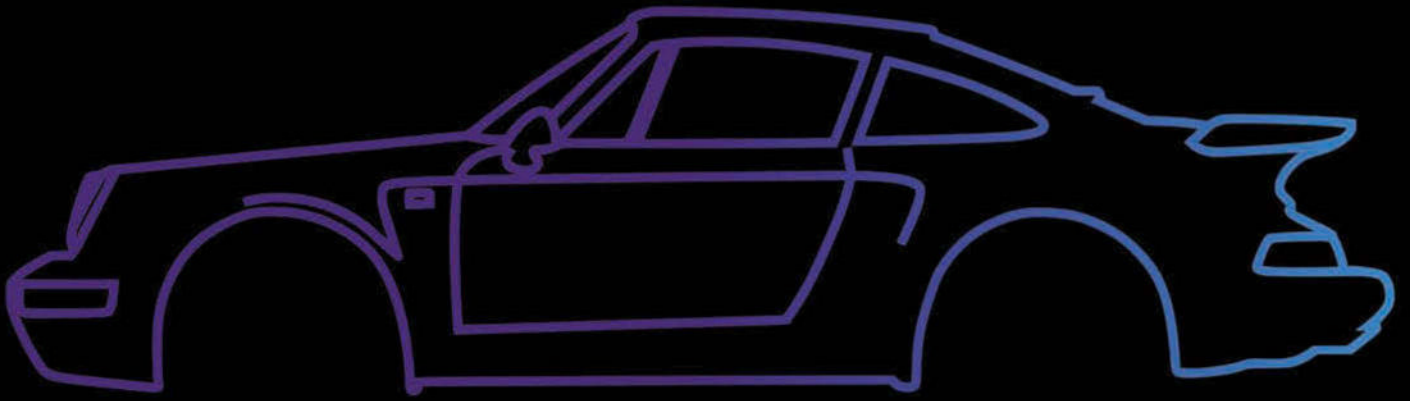


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VIRGIN TERRITORY

Buying a pre-loved Porsche can be a minefield, especially for the inexperienced. Luckily, Uxbridge-based sales specialist, 911 Virgin, has been selling Stuttgart's finest for more than thirty years, making it perfectly placed to guide you through the process unscathed...

Word and photography **Dan Sherwood**

There's no such a thing as a cheap Porsche in the current climate. This isn't to say you can't bag a bargain and, it's worth noting, even the most basic Zuffenhausen-built sports car will offer high levels of driving enjoyment and pride of ownership. These qualities represent excellent value for money, certainly in terms of bang-for-buck and smiles-per-mile, but there's no getting away from the fact purchase of a Porsche remains a considerable investment for most buyers, no matter how reasonable the asking price. Throw in the worry of unscrupulous sellers and tales of bank-busting breakdowns (propagated largely on internet forums and across social media), and it's easy

to understand how some prospective owners might be put off from making the leap.

Taking pain out of the process is 911 Virgin, a family-run business specialising in the buying and selling of used Porsches. "Although the name implies we cater solely for those wishing to pop their Porsche cherry, most of our customers are long-standing owners of Stuttgart-crested sports cars," explains company founder, Henry Firman. "That said, we are more than happy to spend time chatting with anyone new to the brand. Put simply, we enjoy educating and advising customers to ensure they are armed with the knowledge required to make an informed choice when parting with their cash in exchange for a Porsche." This open, honest, no-

nonsense approach to selling cars has allowed Henry and the 911 Virgin team to build a successful enterprise, one which has grown organically across three decades to become a respected and self-financed operation, renowned for being a 'safe pair of hands' for anyone wanting to purchase or sell a pre-loved Porsche.

As an avid motoring fanatic, Henry's first experience of the Stuttgart brand was when he acquired a 924 not long after his twenty-first birthday. "I always had an entrepreneurial spirit – by the time of buying my 924, I'd been dabbling in the sales and repair of used cars for three years. Originally, I was doing up and selling my own cars, a means of buying a succession of increasingly better vehicles, but I soon found myself spanning friends vehicles, too."

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FOR DETAILS

Above 911 Virgin has been trading in high-quality pre-loved for three decades

As a trained industrial designer (and, later, a model maker) following five years toiling at art college, Henry was well-versed in the engineering aspect of car repairs, but soon came to the realisation there was potential for more money to be made from vehicle sales, leading to his hobby turning into a blossoming business venture.

"I was dealing in run-of-the-mill cars from everyday brands, including Volkswagen, Vauxhall, BMW and Ford," he explains.

"After owning the 924 and moving on to a Carrera 3.2, however, I began to understand the attraction of Porsche ownership and gained huge admiration for the brand, not only in respect of its design language and engineering honesty, but also for its lack of planned obsolescence, meaning the value of Porsche sports cars was always such they were worth saving and were rarely scrapped. By the late 1980s, I was tailoring my sales stock toward this end of the market."

It wasn't until 1996, however, that Henry's side hustle was established firmly enough for him to incorporate it as a limited company, a turning point reached when he and his wife, Sharon,

founded Prestige and Performance Cars Limited (911 Virgin's official trading name). "Sharon and I were running the business from our semi-detached home in Kings Langley," he chuckles. "Back then, the value of sales stock sitting in our garden was worth roughly twice the price of the house!" Although this suburban location initially served the

as the years went by and demand for what we were offering increased. Add in the fact the on-site farmhouse could be put to use as our new family home, and it was a clear we were on to a winner." Henry's half-brother, Tom Harris, joined the company in 2000.

Henry and Sharon live on-site to this day, adding further weight to

the company's long-standing credentials as a business with deep roots and a dedication to sticking around for the long-term.

Coinciding with

the move to Uxbridge was launch of the company's website, 911virgin.com. The racy choice of domain name was initially selected simply as a catchy moniker for the firm's online presence, although it serves to highlight Henry's considerate handling of 911 newbies.

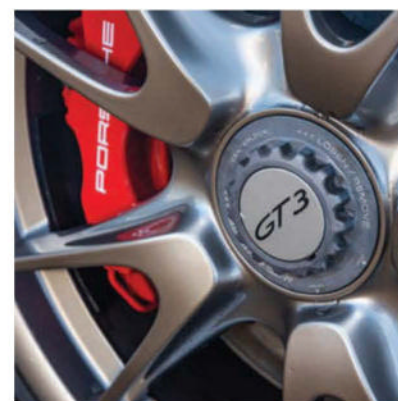
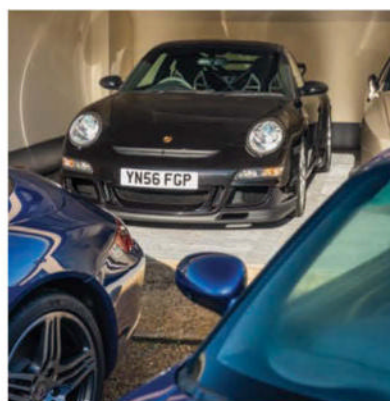
In fact, the domain name has gained so much recognition over the years, it has taken over from Prestige and Performance Cars to become the brand identity for which the business is most widely known. "The name may appear light-hearted, but we take the satisfaction of our customers very seriously," Henry assures us. "This starts with being fastidious when selecting the cars we

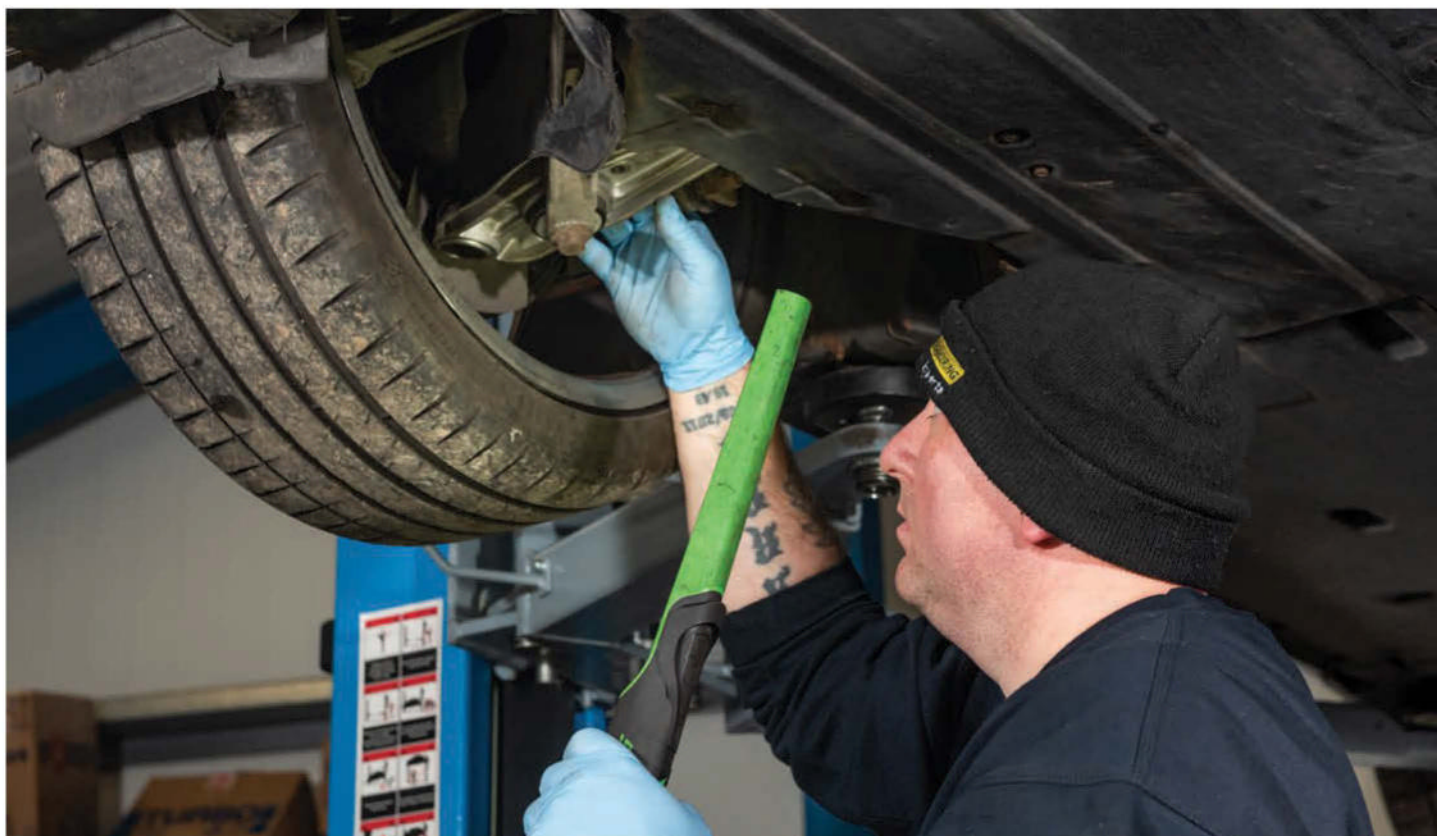
VERIFICATION OF ODOMETER READINGS, SCRUTINY OF FAULT CODES AND ENABLING THE TEAM TO ESTABLISH THE MANNER IN WHICH THE CAR HAS BEEN DRIVEN

pair well, a steady accumulation of cars meant finding a more suitable premises was inevitable — in 1998, the business moved to its current site on the outskirts of Uxbridge, West London.

Located in a sprawling two-acre rural hideaway just minutes from junction number one on the M40 motorway, the site is characterised by old farm buildings and converted barns, giving it both the space and visual aesthetic a successful luxury car sales specialist requires. "It was the perfect place to base the business," Henry smiles. "It's safe, secure and secluded, and offered the availability of more room and additional facilities for us to expand into

Below All aspects of vehicle preparation, including detailing, are carried out at the company's rural workshops





sell. Unlike other used car dealers, who may obtain stock from auction, 911 Virgin sales cars are sourced privately through enthusiast owners. Each car is subjected to rigorous inspection, thereby ensuring it is exactly as described and will provide its next owner with years of enjoyable, trouble-free motoring."

SPORTY SELECTION

A quick scan of 911 Virgin's stock list highlights a company chiefly trading water-cooled 911s, as well as same-age Boxsters and Caymans. Occasionally, the company deals in earlier Porsches, such as air-cooled 911s and the 924 Carrera GT featured in last month's issue of *911 & Porsche World*, though these aren't what Henry regards as 911 Virgin's core cars. Irrespective of the breed of Porsche being advertised, all cars passing through the company's doors are in exceptional condition.

"We have traditional values and take ownership of any problems experienced by buyers after purchase," Henry continues. "Our clients don't get passed from pillar to post or to an anonymous customer services department. At 911 Virgin, the person selling you a car and looking after you thereafter is likely the same team member responsible for bringing the vehicle into stock in the first place. This ensures thorough

knowledge of the vehicle, from its history and overall condition to its selection and preparation treatments. We enjoy long-term relationships with many of our customers and wish to see them return time and again. For this reason, being picky about the cars we sell is an essential part of the process."

Obviously, the biggest fear when buying a used Porsche is discovering it to be faulty or to find out it has a chequered past. "We reject many more cars than we purchase," Henry reveals. "In many cases, the reason for rejection isn't immediately apparent. It's not unusual for us to

then spot the dismissed Porsche being offered for sale by a dealer elsewhere. This emphasises how important it is to be careful when buying a used sports car."

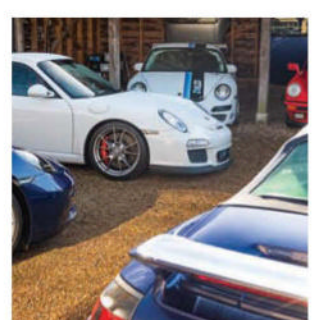
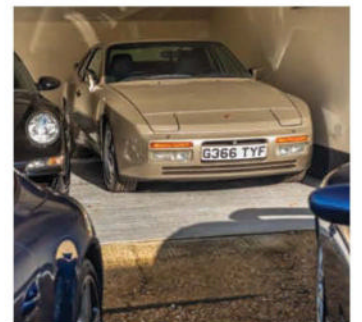
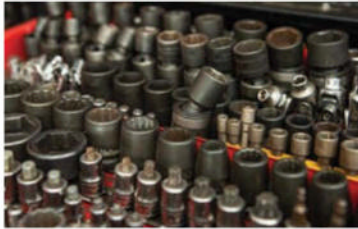
Before committing to offer a vehicle, 911 Virgin evaluates five distinct aspects, ensuring all bases are covered. The first concerns the vehicle's bodywork and structural integrity, which is examined for accident damage, overall condition of panelwork and to ascertain both the vehicle's level of originality and its identity. Next up is assessment of the car's mechanicals. Specialist

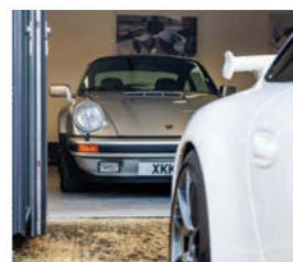
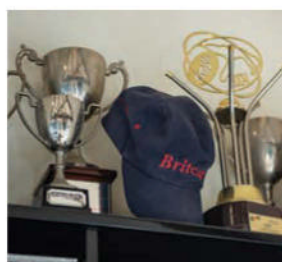
Above 911 Virgin's services are now available to existing Porsche owners





TECH: SPECIALIST





Above and facing page Water-cooled 911s and Boxsters/ Caymans make up the lion's share of 911 Virgin's stock, but air-cooled 911s and cars from Porsche's transaxle family of products can also be bought from the firm

knowledge of the workings of Porsche sports cars means there is little Henry and his team haven't seen or don't know about on this front. Of course, they have their own workshops in which to carry out detailed inspection.

Once both of these areas have been evaluated, the overall condition of the car as a whole can be gauged. Interior trim is inspected to ensure its condition is consistent with the car's claimed use and mileage. Electronic control units are interrogated via specialist diagnostic equipment allowing verification of odometer readings, scrutiny of fault codes and enabling the team to establish the manner in which the car has been driven. At this stage, the team can also assess the engine's rev-range activity.

For the benefit of those unfamiliar with the term, rev-range activity refers to logging of the engine's rev range at every point in its lifecycle. This information is an excellent indicator of how hard a car has been used and can pinpoint the precise moment and duration of any potentially damaging engine over-revving. Each engine is, after all, designed to operate up to a maximum rotational speed. The manufacturer

uses a rev limiter to prevent engine speed exceeding the pre-determined point of safety. At full throttle, and whilst the accelerator pedal is held down indefinitely, the engine can't and won't exceed the rotational speed of the limiter. That said, when a driver selects a gear too low relative to the speed of travel, the momentum of the car and coinciding

the point of over-rev, in which chains or associated inter-gear can fail or develop problems leading to costly repair work. 911 Virgin's purchase policy prevents it from considering a car with engine over-rev activity within its last fifty operating hours, thereby limiting the likelihood any damage has been done.

"Our final check is to verify the car's on-paper history," Henry stresses. "We use HPI checks to determine whether a car carries any outstanding finance, insurance claims, theft,

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wheel speed can mechanically drive the engine past its point of safety.

"When the engine rev limiter is exceeded, the engine can suffer damage, leaving it susceptible to future failure," Henry explains. "Instant failure would ordinarily be caused by valves hitting a piston, whereas delayed failure is often caused by a compromised timing chain, which can be weakened or stretched at excess engine speed. If this proves to be the case, failure is possible due to the abrasive effect of a slack chain against the sprocket teeth on which it runs. This is why datalogging and analysis is crucial when assessing the health of a Porsche."

Industry experts suggest a fifty-operating-hours window of danger after

identity cloning, the number of previous registration numbers and so on." Only when all these stages are complete and the results are satisfactory is a used Porsche deemed fit for inclusion in 911 Virgin's stock list. The work doesn't stop here, though. As intimated, each sales car is subjected to an exhaustive pre-sale preparation process.

Prior to hitting the forecourt, all sales cars will enter the company's on-site workshop, where the firm's top technicians, Neil and Alan, undertake any servicing or maintenance requirements failing within three months or three thousand miles. The final piece of the puzzle is put in place by expert detailers, Peter and Paul, who give 911 Virgin



sales cars their fantastic finish by way of painstaking machine polishing. "We used to outsource the maintenance work to trusted partners," Henry admits, "but around three years ago, we decided to bring it in-house, allowing us to take care of all aspects of vehicle preparation under one roof. This also means we are able to offer servicing, repair and detailing services to customers already in possession of a Porsche."

Although 911 Virgin continues to outsource bodywork repairs and interior retrimming to professionals in their respective fields, the company carries out a wide variety of services from its Uxbridge base. Diagnostics and four-wheel alignment are proving popular. "As members of the official Porsche Partner Network, we have access to official technical support from the factory," Henry beams. "In short, we ensure quality repairs using genuine Porsche parts. There are times when it can be more cost-effective to source components outside of Porsche's online parts catalogue, but we always advise our customers of the choices available and allow them to determine the route we head down."

As well as the workshop, Porsche owners can take advantage of the talent on offer from 911 Virgin's detailing team – paint correction and ceramic coatings

are offered to customers as either an upgrade on their Porsche purchase or as a completely standalone service. "For our ceramic coatings, we use products from leading detailing specialist, Gtechniq, a well-respected company with more than two decades of experience in the automotive paint finishing industry," Henry highlights. "Once applied, the ceramic coating bonds directly to the clear topcoat, acting as a tough outer layer resisting scratching and hazing. It also prevents staining and makes it easier to remove contaminants from the bodywork, while also providing an ultra-hydrophobic layer promoting water beading. The end result is a car easier to clean and looking its best for longer."

As well as securing its sales stock through purchases from individuals, 911 Virgin will also sell customer cars on a sale-or-return basis. "We are happy to buy cars outright, paying immediately via bank transfer, but we can also undertake commission sales on an owner's behalf," Henry confirms. "This option can work well if a car is hard to value, such as a particularly rare or ultra-collectible Porsche. We make no distinction between our sales cars and those being offered on behalf of customers – all are marketed and guaranteed in the same way. This ensures we sell quickly and achieve full market value."

911 Virgin's warranty is available in two flavours. The standard warranty, which comes with all cars sold, is valid for three months or three thousand miles (whichever comes first), during which time Henry's team will correct any faults arising, regardless of whether they were present at the point of purchase. The company's extended warranty, meanwhile, accommodates engine or gearbox faults for twelve months. As you'd expect, this covers all the usual concerns a buyer might have when purchasing a Porsche and is available on all purchased cars at a cost of just five hundred pounds. The policy is underwritten by 911 Virgin itself and covers excessive bore scoring and IMS bearing failure, amongst other items.

"Our comprehensive warranties, along with our exacting selection criteria and preparation processes, are ways in which we strive to give buyers peace of mind. Ultimately, we want 911 Virgin customers to be happy – pleased customers are often repeat customers. This is what makes a successful business."

Whether you're a devoted Porsche fanatic with countless Carreras and a bounty of Boxsters, or a motoring maiden looking for the first Porsche notch on your automotive bedpost, the dedicated team at 911 Virgin is ready and waiting to help you achieve your driving dream. ●

Above 911 Virgin's sales car selection process is exhaustive, ensuring customers drive away in a superb Porsche boasting excellent cosmetic condition and solid mechanicals, although extended warranty is available for peace of mind



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BUYING 924 TURBO

A sharp rise in the value of turbocharged classic Porsches has seen the 924 Turbo evolve from one of the marque's most overlooked sports cars to a fast appreciating modern classic...

Words Pete Saysell, Dan Furr, Richard Gooding Photography Courtesy of Danny Lucas

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Despite the 924's ability to show most sports cars a clean pair of heels along a twisty road, demand for more power was evident from the moment of model launch in 1976. Having already found huge success with the 911 Turbo (930), Porsche decided adding a Kühnle, Kopp & Kausch (KKK) turbocharger to the 924 would give their baby sports car the boost showroom visitors were craving.

The resulting 931 (Porsche's internal codename for the 924 Turbo) produced 170bhp (up from the normally aspired

924's 125bhp), making it the most powerful two-litre production car available at the time.

Bridging the performance gap between the standard 924 and the 911 SC, the 924 Turbo was launched for the 1979 model year. It was as fast as the 911 SC, but more practical and far more fuel efficient. It was, however, just as expensive as the 911, but sales of 12,427 924 Turbos highlights the fact many buyers thought the new car well worth the money. Only available to purchase until 1982 (except as a 'tax break special' in Italy for 1983), the 924 Turbo was discontinued chiefly because it was faster than the incoming 944.

The transaxle family of Porsche products

has delivered stonkingly successful entrées in Porsche's heritage menu, proving beyond doubt our favourite manufacturer produced the right products at the right time. In November 1975, the 924 kicked off proceedings, adopting the water-cooled, front-engined, rear-transaxle configuration from the still-secret 928. Initially developed as a Volkswagen product, Porsche stepped in and took control of the 924 project (codenamed EA425) when VW's management got cold feet during the global oil crisis of 1973.

A sharp decline in sales three years after model launch meant Porsche was only too



aware of the 924's shortcomings. Reflecting the success of technologies deployed by the company's motorsport department at the track, turbocharging was thought to be the perfect answer to the 924's commerce crisis. The 924 Turbo was soon developed, complete with a KKK K26 turbocharger, a new alloy cylinder head, reduced compression ratio (7.5:1), boost pressure of up to 10.15psi and the option of striking twin-tone bodywork.

Based on the same VW-derived EA831 inline-four used to power the normally aspirated 924, the Turbo's

two-litre powerplant boasted increased oil flow and new forged pistons (lubricated from below) to help cooling. The platinum-tipped spark plugs were moved closer to the inlet valves, themselves three millimetres larger than those on the cooking 924. Other additions included a secondary fuel pump to increase delivery pressure, a recalibrated Bosch K-Jetronic fuel injection system and a blow-off valve.

Whether it's a two-tone Series 1 or a more sober Series 2, the 924 Turbo is a gem in the Porsche back catalogue. Buy one before it's too late.

IDENTITY CHECKS AND HISTORY

Telling the Series 1 and Series 2 924 Turbos apart from one another can be achieved with ease, but the fact parts between models are interchangeable often leads to confusion. In short, the Series 1 Turbo has its chassis number mounted on the offside suspension turret, whereas the Series 2 has its identity mounted to the offside bulkhead. Series 1 chassis numbers start 93***, while Series 2 numbers start WP0ZZZ***. This is the easiest way to identify which model you're looking at.

The VIN number can be decoded to glean information on model type and year. For example, on a Series 1 car with the VIN number 93A0141068, '93' represents the 924 Turbo, 'A' references the model year 1980, and '014' plus the last four digits are the car's unique serial number. The engine number can be seen on the left-hand side of the crank case, next to the clutch.

924 Turbos have risen in value in recent years. Consequently, getting hold of a 'matching numbers' example, complete with its original engine, should be a buyer's chief concern. Most UK cars will have been through the hands of 924 Owners Club members. A quick check on the club's online forum (porsche924.co.uk) should reveal pretty much all you need to know about your potential purchase. Don't be shy — this is an excellent independent owners club and its members are happy to offer guidance and assistance when asked.

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 details of 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 each inspection.

It's important to remember the entry-level status carried by the 924 in Porsche model hierarchy. For this reason, as well as high production volume equating to a lack of exclusivity, even the 924 Turbo found itself regarded as an unloved sports car a few years back. The tide has turned, but be aware of the fact many surviving Turbos are likely to have been in the custody of owners who weren't prepared to pay for appropriate servicing and maintenance in accordance with manufacturer instruction. Check the car's paperwork thoroughly.

Full service history, ideally accompanied by invoices for any work undertaken, is desirable when buying any 924. This might be difficult to achieve with cheaper cars — the conventional, front-mounted, four-cylinder engine powering the 924 Turbo is a home-mechanic-friendly bit of kit, meaning it may have been serviced by previous owners. This isn't necessarily a bad thing, providing documentation is available to prove a sensibly observed maintenance schedule and evidence of quality parts used when the work was carried out.



924 TURBO SERIES 2

Second-generation (often referred to as Series 2) 924 Turbos arrived in time for the 1981 model year. A rise in compression ratio to 8.5:1 accompanied a smaller KKK turbocharger running at higher boost pressure, resulting in a welcome hike in horsepower and torque. The 924 Turbo now delivered 177bhp and 184.5lb-ft. It was also faster, managing the dash to 62mph from rest in 7.5 seconds, topping out at 143mph.

In a welcome change to specification, Siemens-Hartig digital ignition timing control made the car a more parsimonious Porsche, promoting fuel economy akin to that of less exotic cars in the firm's product range. At a constant speed of 56mph, the refreshed Turbo would sip an imperial gallon of fuel every forty-two miles, although we suspect few owners drive their 924 Turbo quite so carefully. Ahem.

Brushed aside when the 944 arrived in 1982, the 924 Turbo can lay claim to an impressive build quota tallying a smidge over twelve thousand units, proving the idea a hot transaxle could fly on the road, at the track and straight out of dealer showrooms. Perhaps this more spirited 924 should have been Porsche's transaxle launch model? One thing's for sure: considering such lofty production volume, it's worth keeping in mind there are plenty of 924 Turbos out there for you to choose from. In other words, don't feel pressured into buying the first example you see for fear of 'missing out'. It's also worth reaching out to the previously mentioned 924 Owners Club — this tight-knit community of enthusiasts will likely be able to point you in the direction of available cars not yet known outside of club circles.

MODEL OVERVIEW

Thanks to 180lb-ft at 3,500rpm, the original 924 Turbo scampered to 62mph in just 7.8 seconds, running out of puff at 140mph. This made it faster than all but the Aston Martin V8 (145mph) in a *Motor* magazine test featuring the 924 Turbo, the 928, 911 SC, BMW 635CSi, Lotus Eclat 523 and the Aston Martin. In terms of acceleration, the 924 Turbo was only out-gunned by the 911 SC. Impressive stuff.

As was the case with so many US-bound Porsches, anti-smog and emissions legislation zapped power, leaving the model with only 143bhp when it landed Stateside. On the road, European examples upped the standard car's critically acclaimed handling ante with the addition of uprated dampers and an improved 49/51 weight distribution. A larger nine-inch brake servo added to the Turbo's specification, along with 911 hubs and 282mm (front) and 289mm (rear) brake discs slotted into 928 floating calipers. Interestingly, turbocharged 924s delivered to dealerships in North America were offered with the stiffer suspension and beefier brakes as a cost option (billed as the M471 Sport Group package).

A 225mm clutch and Porsche's own G31 five-speed gearbox — installed ahead of the differential, as opposed to the standard 924's Audi-derived gearbox positioned behind it — were added to an impressive technical bonanza. Amazingly, even with this extra equipment on board, the 1,130kg Turbo was just fifty kilograms heavier than the normally aspirated 924.

With a UK retail price of £13,629 in 1979, the 924 Turbo's initial reception was as hot as the car itself. *Motor Sport* described the special Porsche as "a new breed of supercar", noting the smoother engine note and refinement as hard to fault. Even so, the sudden push of power from 3,000rpm gave many buyers the unexpected need to learn how to tame the beast, with contemporary commentators unable to resist comparing lively handling under load as reminiscent of what they'd experienced behind the wheel of early 911 Turbos. Warranty issues concerning blown turbochargers (failed seals and short component life due to the questionable lack



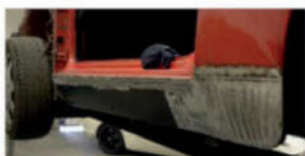
of intercooler) didn't help Porsche's promotion of the turbocharged transaxle, but keen to promote the 924 Turbo as supremely reliable, Porsche championed the fact endurance racers, Rudi Lens and Gerhard Plattner, took a 924 Turbo from New York to Vienna in thirty-one days. The pair also put a 924 Turbo through its paces at the Nardo proving ground in Italy, pounding the track for twenty-four hours at an average speed of 130mph. Reliability issues? What reliability issues?! Both outings proved hugely successful.

To distinguish the Turbo from all other 924s, Porsche added a NACA duct to the model's bonnet and air intakes in the front badge panel. Forged 928-style wheels were a cost option. Incidentally, 924 Turbos arrived in the USA in late 1979, but in addition to being down on power due to stringent emissions controls, these cars were also heavier than European models due to federally mandated larger bumpers.

The 924 Turbo is currently the cheapest route into owning a Porsche packing forced induction, but don't wait another forty-odd years to dive in and enjoy a slice of the turbocharged transaxle pie — prices continue to rise.



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ENGINE

The 924 Turbo's engine was hand-built in Stuttgart before being sent to the Neckarsulm plant for installation. The block, bearings and crank are the same as those of the standard 924, but the cylinder head was new to the Turbo.

Pistons are different between the Series 1 and Series 2 Turbo (giving compression ratios of 7.5:1 and 8.5:1 respectively). The engine is a tough beast. Even in turbocharged guise, the two-litre unit's bottom end should be bulletproof, providing maintenance schedules are observed.

924 Turbos hate to be left idle. This causes waterways to fur up and head gaskets to rot. More than anything, this is what leads to 924 Turbo engines killing themselves. If you're buying a neglected Turbo, it would be wise to budget for an engine strip and rebuild.

Unlike the normally aspirated 924, the Turbo is powered by an interference engine. Its timing belt and tensioner kit is very cheap (around £20) and takes about twenty minutes to change. There really is no reason why you shouldn't change these components every other year, even though Porsche's service manual says you can leave the work for three.

Detail changes occurred throughout the life of the 924 Turbo — its engine's rudimentary design gained air/oil separators for both the crankcase breather and the turbocharger oil return. The biggest change, however, was for the 1981

model year, when the Series 2 model was released. The pistons, turbocharger, throttle body and boost tube were all different, but the main change came in the form of a Siemens-Hartig digital ignition timing control (DITC)

A PLUG-AND-PLAY SUBSTITUTION FOR THE AGING DITC WITH THE ADDED BONUS OF PROGRAMMABLE MAPS TO SUIT YOUR DRIVING STYLE

system. DITC uses a crank sensor (no longer available) to measure revs, meaning timing can be automatically retarded to prevent detonation. This allows the Series 2's higher compression pistons to operate safely and, along with the revised turbocharger, delivers an extra seven horsepower over the output of the Series 1.

The crank sensor is often thought of as the Series 2's Achilles heel because Porsche no longer stocks the part and no suitable alternative has yet been found. Aftermarket parts producer, Mittelmotor, has the solution: a 123 ignition system packaged into the stock 924 Turbo distributor housing. For around €750, you can have a plug-and-play substitution for the ageing DITC with the added bonus of OEM looks and programmable maps to suit your driving style. Visit mittelmotor.de or porsche924.co.uk for further information.

All two-litre 924s use the ubiquitous Bosch

K-Jetronic mechanical fuel injection system. Spare parts are readily available. It's a very reliable setup once any bugs (caused by previous owner neglect) have been ironed out.

If a 924 Turbo is suffering from hot or cold start issues, then a simple pressure test will reveal the likely origin of the problem. Details are beyond the scope of this article, but a quick check on the 924 Owners Club forum will present you with a wealth of knowledge on the subject.

The KKK K26 turbocharger is oil-cooled. Caring for the turbocharger is essential, and equates to a cool down period of five minutes at the end of a run. This gentle treatment enables the unit's bearings to receive the flow of oil they need and prevents the calcifying of lubricant in oil channels.

Modern synthetic oils are recommended owing to massive heat generated by the Turbo's engine. Fully synthetic 10w60 contains the required zinc dialkyldithiophosphate (ZDDP) anti-wear additive. Strangely, Porsche continues to suggest 10w40 semi-synthetic as the correct oil for the car. While this might be ideal for the normally aspirated 924, it will result in low oil pressure at hot idle in the Turbo. To buy Driven DI60 10w60 synthetic oil, visit aaoil.co.uk.

Oil and filter changes should be carried out every six thousand miles or once a year, whichever comes first. Consumables are readily available from independent parts specialists.

INTERIOR

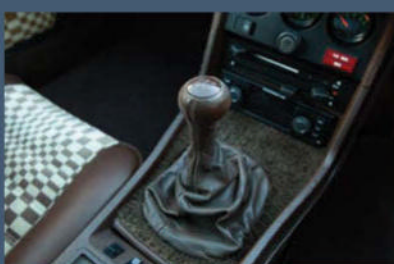
924 interiors aren't known for being hard-wearing — some of the cloths used by Porsche suffer badly from sun damage and it's common to find splits in seats. Also, the 924's dashboard is notorious for cracking. In truth, the part is little more than cardboard covered in vinyl. New OEM covers are available, but the preferred solution is a modern reproduction from Werk924 (werk924.com). The company's new dashboards aren't cheap (budget £1,300), but they offer the correct grain for period vinyls and can be ordered for both left- and right-hand drive cars. Changing the dashboard is a time-consuming job, but it's fairly straightforward. The task is made easier thanks to a detailed 'how to' guide found at — you guessed it — the 924 Owners Club forum.



Werk924 also supplies the original cloth and vinyl to repair or retrim 924 seats. Again, the parts can be expensive, but even Porsche refers to Werk924 when it comes to ordering many of its restoration fabrics. You're unlikely to be trimming interiors yourself, which is why you should speak to a specialist with a wealth of experience working with the 924. Awesome Auto Trimming, Dave the Trimmer, Classic FX and Southbound should be at the top of your list.

If you detect wet footwells, the usual suspects are sunroof drains. They may just need a blast with an airline, but more serious remedial work could be required if they've been left blocked for a lengthy period.

Much like the 924 Turbo's dashboard, the car's door cards are made from cardboard covered in vinyl. Unsurprisingly, they don't take kindly to being exposed to moisture. Plastic liners stuck to the inside door panels should be present, else the door cards will rapidly disintegrate.



COLOUR

The car's paint code (and the colour's name) can be found on a decal in the engine bay behind the firewall. It can also be located on a sticker behind the spare wheel in the boot. You'll find the paint code follows the standard VAG configuration for the year (four digit numbers starting with the letter L). If the paint code sticker isn't present, head over to the Porsche 924 Owners Club forum. Its members will almost certainly be able to identify the car's colour simply by viewing a photograph.

BRAKES

The standard 924 features disc brakes at the front and drums at the rear. While these parts provide good stopping power, they're not up to the task of halting the Turbo, a task taken care of by a full complement of vented discs and calipers shared with the 928. This braking system lasted through later 924 S and 944 production, right up until the 944 Turbo was released with 911 Turbo-derived four-piston Brembos.

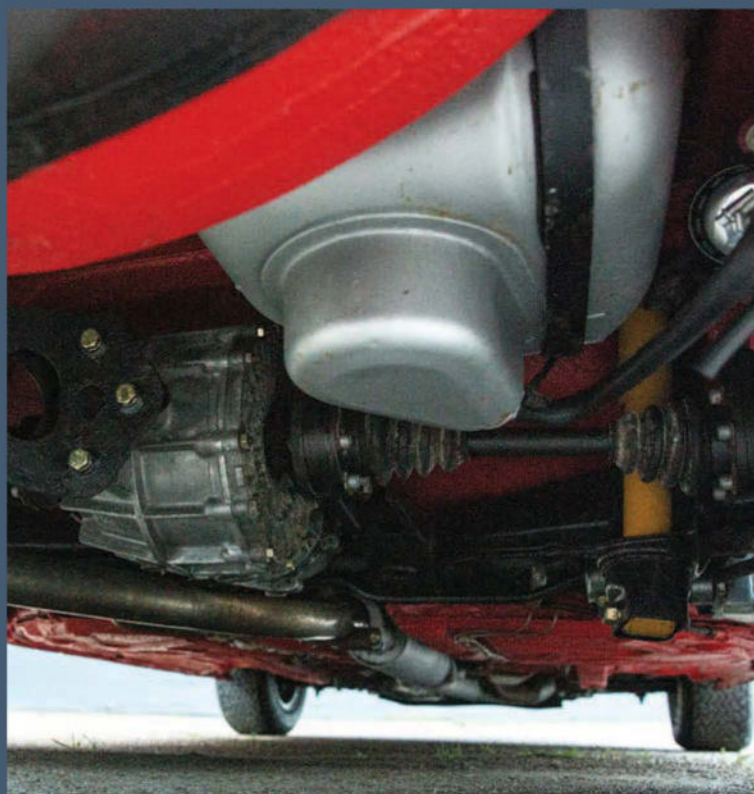
Interestingly, the rear calipers on a 924 Turbo are similar to the front calipers on the standard 924, meaning pads are interchangeable. Don't think a regular 924 front caliper will fit at the rear of a 924 Turbo, though — the part doesn't extend wide enough to fit over the Turbo's large vented rear discs.

If your new 924 Turbo's rear calipers need rebuilding, make sure you retain the nylon sliders — frustratingly, most rebuild kits don't include them. Brake fluid should be changed every two years. Master cylinders can leak. This complaint usually manifests in a brown stain on the front of the servo. Additionally, it's worth being aware of the fact the 924 Turbo's handbrake works with shoes inside the bell of the rear disc. They are known to seize due to inactivity.

TRANSMISSION

All versions of the 924 Turbo sold in the UK featured the G31 five-speed manual gearbox. This unit is renowned for poor first and second synchros. If a test drive indicates crunching when selecting these gears, you're looking at a potentially large bill to remediate. Tread carefully. The synchros are intolerant of transmission oil changes occurring beyond recommended service intervals. If the Turbo you're buying at has a good gearbox, ensure you change its oil every other year with 80w90 GL4 fluid, available direct from aaoil.co.uk. The 924 Owners Club can point you in the direction of sources for dog teeth and synchros (these parts are no longer available to buy direct from Porsche).

Although the G31's internals are similar to those of the Type 915 gearbox found in the 911, there are few shared components.



924 Turbos were offered with the option of a limited-slip differential (LSD). If the car you're considering shelling out for has this rare factory part fitted, it will have /12 listed at the end of the gearbox serial number. This identifier can be found on the lowest central spline on the bottom of the transmission casing. Another way to check if the car makes use of an LSD (the Type 915 gearbox differential fits and may have been retro-fitted) is to raise the car's rear end and spin one of the back wheels. An LSD will spin the other wheel in the same direction, a standard differential will spin it in the opposite direction.

Bearing wear manifests as a high-pitched whine. As long as the noise isn't too intrusive, it shouldn't be seen as a big problem — most well-used 924s, 944s and 968s emit a whine from the rear.

The gear linkage is fairly long. The locator on the rear has a rubber cup holding it onto the torque tube. A rose-joint replacement makes for a better part than factory rubber prone to wear.

A 924 Turbo's gear lever includes two nylon bushes known to wear over time, resulting in a loose feel when shifting. These bushes are available to buy new and make a huge difference to the driving experience.

The G31's dog-leg pattern is something many drivers struggle to get to grips with, but once you're comfortable, it's a delight on twisty B-roads, allowing you to slot up and down between second and third, keeping boost on song.



SUSPENSION

Aside from its thicker anti-roll bars and firmer dampers, the 924 Turbo has the same MacPherson front struts and rear torsion bar suspension as the standard 924. The front setup is very similar to that of the Mk1 Volkswagen Golf, while the rear can be seen as a close relative of equipment found on the Super Beetle. These parts make for a car capable of bettering many moderns when it comes to handling on twisty roads, and that's with skinny 185-profile tyres.

Front wishbones are prone to rust on cars experiencing infrequent use. Most Turbos feature wishbones with a mounting lug for the anti-roll bar. These parts are more than £170 each when ordered direct from Porsche. 1981 cars use the Mk1 Golf's wishbones (and a different mounting for the anti-roll bar). These retail at a more sensible twenty quid from most motor factors. Converting from early to late wishbones is possible, but non-trivial. The job involves fabricating mounts for the later anti-roll bar setup. An easier way to achieve the same is to remove the lugs from the old wishbones and weld them onto the Golf parts.

If a Turbo (or any 924 for that matter) isn't handling like a dream, a suspension refresh is in order. Four-wheel laser alignment is an essential first step, followed by a thorough examination of all suspension rubbers. Thankfully, Porsche is committed to stocking the vast majority of suspension components for its legacy models.





THE CAR'S THE STAR

The 1980 924 Turbo in our photographs was Porsche Centre Bournemouth's entry into Porsche Cars GB's 2016 Classic Restoration Competition. The Centre's team was driven by three main philosophies: to find a car in need of attention in all areas, to find a rare model and, last but by no means least, to retain the integrity of the vehicle. In order to achieve the third objective, it was imperative to approach the restoration in a methodical way, beginning with a complete strip-down and assessing the interior, bodywork and mechanicals, thereby determining the level of work required. As you'd expect, only genuine Porsche parts and highly skilled technical partners were employed throughout the project.

A full 550 hours were spent bringing this turbocharged transaxle back to the as-new condition you see here, leading to the car taking centre stage at the 2016 Silverstone Classic. A celebratory lap of the Nürburgring followed.

"I've owned 911s since the late 1990s," smiles current owner, Danny Lucas. "My first Porsche was a mauve 996 Cabriolet. This was followed by various 997s, 991s and 992s. My current 911 is a new GT3 Touring, but going back to my teenage years, I remember launch of

the 924 and promised myself I'd one day own a 924 to call my own. Wind the clock forward to late 2022, and this stunning Guards Red Turbo was on display at Porsche Centre Bournemouth, which is one of only a handful of Official Porsche Classic Partner Centres in the UK. I wasted no time in heading over to look at the car

dream of 924 ownership was now reality, and he very much looked forward to exhibiting the car in his personal museum, where it could be enjoyed by himself and others ("I was keen to put the car on display"), but fate had other ideas, leading the Porsche to be put into storage following closure of the site. "I no longer have space for the car,

which is why I've decided to sell it," he tells us.

As the imagery on these pages demonstrates, this is a truly exceptional Turbo. No expense was spared during the restoration, and though the car didn't win the competition it was entered into, there's no

THERE'S NO DOUBTING THE HIGH STANDARD OF WORKMANSHIP INVOLVED IN BRINGING THIS TURBO TO THE CONDITION YOU SEE HERE

and was gobsmacked by the museum-quality restoration, which was documented in a special hardback book. The team even recreated the famous 924 press launch photo from 1979, using this car and the Dorset coastline to mimic Porsche's marketing in period." *911 & Porsche World* contributor, Karl Meyer, was working at Porsche Centre Bournemouth at the time and is pictured in this very photograph, taking on the role of the 'father' from Porsche's original promotional image.

Danny didn't hesitate to buy the car, reasoning this was the very best example of a 924 Turbo he was likely to come across. His younger self's

doubting the high standard of workmanship involved in bringing it to the condition you see here. "I am merely the custodian of this car," Danny reflects. "I view it as being a Porsche heirloom. As such, it needs to go to a new home, where I hope it will be cherished and taken to various shows for marque enthusiasts to enjoy. Ownership of this Turbo has been an absolute pleasure, but it's now time for someone else to get enjoyment from it."

Interested in seeing this tip-top Turbo in your garage (or museum)? You can contact Danny directly by emailing danlucas@mac.com or by calling him on 07973 501170. ●





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TORQUE OF THE TOWN

What is a torque tube and, while we're at it, what goes into the design of a Porsche driveline? To find out, 911 & Porsche World visits Black Sea Research & Development in Cartersville, Georgia...

Words Shane O'Donoghue Photography Constantine Golovaty, Dan Sherwood, Matt Woods

Fans of Porsche's front-engined, water-cooled sports cars will likely have heard of the 'torque tube' driveline integral to their construction, evident ever since introduction of the 924. Not everybody understands what a torque tube is, though. There is, in fact, much more to it than a steel cylinder surrounding the driveshaft. What's more, the idea made it onto all-wheel-drive versions of the 911.

While Porsche can't lay claim to inventing the torque tube, it certainly did a good job of taking ownership of the idea. In this article, we take a look at the design and functionality of the torque tube and, just as importantly, the other components making it work. And, with the help of Georgia-based Porsche driveline specialist, Black Sea Research & Development, we'll highlight the weaknesses in the torque tube setups of various Porsche legacy models.

Our hope is to help you make your torque tube-equipped Porsche drive better than ever.

In many front-engined, rear-drive vehicles — old or new — the gearbox is attached directly to a longitudinally mounted engine. A driveshaft bolts to the output shaft of the gearbox, bringing drive to the rear-axle differential. This is part of what's known as the Hotchkiss drive. In manual cars, there's a clutch between the engine and the input shaft of the gearbox to interrupt drive, facilitating the changing of gears. When Porsche and Audi were working to develop a new line of sports cars in the early 1970s, it was decided a 'transaxle' would be used instead of this traditional layout. As the name suggests, a transaxle is a transmission (gearbox) and axle in one. In the case of the 924,

a four-speed manual transaxle based on an Audi unit was initially chosen. Positioning the gearbox at the rear of a front-engined car significantly enhances weight distribution, as evidenced by the 924's 48:52 front-to-rear weight ratio. It's then a case of working out how to bring drive from the engine to the gearbox.

It seems like a simple enough challenge. In theory, a traditional driveshaft could bring drive directly from the back of the engine to the input of the rear-mounted gearbox. It's not so simple in practice. With a front-mounted gearbox, driveshaft rotational speed is proportional to that of the wheels,

on the output of its gearbox in first gear, for example. When the driveshaft is connected directly to the engine, it only has to deal with the engine's torque output. This therefore allows for a much lighter and slimmer design.

Due to something known as rotational inertia, the diameter of the shaft is as important as its mass. This is, in effect, how much effort it takes to change the speed of an object around its axis or, in the case of a driveshaft, how difficult it is to alter the speed at which it is rotating. The easier this is, the better for a driveshaft, especially one expected to spin at the same speed as the engine

and fluctuate in accordance with revs. The rotational inertia of an object is proportional to both the mass and how this mass is distributed in relation to the

THIS LIKELY HELPED PORSCHE'S DECISION TO LOCATE THE 924'S CLUTCH PACK AT THE REAR OF THE ENGINE, RATHER THAN AT THE TRANSAXLE

axis of rotation. In a driveshaft, this simply means the smaller the diameter, the lower the rotational inertia. The 924's driveshaft was just twenty-five millimetres in diameter.

meaning it has a relatively narrow range of operating speeds. Furthermore, it doesn't have to accommodate rapid changes in speed very often. Now imagine a driveshaft bolted directly to the back of the engine. Obviously, it rotates at engine speed, meaning it has to cope with everything from idle up to the rev limit, but also the potential to switch between the two in a matter of seconds.

Low weight is desirable for the latter layout. Luckily, it's possible to use a lighter driveshaft in this scenario on account of a reduced torque-capacity requirement. What look like big and cumbersome driveshafts in rear-drive cars equipped with front-mounted gearboxes are super-sized for a good reason — they have been designed to deal with the torque-multiplying effect as drive goes through the transmission's gears to the output shaft, particularly in the lower gears.

The torque produced by an engine is typically multiplied three to four times

axis of rotation. In a driveshaft, this simply means the smaller the diameter, the lower the rotational inertia. The 924's driveshaft was just twenty-five millimetres in diameter.

THE LOWDOWN

Low rotational inertia in the driveshaft is also good for the components it happens to be connected to — it won't fight against their change in speed as much as a driveshaft with high rotational inertia would. This characteristic likely helped Porsche's decision to locate the 924's clutch pack at the rear of the engine, rather than at the transaxle itself, although this configuration is not without compromises. Put it this way, if the clutch was at the other end, the synchromesh cones in the gearbox would only have to speed-match the clutch discs, but in Porsche's design, they also have to contend with the rotating driveshaft. They'd also need to be much beefier if the shaft had a bigger diameter.

Facing page A
refreshed torque tube can revitalise the driving characteristics of a car from the manufacturer's transaxle family of products, as well as a four-wheel drive 964 or 993-generation 911



On the flipside, if the clutch was located at the transaxle, it would require a surface to operate on, meaning a large-diameter steel disc adding to the system's rotational inertia and weight. And yet this wouldn't remove the need for a regular flywheel on the engine side (the flywheel is required to smooth out combustion pulses). The upshot of all this is Porsche's decision to mount the clutch on the flywheel and to allow the slim driveshaft to connect directly to the input shaft of the rear-mounted gearbox.

HANGING TOUGH

Finally, we get to the torque tube itself. As already described, a slim driveshaft can only really support itself without risk of bending if it spans a short distance, meaning it couldn't be allowed to hang freely between the 924's engine and the transaxle. Porsche's solution was to surround the driveshaft with a hollow steel tube and to strategically place rubber-mounted bearings inside. The exact locations of these bearings were chosen according to vibration and the bending characteristics of the shaft at a range of engine speeds. The hollow steel tube was solidly mounted (to the

engine on the front and transaxle at the rear) in order to form a single rigid unit allowing the driveshaft to work as intended without the need for universal joints and a sliding joint, as required for a Hotchkiss drive.

This hollow steel tube is the torque tube, but the name doesn't relate to the torque produced by the engine.

It simply solves a chassis design conundrum. During acceleration, torque flowing through the rear wheels is met by opposing torque in the axle, which attempts to twist it backwards. Under braking, the opposite happens. The torque tube eliminates this characteristic completely by transferring the torque reaction through the engine

Below Blacksea Research & Development's solution has been used in competition cars without fault



Below 964 Carrera 4 inherited the 959's fourby system

and transaxle mounts to the car body, making for more stable and satisfying acceleration and braking, while allowing chassis engineers to focus on ride and handling requirements.

Despite being designed years beforehand, the 928 came to market not long after the 924 and adopted the same layout. This is where Black Sea Research & Development comes into the picture. Company boss, Constantine Golovaty, sought a solution to the well-documented crankshaft thrust bearing failure in engines of 928s equipped with automatic gearboxes. Due to the fact there is no clutch pack in these cars, the positioning of the engine side of the driveshaft within the torque tube required a special clamp design. This assembly initially included a bearing, a circlip and spacing shims to allow adjustment, but the detailed process for putting it all together in a workshop

environment was complicated.

In 1984, Porsche changed the procedure without giving reason for doing so. "I believe it was in response to the complexity of the procedure, which wasn't being properly followed by field technicians," Golovaty reasons. "The altered instructions dictated tightening

The situation was worsened by the higher-output V8 fitted to the five-litre 928 S4. "Following much in the way of research, it is my opinion that when Porsche stopped using the parts at the engine end of the driveshaft, the original clamp at the front, which wasn't initially designed to work by itself, couldn't hold

the driveshaft well enough and allowed movement, thereby causing a forward bow of the drive plate," Golovaty tells us. "This movement is due to a combination of

THE POSITIONING OF THE ENGINE SIDE OF THE DRIVESHAFT WITHIN THE TORQUE TUBE REQUIRED A SPECIAL CLAMP DESIGN

the six bolts of the drive plate onto the flywheel after the installation of the torque tube. Also, in bold type at the bottom of the technical bulletin was a curious statement suggesting any engine damage following this new procedure was the consequence of improper torque tube installation. To my mind, this makes it seem as if Porsche knew of the thrust bearing failure issues plaguing automatic 928s."

driveshaft wind-up under torque load and vibration. The forward bow of the drive plate against the flywheel causes more forward pressure onto the crankshaft, which pushes it against the rear side of the engine's thrust bearing, eventually wearing it out resulting in catastrophic engine failure. The problem is known in 928 circles as thrust bearing failure. My team and I also believe Porsche changed the twenty-five-millimetre diameter





driveshaft found in early automatic 928s to a larger twenty-eight millimetre driveshaft as a way of controlling this movement. The switchover occurred in 1988. Unfortunately, Porsche kept the twenty-five-millimetre splines at the front and rear of the larger driveshaft, which seems to cause a stress riser at the necked-down area and can result in regrettable driveshaft shear."

MEAT ON THE BONES

Today, Black Sea Research & Development recommends owners of 928s with automatic gearboxes replace the twenty-eight-millimetre driveshaft with an improved twenty-five-millimetre shaft engineered on-site at the company's workshops in Cartersville. This item should be installed as part of a complete torque tube overhaul. The company's expertise runs deeper than this, though. Indeed, two decades ago, Golovaty bought a 928 S4 equipped with an automatic gearbox as a means of allowing the business to engineer a solution to thrust bearing failure, often referred to as TBF. The result was a new design of clamp for the front of the driveshaft. The company markets this as its Super Clamp. The part does the same job as Porsche's original component, but in a far superior manner.

This was only the starting point for

Black Sea Research & Development's work to fix an age-old problem. During development of the Super Clamp, Golovaty ordered what was marketed as a rebuilt 928 torque tube. "We were less than impressed with what we received," he frowns. "We stripped the part to examine how it was manufactured and found ourselves even more dumbfounded. It really was very poor. This was when we decided to redesign the internals for the 928's torque tube housing. We believed we could vastly improve on the original Porsche design."

The project led to led to Black Sea Research & Development's Super

Bearing product line, covering all Porsche models using a torque tube. "Rebuilding torque tubes for all applicable Porsche models has given us insight to the various weak spots for each model. Consequently, we have produced highly engineered fixes. And we continue to advance our designs by staying abreast of newly released materials and new manufacturing techniques capable of improving our products."

As you'd expect, the same fixes apply to the 944 and 968, which continued with Porsche's torque tube layout. Specifically, the 944 S2 and 968 featured

Above and below Blacksea Research & Development's Super Bearing and Super Clamp solutions are available to order direct from the company's website, although full torque tube rebuild is offered as a turnkey service



Below Changes were made to the torque tube design as the transaxle line matured

Inset Serious torque tube damage photographed by Golovaty

a torque tube with a longitudinal split, something not seen on older models in the manufacturer's 'transaxle' family of products. It's thought this change was introduced as part of an attempt to control vibrations from the large three-litre M44 inline-four and was in production until a dual-mass flywheel was introduced to the 968 in 1994.

Unfortunately, for owners of earlier cars, the split can cause problems — it widens and allows the bearings within the torque tube to spin freely. Golovaty reports many instances of this resulting in damaged bearings and shafts, along with extra vibration through the driveline.

He admits his company's initial attempts to pin a Super Bearing in place within the split torque tube were unsuccessful, so much so Black Sea Research & Development will no longer take on refurbishment of this design of torque tube, instead advising owners to replace it with a non-split version. We wonder if this reintroduces vibration. "With great results, we have been involved in many 944 S2 and 968 projects replacing a split torque tube with a solid one," Golovaty confirms. "These cars have been used as standard

and in competition with no problematic vibration noted during operation. The reason for this success is the increased performance of the Super Bearing, designed to mitigate driveline vibrations better than standard Porsche bearings."

Hop online and fire up the Black Sea Research & Development website (blackseard.com) and you'll spot the

GIVEN WHAT WE'VE LEARNED ABOUT TORQUE TUBE DESIGN, THIS WOULD APPEAR TO BE MONEY WELL SPENT

availability of torque tube components for all Porsches mentioned in this article, but also — somewhat unexpectedly — the 964- and 993-generation 911. Even more surprising is the availability of parts for the mighty 959.

You see, though barely talked about, when the 911 used four-wheel drive for the first time (in the 964 Carrera 4, which inherited its drivetrain layout from the 959), Porsche's engineers adopted their proven torque tube layout in order to bring drive to the front wheels from the rear-mounted transaxle. This was carried through to the 993, although a focus on reducing weight resulted in a weaker, hollow driveshaft.

Golovaty explains the problem.

"It has an internal spline at the front and a splined shaft, which is welded into the hollow driveshaft at the rear. The splined shaft interfaces with the transmission input shaft via a coupler carrying a different design than that of the 964 Carrera 4's torque tube. The hollow driveshaft design successfully

reduced the weight of the torque tube assembly, but at a cost — the rear splined shaft tends to shear along the weld. There have been instances where the driver

notices a cessation of four-wheel drive during spirited driving, especially in inclement weather. Suspicion is usually focused on the front differential, which is summarily replaced. Unfortunately, four-wheel drive isn't restored and further diagnostics are performed until the fractured spline shaft is inevitably found." Although owners can visit Black Sea Research & Development's website and purchase Super Bearing products, as well as a Super Clamp for the 928, Golovaty's team offers a reasonably priced torque tube rebuild service for all applicable Porsches. Given what we've learned about torque tube design, this would appear to be money well spent. ●



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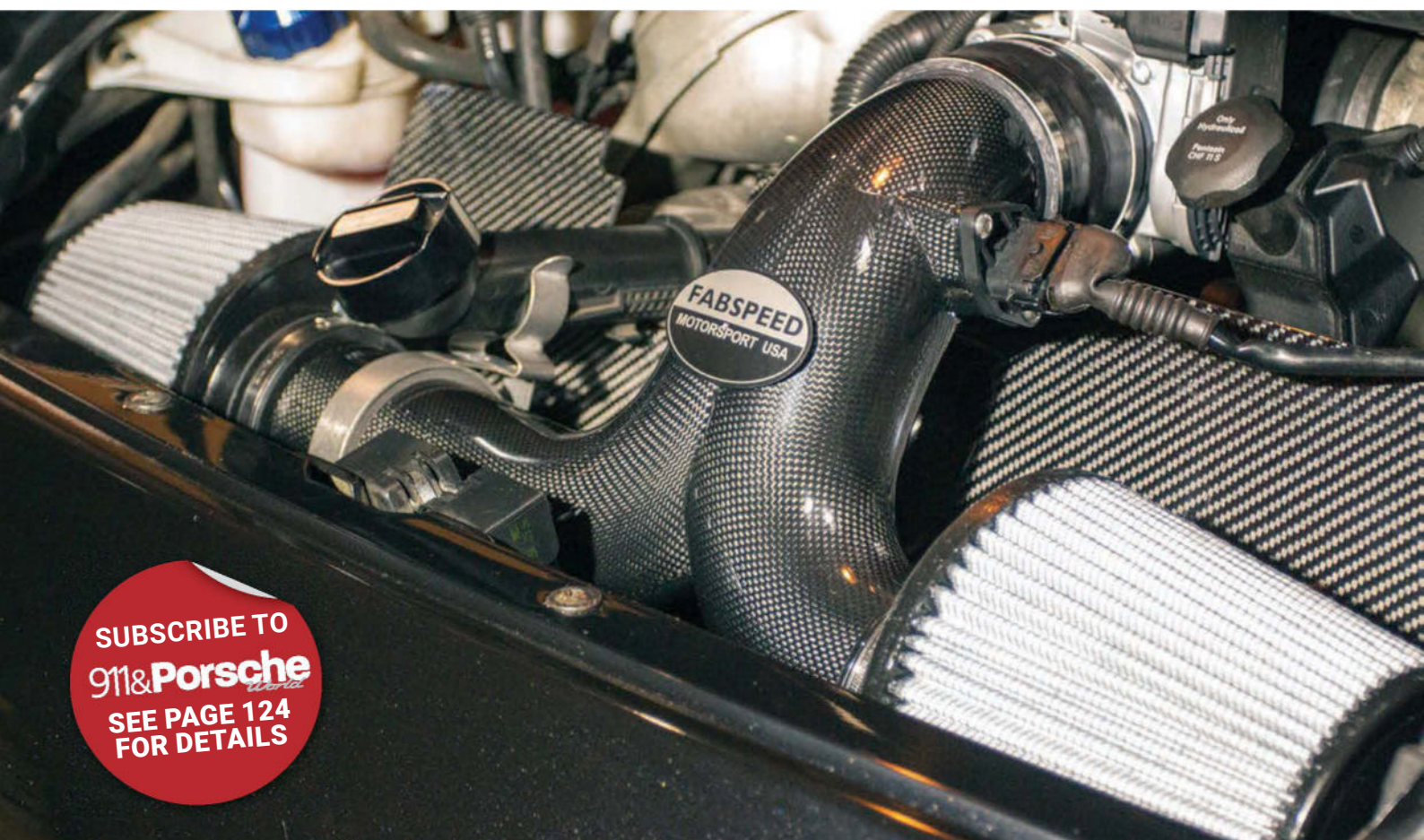
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FULL SPEED AHEAD

Promising to improve power and noise throughout the rev range, Fabspeed's superbly manufactured carbon-fibre competition intake system for first-generation 997 Carrera models is a direct replacement for the host 911's factory air box. In this guide, we show you what's involved in fitting the kit...

Words and photography **Dan Furr**



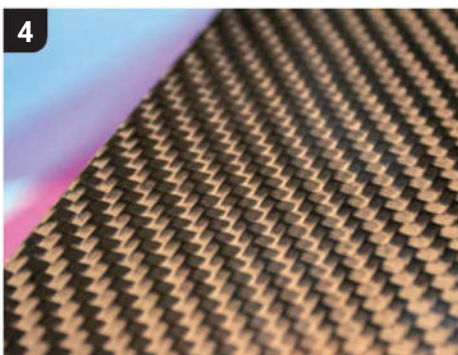
Available from Design 911 in the UK or direct from Fabspeed in the USA, this fantastic intake upgrade is used by professional Grand Am and Koni race teams, but also works great on the street. Manufactured with high-quality carbon-fibre for strength, durability, maximum flow and performance, the system improves output by a claimed 21lb-ft torque at 7,000rpm.



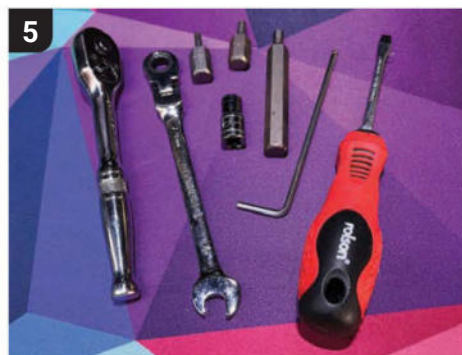
The twin air filters included with the system are dry-style, meaning they do not require oiling. Instead, when the filters need cleaning, they can simply be washed with warm water and reused. Additionally, dry air filters won't foul the car's mass airflow sensor (MAF), which oiled filters are known to do, causing the ECU to generate errors as a consequence of compromised readings.



3 Fabspeed offers its carbon-fibre competition intake system with the option of a silicone GT3 throttle body adapter for 997 Carrera engines upgraded with the GT3's 82mm throttle body.



4 A direct bolt-on replacement for the factory airbox, the Fabspeed system comes complete with a fully carbon-fibre heatshield and is backed by the company's renowned lifetime warranty.



5 You will need a ratchet, 8mm ratchet spanner, T20 torx bit, a selection of Allen sockets/keys (3mm, 4mm, 5mm), a 7mm socket and, depending on the stock intake's clips, a flat-headed screwdriver.



6 Obviously, the first thing we need to do is remove the standard air box.



7 Lift the oil filler neck free of the air box and rest it to one side.



8 There are two wiring harness plugs attached to the rear of the air box. Both need to be disconnected. Open the clips holding each plug's wiring in place.



9 The mass airflow sensor plug is easy to see. Carefully unfasten it from the sensor and pull the plug to one side.



10 The second plug is less obvious, hidden behind the air box body and attached to a vacuum solenoid, but easily accessible. Pince the plug's locking pin and disconnect it from the solenoid.



11 You'll note vacuum piping feeding into the solenoid from the engine bay. Carefully pull the pipe away from the solenoid.



12 Take either a flat-headed screwdriver or the appropriately sized socket and loosen the jubilee clip holding the intake pipe to the throttle body. Then, pull the pipework away from the throttle body.

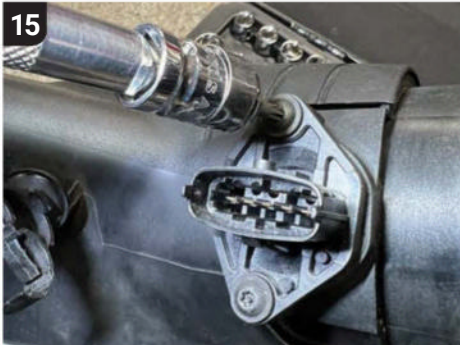


13 If the intake pipe is silicone, you may need to loosen the jubilee clip attaching it to the air box. Pull the air box toward you and lift, but be careful not to scratch it on the engine lid lock latch.



14 We highly recommend fitting a new mass airflow sensor (part no. 98660612502) when installing a Fabspeed intake system. If not, you will need to remove the old sensor from the standard air box.

TECH: HOW TO



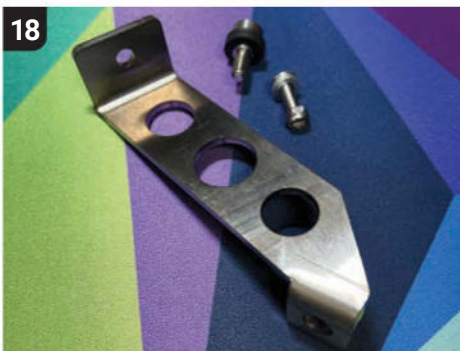
15 If you have a new mass airflow sensor, you can skip to step 17. If re-purposing the air box's existing sensor, use a T20 torx bit to unscrew the fasteners holding it in place.



16 Gently twist the sensor to the left and right as you pull it free. The part might prove stubborn if original and if its rubber o-ring has dried out. Worst case, the o-ring may tear during removal.



17 Carefully pull the tab holding the vacuum solenoid to the air box. Slide the solenoid free. Remove the vacuum pipe running from the solenoid into the air box. You may need to cut the pipe with scissors.



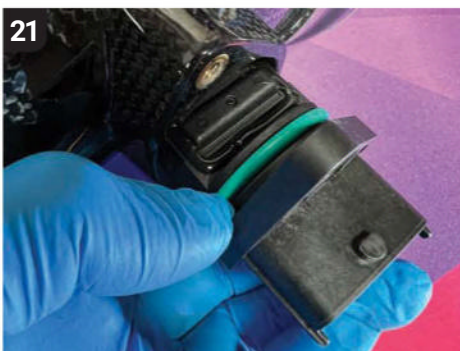
18 The Fabspeed intake system comes supplied with a CNC-machined support bracket and the required fasteners. This bracket will sit behind the carbon-fibre heatshield and uses factory mounting points.



19 The vacuum hose to the lower left of the throttle body might foul the bracket. To avoid this occurring, take your 8mm ratchet, loosen the hose's E10 fastener, push the hose to the right and re-tighten.



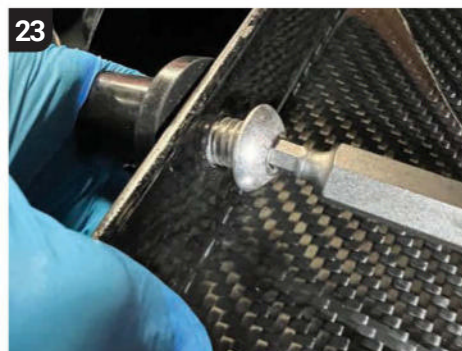
20 To the left of the vacuum hose is a redundant mounting point. Loosely install the support bracket using a 4mm Allen socket/key. Ensure not only the fastener, but both its rubber washers are fitted.



21 Take the mass airflow sensor and install it in the Fabspeed carbon intake. A small amount of grease around the part's rubber o-ring will help with installation and prevent the seal from drying.



22 Fabspeed supplies new mass airflow sensor fasteners with the intake system. These are 3mm Allen screws. Carefully position the sensor in the intake and gently tighten the screws.



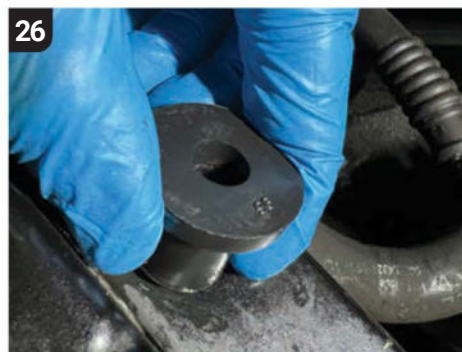
23 The heatshield comes with pre-installed polyurethane well nuts and 5mm Allen fasteners. Our recommendation is to remove these from the heatshield before attempting installation.



24 The well nuts will sit snug in holes in the body of the car. Ordinarily, these holes are hidden by the air box. There is very little give in polyurethane, making it trickier to install than when working with rubber.



25 A small amount of soapy water around the collar of the well nuts might make them easier to slot into place. They might put up a fight — they are designed to sit tight, thereby eliminating risk of movement.



26 Looking into the engine bay from the rear of the car, install one of the well nuts into the mounting hole furthest left. Install the other second from right.

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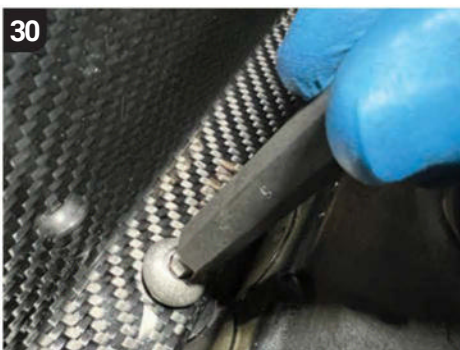
For clarification, this image shows one of the supplied well nuts installed in the mounting hole furthest left.



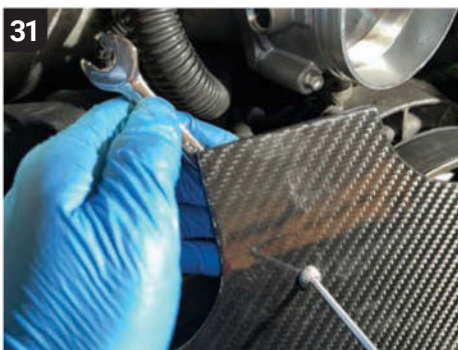
This image shows the other well nut in the mounting hole second from right.



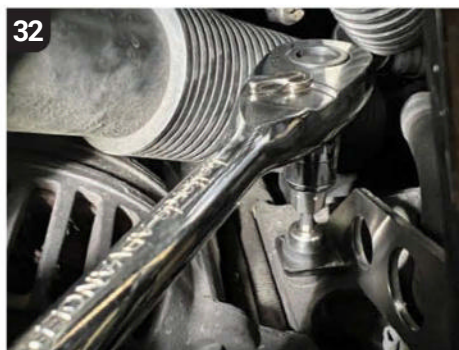
Take the carbon-fibre heatshield and carefully slide it into place in front of the engine. You will need to lift the oil filler neck out of the way. Position the heatshield mounting holes above the well nuts.



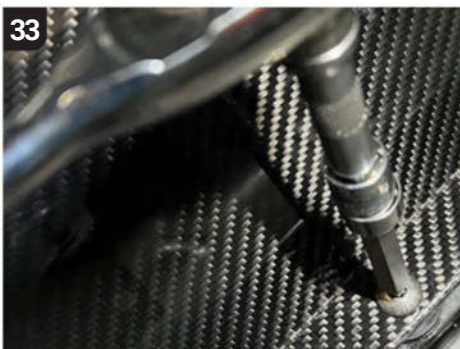
Take a 5mm Allen socket/key and hand-tighten the supplied fasteners into the well nuts. Do not yet fully tighten – further adjustment to the heatshield will be required during the next steps.



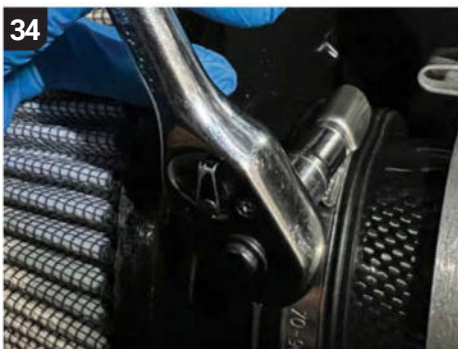
Using your 3mm Allen socket/key and 8mm ratchet spanner, attach the heatshield to the supporting bracket installed earlier.



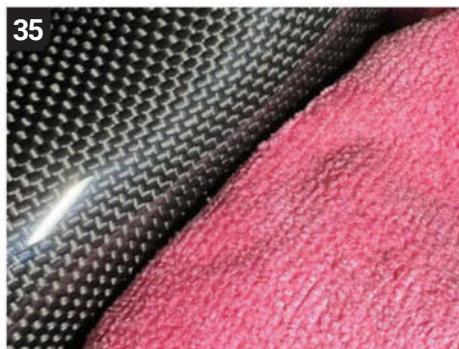
With the heatshield where it should be and all fasteners loosely in place, start at the bracket and tighten all fasteners.



Finish by tightening the bottom heatshield fasteners into the well nuts, but be careful not to over-tighten. Doing so will cause damage to the carbon-fibre.



Using a 7mm socket, loosen all the jubilee clips on the carbon intake. This includes not only the clips around the silicone joiner, but also those holding the air filters in place.



To avoid damaging the intake during installation, place a soft cloth over the engine lid lock latch.



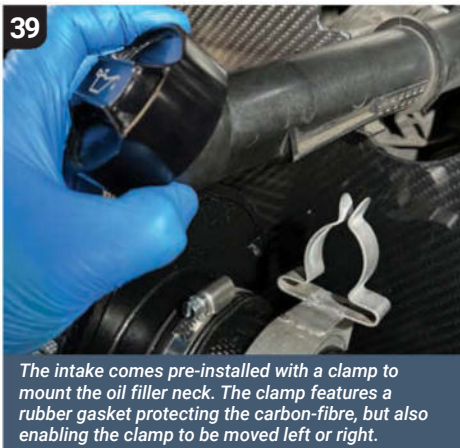
Lower the carbon intake into the engine bay and push the silicone joiner onto the throttle body. Do not yet tighten the jubilee clips around the joiner – adjustment to the positioning of the intake is needed.



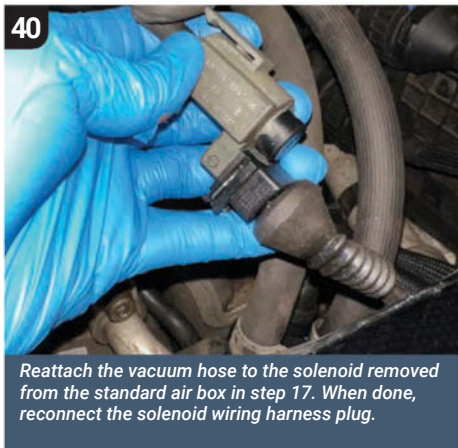
Slide the air filters along the carbon intake until you are satisfied with their positioning in the engine bay. Keep in mind the left-hand air filter needs to be positioned far enough away from the engine lid fan.



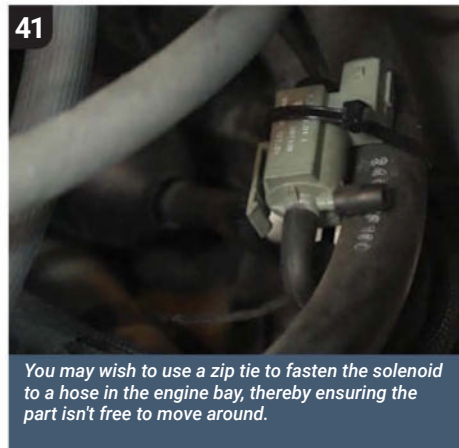
When you're happy with the position of the air filters, tighten their jubilee clips. You may need to slightly rotate the intake on the throttle body to ensure the engine lid closes. Tighten the joiner clips when done.



The intake comes pre-installed with a clamp to mount the oil filler neck. The clamp features a rubber gasket protecting the carbon-fibre, but also enabling the clamp to be moved left or right.



Reattach the vacuum hose to the solenoid removed from the standard air box in step 17. When done, reconnect the solenoid wiring harness plug.



You may wish to use a zip tie to fasten the solenoid to a hose in the engine bay, thereby ensuring the part isn't free to move around.



Reconnect the mass airflow sensor plug. Congratulations! The work is complete. Power improvements will be fully realised once the ECU/ DME makes all the necessary adaptations.



CAD-designed for maximum airflow, Fabspeed's carbon-fibre competition intake for the 997 looks great, sounds great and releases trapped power. Expect to see a road report in a forthcoming issue of 911 & Porsche World.

THANKS

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DAN FURR

944 TURBO, 997 C4S, 968 SPORT



Fantastic noises and extra urgency from my 997 following installation of its Fabspeed carbon-fibre competition intake system. An ECU update is next, followed by scrutiny of the exhaust system.



RICHARD ROBERTS

991 GTS, 968 SPORT



Patently awaiting time in my local Porsche Centre's workshop for the GTS's punctured radiator to be fixed.

My 968 Sport is proving more than capable as a band-aid while the 991 is out of action.



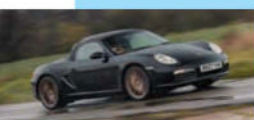
JOHNNY TIPLER

987 BOXSTER S



Either side of a Stateside trip to see my daughter, I engaged in a series of conversations with former McLaren

Formula One team manager, Alastair Caldwell, about his eclectic collection of retro Porsches.



DAN SHERWOOD

996 GEN II GT3



I've owned my GT3 for more than a year, but hadn't got around to taking it to a specialist for a health check.

An afternoon at Rennworks proved helpful in establishing the car's condition.



CHRIS WALLBANK

981 GT4, 981 BOXSTER S



My 981 Cayman GT4 is finally up for sale, paving the way for a return to regular driving for my Boxster. I'm already planning road trips around France and Italy for the summer months. Can't wait!



RELATIONSHIP GOALS

Dan Sherwood's modified 996 GT3 heads to Stevenage-based independent marque specialist, Rennworks, for inspection and appraisal...



When it comes to carrying out mechanical maintenance on a Porsche, many of us prefer to allow experts to take the strain. Not only do they have the appropriate facilities, such as a spacious covered workshop, secure ramps and a smorgasbord of specialist tools, but they also have years of experience of carrying out repairs on a daily basis, which is an essential requirement for getting the job done in the shortest period of time. Of course, there's nothing wrong with a weekend warrior getting their hands dirty — let's face it, there are huge levels of satisfaction to be gained from completing work on your own car — but if something goes wrong and the job starts to snowball out of control, even the most hardened of DIY grease monkeys can find themselves swearing

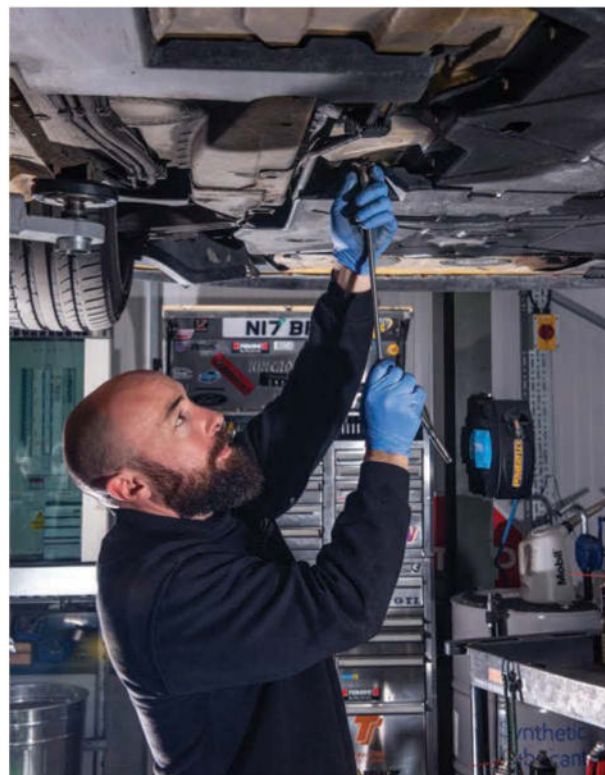
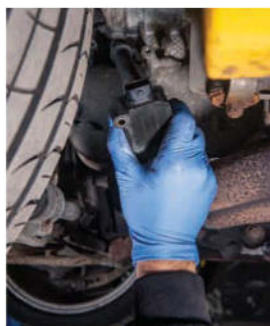
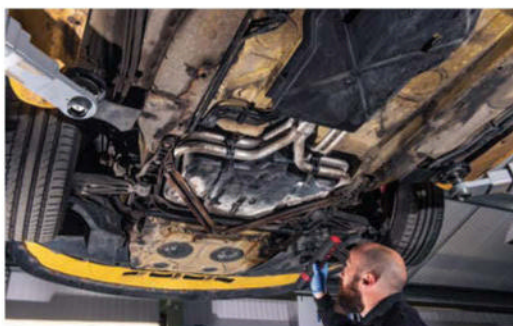
at their spanners and wishing they'd left things to the professionals.

Another upside of enlisting the services of a trusted specialist is the three-way bond between car, customer and technician. Repeat visits for regular servicing, routine maintenance and repair allows both the company and the Porsche's owner to build up detailed knowledge of the vehicle, thereby ensuring any potential problems can be caught early on.

Having had many dealings with the team at Stevenage-based Porsche and McLaren specialist, Rennworks (visit rennworks.co.uk), during the past couple of years, I was more than confident this was the specialist I wanted to look after my GT3. Company founder, Matt Barnett, is passionate and knowledgeable about all things Porsche, as are his technicians, Sam Pope and Billy Reed, meaning I knew my car would be in safe hands.

Since buying it from Rindt Vehicle

Above Matt could tell the car has been driven hard by previous owners, but confirmed it has been cared for and applauded the use of aftermarket performance parts enhancing its abilities at the track



Above and right Matt recommends dry ice cleaning for the underside of the car, revealing the true condition of its metal, which shows signs of minor corrosion

Design more than a year ago, I hadn't had it up on a ramp to be properly inspected and appraised by an expert. Yes, the car looked good (based on my relatively limited knowledge of the model), but were there any gremlins lurking beneath the shiny Speed Yellow surface? I needed to know for sure, which is why I booked a slot for inspection at Rennworks. Matt assured me he would cast his eye over the car and give me his honest opinion regarding its current condition, as well as his suggestions for areas he felt might need addressing in the not too distant future.

YELLOW PERIL

Having worked at renowned Porsche specialists, JZM and Portiacraft, before pursuing his dream of setting up a Porsche workshop of his own, Matt is more than familiar with the 996-series 911. He's also the proud owner of a small fleet of 996s, including a base Carrera, a Cup car and a GT3 Clubsport. Needless to say, he knew what he was looking for when eyeballing my GT3.

After close inspection of the exterior and interior, taking note of the upgraded RS front bumper, large carbon-bladed rear wing, Clubsport bucket seats and roll cage, he raised my 911 on one of his company's four two-post ramps in order to take a gander at the car's underside. You can tell a lot about the overall condition of a car just from looking at its

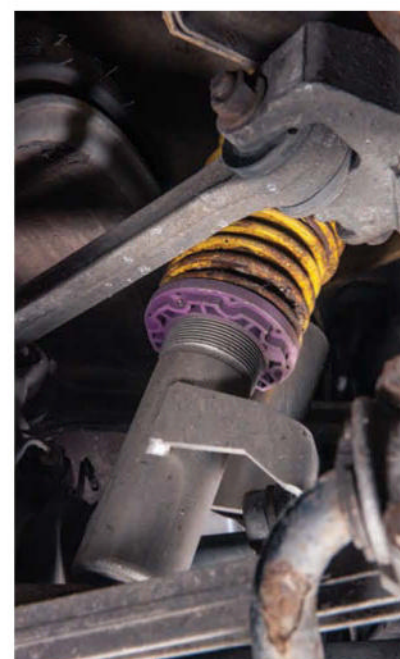
underbelly. "It's actually pretty clean for the year and mileage," he reckoned. "You can tell previous owners have driven this GT3 hard, but they've also looked after it, as demonstrated by various considered performance modifications, not limited to the aftermarket exhaust system, polyurethane bushes, KW Clubsport coilovers and Alcon brake discs paired with track-ready Pagid RS29 pads."

He then proceeded to check consumables, including assessing the condition of the oil, air filter, spark plugs, coilpacks and the serpentine belt. Luckily, all seemed to be in good condition (as they should, considering the limited mileage covered since they were replaced not long before I took ownership). With this in mind, Matt sensibly suggested I could hold off for a while before refreshing with new service parts. The same was said of the brake discs and pads, which have more than enough life left in them.

With the mechanicals getting the clean bill of health I was hoping for, I pressed Matt to recommend aspects of the car he felt could be improved. "While the underside is pretty much as it should be, it could be bettered with light restoration," he replied. "Consider dry ice cleaning treatment. This would strip back years of grime and reveal exactly what we're working with. Also, I noted a few easily repairable areas of surface corrosion, which is also apparent on the coilover

springs. It's nothing major and certainly won't affect how they perform."

With these recommendations duly noted, I now have areas to focus on in my pursuit of getting the car to the level I want. Luckily, there's nothing too extreme to deal with — most of the work is simply a case of tidying up the cosmetics. And with Matt mentioning a potential new service of dry ice cleaning coming to Rennworks in the near future, it looks like the three-way relationship between him, me and my car could well blossom into a full blown automotive bromance! ●



LET THERE BE LIGHT

The cloudy headlights plaguing night-time vision whenever Editor Furr took his 997 Carrera 4S out for drive after dark are finally a thing of the past...

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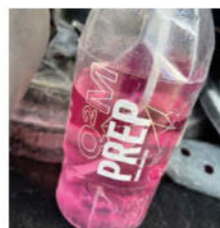
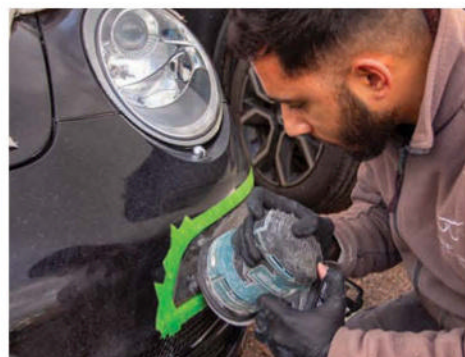
Candles for headlights. This is the best way of describing the effectiveness of my 997's night-time illumination, which was heavily compromised as a consequence of yellowing light lenses. The bumper-located indicator and sidelight lenses were suffering from the same problem, as well as pitted surfaces, inhibiting the ability of their bulbs to adequately illuminate the road ahead. It seemed as though only full beam would penetrate the ugly discolouration.

This is a common problem experienced by owners of cars making use of plastic headlight lenses, which in the case of Porsche, means pretty much every model since discontinuation of air-cooled 911s. An extreme and very costly solution is to replace the affected lights with new units. At the other end of the price

spectrum resides a range of DIY headlight correction kits from a variety of detailing product manufacturers. I've used one or two of these in the past, but they seem to serve only as a temporary fix – they lack the coatings required for long-lasting protection. With this in mind, I took advice from members of the excellent 997 Carrera Owners UK Facebook group and contacted Headlight Sparkle (headlightsparkle.com), a mobile headlight restoration company covering Greater London, Essex, Kent and Hertfordshire.

I arranged to meet Headlight Sparkle owner, Ash, at Birchanger Services near Stansted on the M11. During the two hours I was in his company, he cleaned/prepared the affected light lenses and painstakingly brought them back to a condition good as new by way of wet sanding and high-rpm machine polishing (with a compound many jewellers use for polishing diamonds). With the headlights and indicator lenses returned to full clarity, he then proceeded to apply a Gyeon high-quality ceramic crystal nanocoating for protection against ultraviolet light, extremes of temperature and scratching.

The results speak for themselves. Indeed, illumination of the road ahead is now fully restored. In fact, I didn't realise just how poor the car's exterior lighting was until I returned to driving in the dark. Excellent work, Ash! ●





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ASSAULT AND BATTERY

Dan Furr's 1986 944 Turbo is treated not only to a new battery, but also a neat Bluetooth battery monitor and a stockpile of cooling system components...

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The time had come to replace my 944 Turbo's battery. The unit fitted to the car kept running flat, even after I subjected it to recharging and kept it connected to a CTEK trickle charger during periods of inactivity. I've yet to have any trouble with the Bosch batteries fitted to the other cars on my fleet (find me on Insta at @FurrsFleet), which is why I decided to call my go-to battery supplier, Tayna Batteries, with a request for a new Bosch S5. This premium quality battery arrived twenty-four hours later. Out with the old and in with the new, but with one key difference: my turbocharged transaxle's new Bosch battery would be linked to a nifty add-on device monitoring power, voltage, temperature and even the car's last-known parking position.

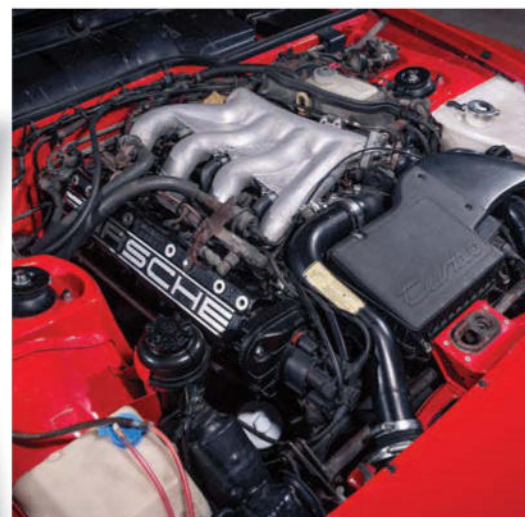
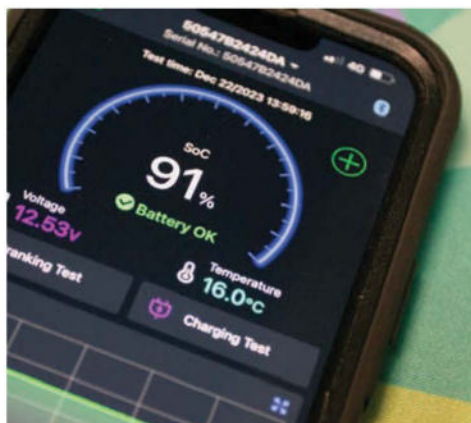
The device in question is the Clarke CBBT1 Bluetooth battery monitor and tester. In addition to providing real-time data, the CBBT1 saves historical data for up to thirty days and automatically tests the starting/cranking and charging systems of the host vehicle during operation (although the tests can be triggered manually). The information is presented in a simple user interface on a free-to-download smartphone app, which can accommodate up to four separate linked CBBT1 battery monitors. An alarm is sent if the device detects abnormal battery activity, which is monitored and saved every two minutes. Unlimited historical data is saved in the app.

A further feature of this unit is its ability to track your driving habits. Specifically, a page in the app will present you with a journey-by-journey account of distance travelled, estimated

cost of each trip and your acceleration and braking behaviour. Truth be told, my car's MetaTrak S5 vehicle tracking system already takes care of this functionality, and if I'm being completely honest, I don't really want to know how much I'm spending each time I get

Below Clarke battery monitor is a low-cost solution to keeping on top of your car's battery health





Above Installation takes seconds and all captured data can be read on a free smartphone app

Top right New Bosch S5 battery replaces the car's duff unit

Right CSF worked with Joe Anselmo Motorsports in developing this exquisitely manufactured radiator for the 924/944/968 M44 inline-four engines

behind the wheel, but considering the CBBT1 costs just £28.79 from workshop tool and accessories retailer, Machine Mart (machinemart.co.uk), the number of features available is surprisingly rich.

Obviously, on account of the CBBT1 being a Bluetooth device, new data can only be downloaded and read on the app when the user's smartphone is within contactable distance. Captured information can be exported as an Excel spreadsheet, if required.

Installation is a cinch — simply connect the unit's spade connectors to the corresponding battery poles (the CBBT1 is protected against reverse polarity and over-current), stick it to the top or side of the battery by way of the supplied 3M tape and you're done.

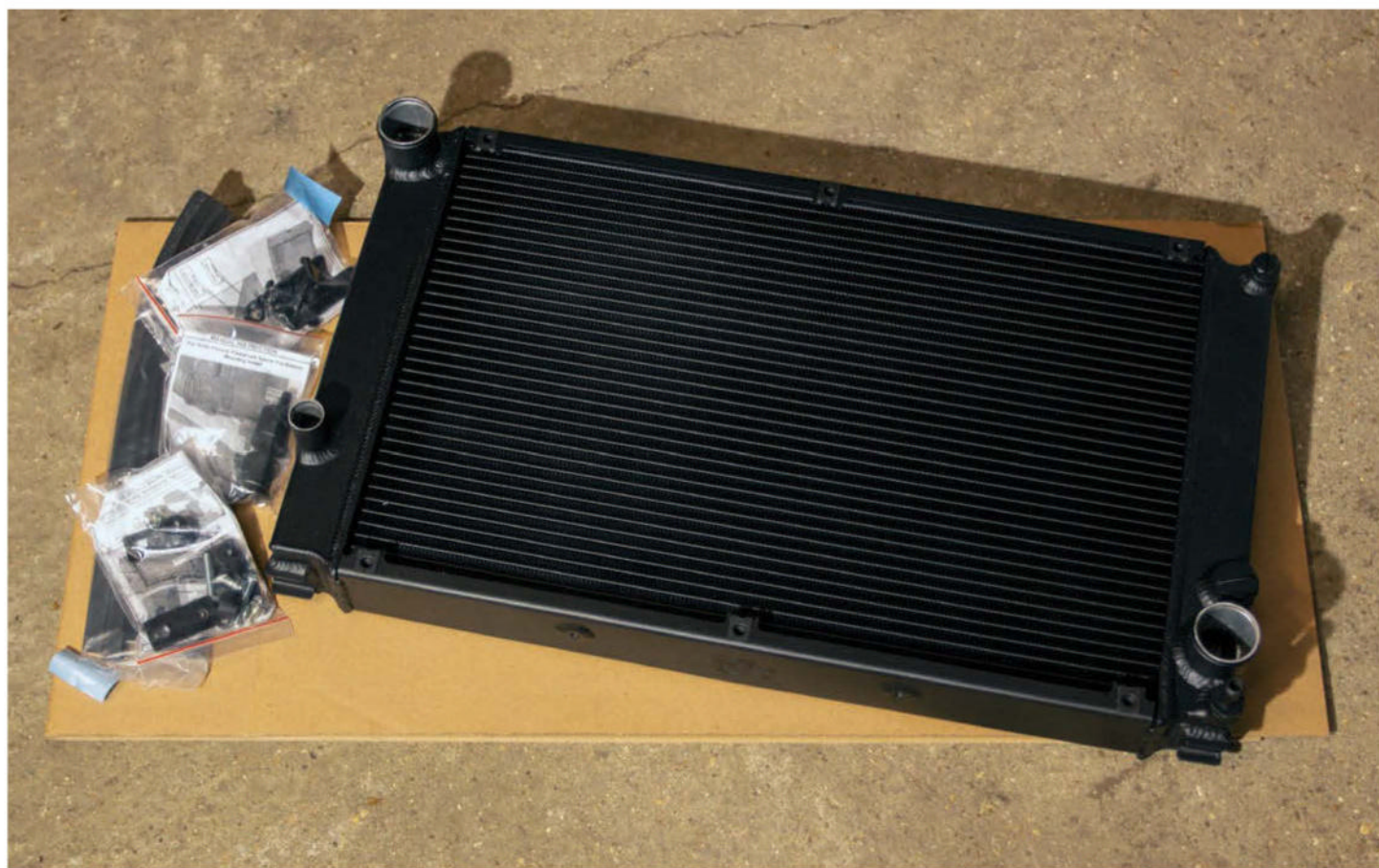
Less straightforward will be installation of the CSF high-performance radiator, fan and shroud kit I've recently mentioned in these pages. Long story short, my 944 Turbo is running hotter than I'd like. The coolant expansion tank and filler cap are new, and as reported previously, a block test suggests the head gasket isn't compromised. My suspicion is a duff thermostat, but in for a penny, in for a pound — I figured I'd ditch the old radiator and install CSF's sleek black replacement part in its place.

CSF worked closely with Joe Anselmo

Motorsports in development of the part, which is suitable for all M44 engines, including 2.5-litre 924 powerplants, all turbocharged and normally aspirated 944 engines (including the three-litre inline-four fitted to the S2) and, of course, the 968's Variocam-equipped beating heart. Joe Anselmo Motorsports is one of the leading Porsche service centres in Southern California and specialises in transaxle models. With Joe's knowledge and expertise, CSF was able to design its M44 radiator as a true plug-and-play upgrade.

Many 944 owners know the OEM radiator isn't compatible across different models without modification. This is due the OEM 944 Turbo radiator being close to an inch taller than the standard 944 part. When CSF designed its neat new M44 radiator, the company decided to base the component's dimensions on those of the normally aspirated 944's radiator, while increasing the unit's core capacity to exceed the that of the OEM Turbo part. Thanks to the use of a two-row forty-two-millimetre core with CSF's exclusive B-Tube technology (a bespoke tube in the shape of the letter B, carefully formed and sealed by brazing over the seam, thereby allowing CSF to use a lighter and thinner aluminium for better cooling efficiency), the size





difference is not a limiting factor in cooling performance. And in case you were wondering, to remedy the size differential for installation, the kit is supplied with CNC-machined billet spacers for use on the 944 Turbo.

CSF has installed removable and adjustable crossover pipe brackets at the top of its satin-finish radiator – the 944 Turbo's inline-four features a crossover cooling pipe, unlike the normally aspirated M44 engine. This pipe is designed to distribute coolant from the reservoir to the radiator and from the coolant pump housing to the cylinder head. From the factory, this pipe is zip-tied to the top of the radiator in order to keep it from rattling around. Joe Anselmo rightly thought the addition of brackets would be a great addition to the CSF kit, making the installation an improvement on how the 944 Turbo was originally configured by Porsche.

Each radiator is individually leak and pressure tested before despatch, and comes with a two-year guarantee.

While the OEM cooling fans are functional, they follow a design dating back to the 1980s and leave plenty of room for improvement. Electric fan technology has progressed greatly over the years and newer fans can efficiently

move more air with a lower draw on the host Porsche's electrical system. Available as an optional extra when buying a CSF 944 radiator, the company's twin fan and laser-cut shroud kit ensures the most efficient function of the fans in drawing air through the radiator. To this end, the low-profile dual nine-inch SPAL fans move 1,180cfm of air. They feature standard SPAL connectors, but are compatible with the OEM radiator and can be rewired for standard connectors

during installation. All fitting hardware, including CNC-machined yellow-zinc fasteners, is supplied with each purchase, which can be ordered direct from CSF (csfrace.com) in the USA, or from independent Porsche parts retailer, Design 911 (design911.co.uk) in the UK.

I'm planning to fit the kit as soon as this issue of *911 & Porsche World* goes to press. Expect to see a fitting guide in a forthcoming issue of the magazine. Subscribe at <https://bit.ly/sub911pw>. ●

Above Radiator comes with fitting equipment, including billet spacers for the 944 Turbo

Below CNC-machined fan shroud is the perfect accompaniment to CSF's M44 radiator, but can be used to enhance the 944's OEM radiator



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BRING THE NOISE

A failed door speaker can produce ear-baiting buzzing when attempting to handle bass frequencies. In the worst case scenario, no sound is produced. Fortunately, replacing a door speaker in a 997-generation 911 or a 987 Cayman/Boxster is a straightforward affair taking less than thirty minutes...

Words and photography **Dan Furr**



While it might seem inconceivable to those who like nothing more than telling the world how great a flat-six sounds on full chat, many Porsche drivers like listening to music in their car. Unfortunately, speakers can fail with age. Other contributing factors include moisture ingress through tired window or door seals. Thankfully, replacing 997/987 speakers is easy.



Due to the massive number of 997-generation 911s and 987 Cayman/Boxsters produced, used spares are readily available. Factory audio equipment, even when BOSE speakers and a matching subwoofer are installed, is a case in point. This 997 BOSE speaker assembly, for example, was sourced through eBay and cost less than £25, including delivery costs.



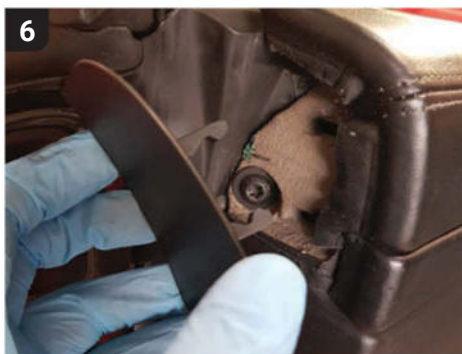
You're going to need a few basic tools to complete this job: an interior trim removal set (this Phyles kit was £10.99 from Amazon), a small flat-headed screwdriver, a selection of torx bits and a ratchet.



You'll be removing the affected speaker's door card, so be sure to disconnect the battery to avoid accidentally triggering the corresponding airbag. A 10mm spanner or socket is all you'll need here.



Taking one of your trim removal tools, carefully prize away the panel located at the top end of the door card housing the affected speaker. Gently pull the part free to avoid breaking any locating clips.



Being mindful of the fact the panel may pop out unexpectedly, ensure you're ready to catch it when you're prizing it away from the door card. You'll reveal the first of five T30 torx screws. Unfasten it.



The next T30 torx screw is revealed by carefully removing the blank plastic panel beneath the speaker grille. You may need a flashlight to view the screw, which is buried deep inside the door card.



Pull the door handle forward and you'll see a circular blank which you can pop out. This reveals another T30 torx screw. A T20 screw holds the door handle in place. Unscrew both and slide the handle free.



An awkward leather-trimmed panel wraps itself around the arm rest. Carefully use your trim removal tools to pop both ends and twist the part free. This will reveal the fourth T30 fastening screw.



Gently pull the triangular plastic cover hiding the electric door mirror wiring. Put the cover to one side and remove the final T30 retaining screw holding the door card to the main door panel.



You're now ready to pull the door card free. Using a trim removal tool, work your way around the panel, popping fasteners as you go. As the door card sits proud, you'll be able to see where the fasteners sit.



Some of the fasteners may prove stubborn, especially if this is the first time the door card has been removed. Don't be afraid to pull on the panel to assist the trim removal tool with the task at hand.



Carefully pull the door card away from the door. A series of cables will be attached to the door card. There is no need to remove them, but rest the door card on something soft to protect the part.



A small green plug links the door loom to the airbag. Carefully unfasten the plug to provide enough flexibility to move the door card to one side without having to unplug all other connectors.

TECH: HOW TO

15



A series of circular fixing clips hold the door card to the metal door membrane (inner door panel). These parts are notorious for breaking and for getting stuck fast in the metal panel.

16



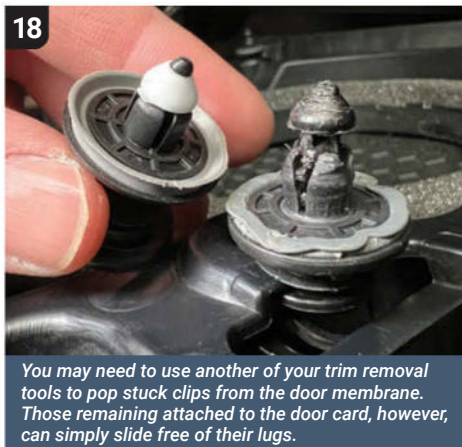
It pays to have a selection of spare fixing clips (part number 955-555-243-00). These can be bought at low cost from Porsche parts specialists, such as Design 911 and Stoddard.

17



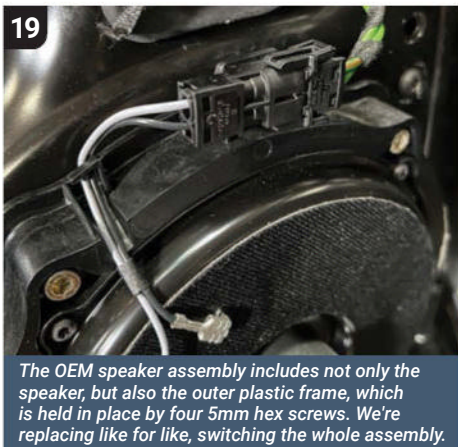
The trim clips feature a weatherproof seal. As you can see on this original clip, the seal can flatten, causing moisture to pass behind the door card. Replace any clips you suspect are past their best.

18



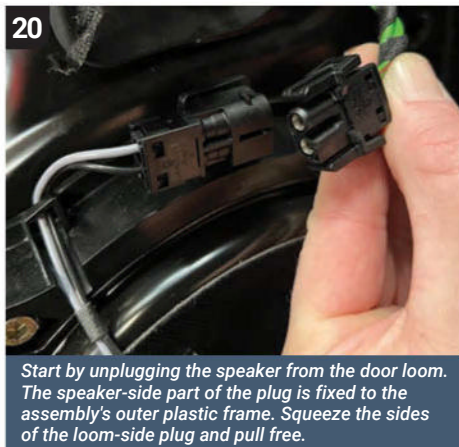
You may need to use another of your trim removal tools to pop stuck clips from the door membrane. Those remaining attached to the door card, however, can simply slide free of their lugs.

19



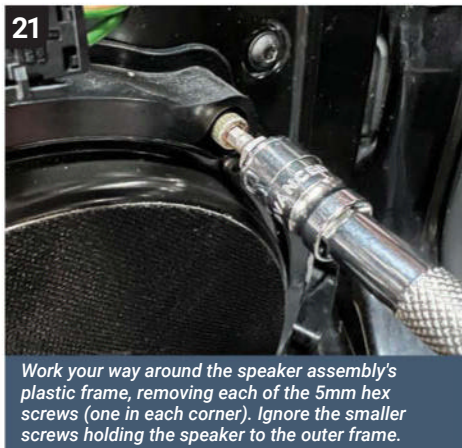
The OEM speaker assembly includes not only the speaker, but also the outer plastic frame, which is held in place by four 5mm hex screws. We're replacing like for like, switching the whole assembly.

20



Start by unplugging the speaker from the door loom. The speaker-side part of the plug is fixed to the assembly's outer plastic frame. Squeeze the sides of the loom-side plug and pull free.

21



Work your way around the speaker assembly's plastic frame, removing each of the 5mm hex screws (one in each corner). Ignore the smaller screws holding the speaker to the outer frame.

22



Make sure you have a hand free to steady the speaker assembly — it may surprise you by falling out of the metal door membrane and hitting the deck after the last hex screw is released.

23



As we've just mentioned, the speaker assembly may try to jump free of the door membrane, but if not, you may need to pull the part free. Don't be too aggressive when attempting removal.

24



Carefully position your replacement door speaker where the duff din-maker used to sit and return the 5mm hex screws to their natural habitat. Reconnect the door loom plug..

25



Before refitting the door card (a reverse of previous steps), connect the airbag plug, reconnect the battery, power up the head unit and test your replacement speaker.

26



Refit the door card and push it firmly against the metal membrane panel to ensure the trim clips fasten securely. All that's left for you to do is kick back and listen to your Cilla Black albums. Enjoy!

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AUCTION NEWS

From barn find to bahn stormers, this month's round-up of the Porsches catching our eye at auction includes a selection of super-rare air-cooled competition cars...

Barn find. It's one of the automotive terms we've become most desensitised to, a result of it being lazily used to describe pretty much any car inactive for a long period of time. The 1981 911 SC Targa you're looking at on this page, however, really was found in a barn, albeit belonging to its owner. Not exactly forgotten about, then, but certainly 'out of sight, out of mind' for the best part of twenty years.

With the seller since 1985, the semi-open-top 911 was purchased from its second owner via West London Porsche indie, No5 Garage, as confirmed on invoices and the dealer sticker in the rear window. Finished in black on black with the

in late 2006. Obviously, a degree of recommissioning will be required (at the very least, new tyres and a full service, including belts, filters and oil), but this classic 911 could be the biggest bargain of the Historics Auctioneers sale at Ascot Racecourse on 2nd March — the lower estimate is set at £38,000.

The same auction presents a recently restored 1971 911 T. It is understood the car was originally finished in Irish Green, but was subsequently painted white. A full bare metal respray was undertaken by the seller, who imported the car from Japan in 2020. The body has been finished to an excellent standard. The interior also presents in fantastic condition, with a brand-new pair of Cobra Stuttgart seats trimmed



THE WORK INCLUDED REPLACING THE FLAT-SIX'S IMS BEARING AND WAS UNDERTAKEN IN 2014 BY M96/M97 REBUILD SPECIALIST, HARTECH

important original Fuchs wheels (including spare) and iconic whale tail, the car had covered 56,000 miles by that point in time.

The seller was working in sales. Across the following ten years, he enjoyed the trappings of his 'yuppie' lifestyle, complete with oversized mobile telephones and big bonuses, one of which was used to replace the factory houndstooth fabric with a diamond-stitched cloth, which remains in the car today. As the years went by, the tweaked Targa was replaced by a luxury Lexus, but the Porsche remained close to its owner's heart, serving as a reminder of his early success in business.

The dry and well-ventilated barn provided protective storage for the car, but don't be fooled by the thick layer of dust currently covering it — the rubbers are soft, there are no cracks in the plastic, the engine starts and runs well, plus all of the electrics function as they should. Indeed, if washed, this air-cooled classic would look like any other well-preserved 911 SC.

The last service was at GT One

in black vinyl and black corduroy, which suit the car perfectly. Teasingly, it is being offered without reserve.

The Historics Ascot sale is also the place to buy the manual 1997 986 Boxster pictured to the right of these words. The paintwork presents very well, showing only minor blemishes. The black hood and rear screen are in great condition. The interior is also in excellent order, exhibiting minor wear, as one would expect from such a low mileage Boxster. Yep, this stunning 986, which looks very much like Porsche's original Boxster concept car, has covered just 49,200 miles from new. Having had only four previous keepers, we expect this no-reserve 986 to be keenly contested at Ascot, where it will be joined by its big brother: the 996-generation 911.

The 996 in question is a 2002 Carrera 4S offered in good order throughout and presented in Arctic Silver over a blue interior. The paintwork and cabin furniture are in superb condition. Acquired by the seller in 2020, this all-pawed Porsche



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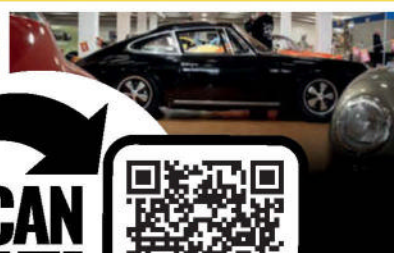
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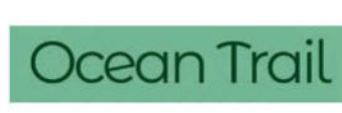
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shows 106,285 miles on its odometer. Maintained regardless of cost, the car was treated to an engine rebuild by its previous owner. The work included replacing the flat-six's IMS bearing and was undertaken in 2014 by M96/M97 rebuild specialist, Hartech, at a cost of £9,542. The Porsche was showing mileage of 69,389 when the rebuild took place.

The 996 Carrera 4S is one of the best driving Porsches of the modern era. This example is no exception and is particularly appetising considering its lower estimate of just £17,000.

At the money-no-object end of the price spectrum resides arguably the finest and most lavishly specified 918 Spyder in

a 928 GT. It wasn't enough to attract a winning bid, though. The car is now being offered for the asking price of €200,000.

The 1991 962 C presented at the same auction also failed to sell. While the Porsche factory team scored numerous wins with its own 962s, a select group of highly professional privateers also used the model to great effect. Among the most successful was Brun Motorsport, founded in 1983 by Swiss racer, Walter Brun, and soon established as a front-runner with both the 956 and 962 — in 1986, victories in the World Endurance Championship rounds at Jerez and Spa-Francorchamps helped Brun Motorsport secure the Teams title ahead of the Jaguar and Porsche squads.

COMPETITIVE AGAINST FACTORY RSRs, EVEN AFTER BEING HOBbled BY PORSCHE INITIALLY SUPPLYING MAMEROW WITH A 964 TURBO WING

existence. Boasting a painted 'Psychedelic Design' with Paint to Sample Rosso Corsa paintwork, white-painted magnesium wheels and Indian Red leather, this wholly unique 918 was offered direct from its first and only owner. Having covered less than 800km from new, this pretty Porsche provided interested parties with an unrepeatable opportunity to acquire a truly incredible Porsche. The lower estimate was £1.5m when the car was offered by way of sealed bid through RM Sotheby's just as this magazine went to press.

On the subject of pricey Porsches, Bonhams offered a 2005 Carrera GT at its Paris sale on 2nd February. The car, which displays just 1,720 miles on its scoreboard, didn't find a new home. The same is true of the Flachbau-styled 928 GT offered by RM Sotheby's in Paris on 31st January. Ordered new by the consigning owner in 1989, the five-litre 'land shark' was treated to expensive personalisation by Porsche's Sonderwunsch department. Factory codes 09981 and 09991 confirm Porsche Exclusive involvement, while the XA2 option signifies covered pop-up headlights doing away with the circular and exposed rising lamps of the standard 928. Other desirable features include XB2 for wider side skirts and XC1 for wider rear wheel arches, further to the fitment of deep-dish wheel spacers and aerodynamically improved wing mirrors. Importantly, the 639 option code outlines this car's configuration as

Driven by Walter Brun himself, chassis 962-177 set the sixth-fastest time during practice at Le Mans in 1991. With the year's regulations reserving the top ten grid positions for 3.5-litre normally aspirated cars, 962-177 was forced to start the race from fourteenth on the grid, but it made it to the finish line in tenth place overall. RM Sotheby's is now asking €1,250,000 to secure ownership of this rare race car.

For significantly less (£299,995, to be precise), you can be the owner of the road-legal 964 Carrera RSR 3.8 presently offered through premium sports car sales specialist, Car-Iconics. Built by Peter Mamerow to compete in the 1993 ADAC GT series, the car proved competitive against factory RSRs, even after being hobbled by Porsche initially supplying Mamerow with a 964 Turbo wing instead of the RSR's full 'biplane'. Despite this hindrance, Mamerow finished seventh in the series.

On the topic of motorsport 964s, a yellow 1992 Carrera RS N/GT Clubsport sold for €236,000 through The Collectibles on 6th February. This is rather more than the sixty grand Danny Lucas is asking for the restored 924 Turbo featured on page 82 of this magazine. It's also more than our very own Chris Wallbank is asking for his immaculate Sapphire Blue 981 Cayman GT4, featured in these very pages across multiple issues. Happy shopping! ●



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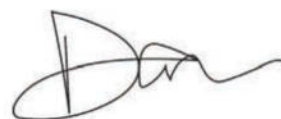


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PORSCHE 914



1975, £14,995. Rot free import, MOT, runs and drives great. 1.8 injection. Recently imported from California. The car was MOT'd in October 2023 and a UK log book has been applied for, obviously Nova completed and all duties/taxes paid (docks won't release the car if you don't pay these!) Car runs and drives very well, these really are quite fun to drive! Engine number EC 044940. Paintwork: there are a few little scratches and some chips which have been touched up, and a couple of small dents (RH front wing top, RH door top, pictures available of chips etc). The car is a super rot free car apart from a couple of small bits. Please call 01763262263, South East. (T)

121066

PORSCHE 911



1986, £89,995. 911 Carrera, 3.2L Supersport. This was ordered from the factory with the M491 option, known as the Werks Turbo look or Supersport for the UK market. This desirable option included the wider turbo wheel arches, upgraded suspension with turbo trailing arms and the bigger wheels and superb turbo brakes. Please call 01944 758000, Yorkshire and the Humber. (T)

121209

PORSCHE 911 996 CARRERA 4 CABRIOLET



2000, 23000 miles, £29,995. This very original, highly desirable manual transmission car comes with an impressive full service history, original document wallet with manuals, spare key, MOT's, service invoices and old V5's. Finished in Silver with its deep factory Blue upholstery and smart Blue hood, this Carrera 4 also features a very desirable factory hard top which is included in the sale. Please call 01944 758000, Yorkshire and the Humber. (T)

121861

PORSCHE 911



1984, £89,995. From 1984 this 911 RS tribute utilised a C16, right-hand drive 3.2 Carrera Coupé as its starting point. Specifically, this was a healthy well-serviced example with a good history file. Please call 01798 874477, South East. (T)

116683

PORSCHE 911



£99,840. Previously supplied by ourselves in 2019 to the current keeper, this is a GT3 we know well and adore. Please call 01229 486315, North West.

112557

PORSCHE 911



1989, £84,995. This car is now an incredible package, its beautifully finished and presenting in exceptional condition with a top quality bodysell 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)

119350

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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 19inch Sports Design wheels with plenty of tread on the Michelins Cup 2. Please call 07801 525231, Greater London.

1182308

PORSCHE 911

1994, 54000 miles, £45,950. 993 CARRERA CABRIOLET 3.6 Tiptronic. I am delighted to present for sale my beautiful Porsche 911 993. Owned by me for the last 18 years. Always garaged. Used sparingly only in the summer months. Two previous keepers. Please call 07957212299, Greater London.

120815

PORSCHE 911



2001, 112000 miles, £42,250. PORSCHE 911 TURBO. C16 UK Car, Porsche Exclusive Manufacture, Manual Transmission, Non Sunroof, Sports Hardback Seats, Extensive History, 2002 Model Year. Taunton, Somerset. South West.

120448

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.

120121

PORSCHE 924



1988, 665000 miles, £15,000. Porsche 924S Lemans. Only 66k miles. Meticulously maintained by a Porsche enthusiast. One of only 37. Fast appreciating classic. Just 3 owners from new. Vehicle History 1 of 37 RHD UK-market cars in Alpine White; effectively 'Club Sport' editions aimed at enthusiasts to celebrate the culmination of the 924-production. Please call 07729733396, South East.

119660

PORSCHE 928



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

117274

PORSCHE 928



1990, POA. 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, 94000 miles, POA. 2 previous owners current owner 18 years, 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, fliter, plugs. Please call 07818680583, South East.

115620

PORSCHE 944



1990, 123000 miles, £28500. Built in December 1989, this model year 1990 Porsche 944 Turbo is being offered for sale. First registered in August 1991. Freshly MOT'd by OPC Solihull, this car is in superb condition with superb paintwork. Please call 07825621020, West Midlands.

120639

PORSCHE 993

1996, £95,000. 3-6LT Twin Turbo 6 speed g/box. Wide arch body kit wide BBS wheels full cage. Air jack system ex race car V5 registered. Stunning car. Please call 07860 379440, East of England.

121509

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PORSCHE 996 TURBO



2001, 70200 miles, £36,000. Tiptronic, Metallic Lapis Blue. Full black leather immaculate interior, Michelin sport tyres, excellent condition, turbo wheels also immaculate. Purchased from 911 Virgin 9 years ago, last major service carried out at Eporsche at 69456 miles. Amazing car to drive. Please call 07796246116, South East. 121897

PORSCHE 996 COUPE C2 TIP S



2003, 66000 miles, £29,995. One previous keeper prior to ourselves. Originally supplied by H R Owen and original delivery docs in the file. Finished in midnight blue metallic with full black leather upholstery. Factory fitted 'GT3' Aero spoiler and Carbon Fibre interior package. Full specification includes £8k+ extras. 18" Sport Classic alloy wheels in silver. Brake calipers in black with Porsche Logo; sports suspension; Tiptronic S transmission; factory fitted GT3 Fixed Aero Spoiler; PSM – Porsche Stability Management; Sports exhaust system; electric tilt / slide sunroof; heated manually folding body coloured door mirrors. Please call 01765 609798, Yorkshire and the Humber. (T)

121203

PORSCHE 997 911



2010, 66000 miles, £64,999. Gen 2 997 turbo with FPSH. Basalt black with black leather interior. PDK and sports chrono. Other extras include an LSD, heated seats, sunroof and parkassist. Plenty of tread Bridgestone tyres. Comes with a fitted Porsche cover and has an active Porsche tracker. Had the car for three years and had a major service last year at Porsche Perth. Please call 07942357932, Scotland 114651

PORSCHE BOXSTER



2001, 77450 miles, £7,500. MOT June 2024. New hood - 2 family owners. Please call (951) 846-0503, South East. 120892

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. Please call 07909923202, South East.

113703

PORSCHE BOXSTER 986



2000, 115600 miles, £7,900. 3.2 s in lovely condition. Currently has hand controls fitted - car can be driven with hands only or these can be ignored and driven as normal or the controls can simply be removed. Recent respray and fabric hood in red. Black leather and grey trim. The car is currently on upgraded 18" black wheels although I have the original refurbished 17 s. Last serviced late last year including coil packs and gearbox oil. The car comes with hard top. MOT due end of June. Comes with loads of paperwork. It has been looked after and kept inside. Please call 07850741438, North West. 121739

PORSCHE CAYMAN



2010, 67500 miles, £25,000. My 295 bhp, 3.4 Cayman S has more bang for its buck than any other car in its price range. People stop and stare. Colour? absolutely unique. In terms of upkeep, MOT Aug 2024. Following on from a 40,000 mile service by SCS Porsche in Honiton, 4 brand new Pirelli's (19 inch) discs, pads, front and rear, all fitted July 2023. Please call 07508001304, South West.

120710

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PORSCHE 993/964/944 CUP 2 WHEELS AND TYRES



£980. Wheels are in good condition, some small scratches. 9x17 ET 70 Rear. 7x17 ET 55 Front. The tyres are essentially new (done approx 150 miles) fitted only to drive home. These are Bridgestone Potenza S-02A 255/40 2R17 94Y and 205/50 2R17 89Y. Please call 07961139236, North West.

121538

PORSCHE 911 ALLOY WHEELS



£1200. 4x7x15 inch fuchs alloy wheels. Will split into pairs at £600. Please call 07379449114, Scotland.

121550

PORSCHE T-SHIRTS

£10. Size Gents small in very good condition. Hardly ever worn. Colours are Grey also White and Red with manufacturers logo. £10 each or £15 for the two. Free postage. Please call 01475 726360, Scotland.

121835

PORSCHE TOOLS ROLLS AND HANDBOOKS



POA. Porsche original tool rolls, jack, also driver/maintenance handbooks. Please call 07737 174200, West Midlands.

121884

PORSCHE TRANSAXLE

£70. Very rare, original. 924 / 944 centre dash analogue clock, in working order, complete with moulded tray. A unique investment. Including postage UK. Please call 01923 262960, East of England.

121463

PORSCHE 996/BOXSTER WHEELS



£1,100. Fuchs design alloy wheels with Pirelli P7 tyres. Less than 1000 miles use. 7 x 17 front, 9 x 17 rear includes bolts. Please call 07941255877, South East.

121696

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£50. Classic Editions lightweight outdoor car cover. Fits any 718 model and when not in use, folds up easily into its own small bag. Excellent condition, with no marks or tears. Plus postage, or free collection from North Bristol. Please call 07730588676, South West.

121738

PORSCHE 992 TURBO S ALLOYS



2020, £3,500. With tyres X2=315/30 ZR 21" (1054Y) rear. X2= 252/35 ZR 20" (93Y) front. These wheels and tyres have done 600-800 miles approx, in mint condition, no kerb scuffs. Please call 07545 618377, South West.

121451

PORSCHE 968 NEW MINTEX DISC BRAKE PADS

£60. For all four corners, in original packaging, suits all 968 models.

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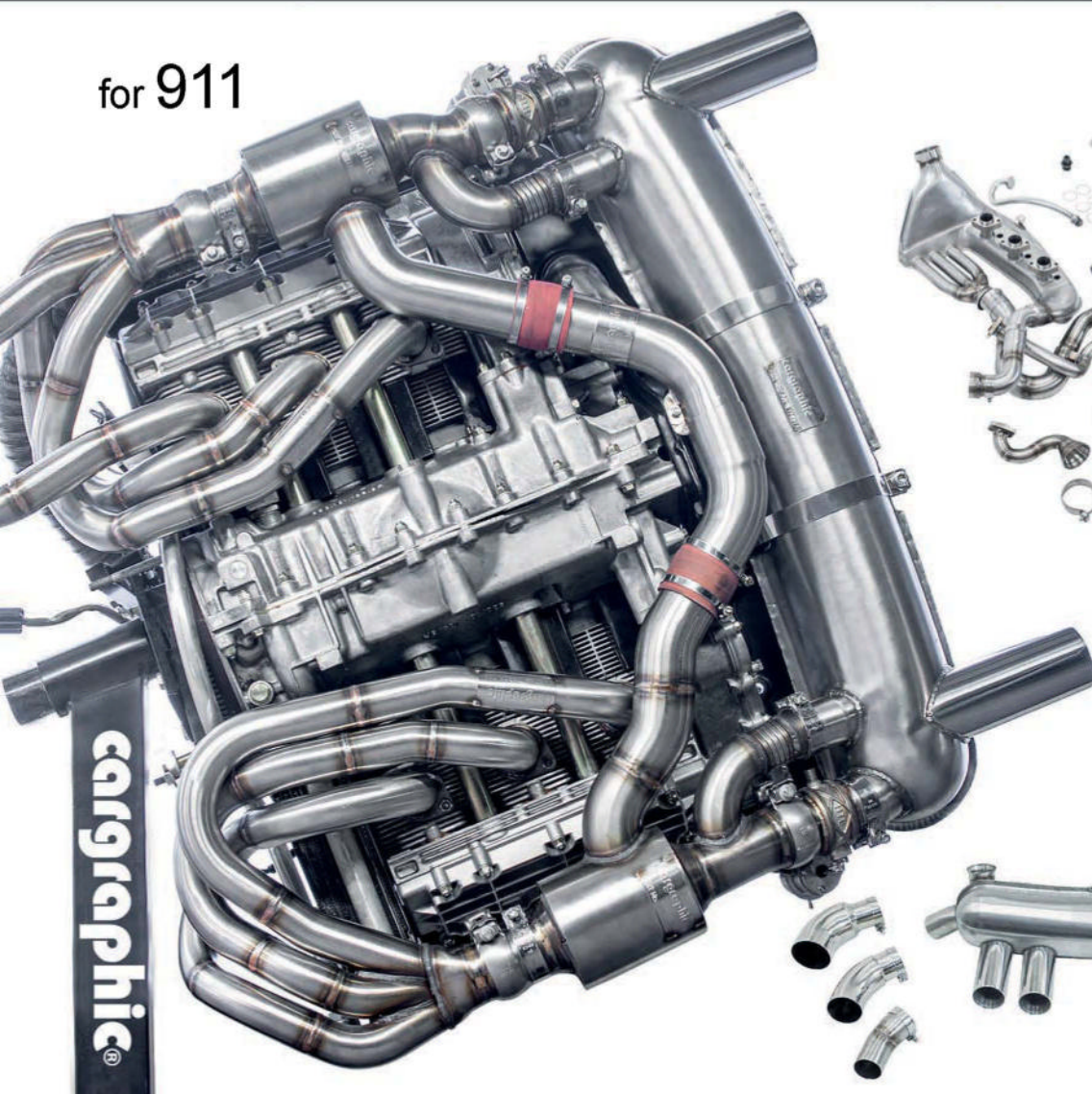


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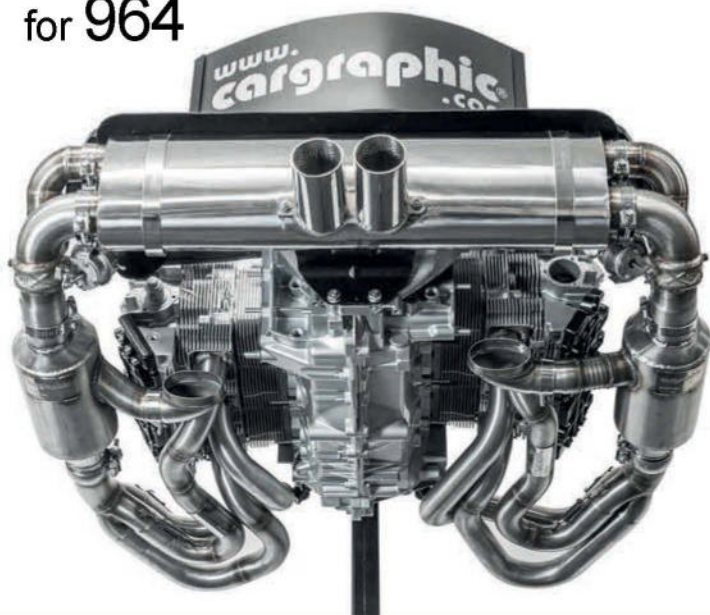
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