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NEW 389BHP DROP-TOP
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924 COLLECTION



ONE-OFF RENNSPORT FOR AUTO ZURICH

UNIQUE 911 GT3 RS
JO SIFFERT EDITION
PORSCHE PAYS TRIBUTE
TO LEGENDARY RACER





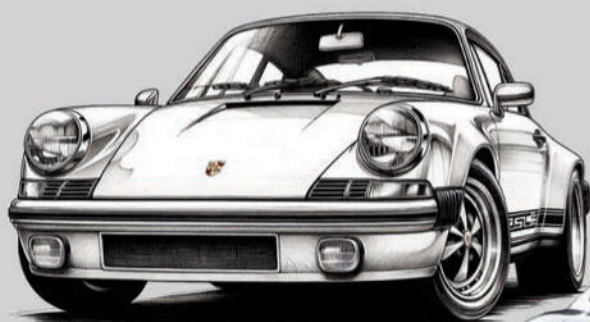
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A week before penning this welcome message, I took great delight in waving like a lunatic when out in my 968 Sport and encountering a gorgeous 944 S2 Cabriolet heading in the opposite direction. The driver of the jet black drop-top smiled and waved back, presumably as surprised as I was to see another transaxle on the road. It's not that these cars are rare (the 944 was the most popular Porsche product prior to the arrival of the Boxster and Cayenne, after all), it's just that surviving examples tend to be used sparingly, a response to rising values and the want to preserve these vehicles for the long term. The thing is, though, if these cars aren't driven, they're not seen, preventing young minds from being wowed the way

I was when eyeballing a brand-new 944 in the metal for the first time in the mid-1980s. It's therefore vital those of us in charge of classic Porsches — whether transaxle or air-cooled — give these cars the road time they deserve. Preaching to the converted at shows will only serve to maintain current levels of enthusiasm for the sports cars we love, but regular seat time in full view of Joe Public will kick-start dreams leading to the forming of tomorrow's generation of Porsche enthusiast. Get out and drive.



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 @FurrsFleet



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SIMPLE PLEASURES

We hit southern Spain and sample the new 911 Carrera Cabriolet, a subtle improvement over the entry-level first-generation 992 drop-top, but by no means runt of today's litter...

Words **James Fossdyke** Photography **Rossen Gargolov**







It sometimes seems as though the older you get, the more time you have for the simple, uncomplicated things in life. While the headline act in the new 911 (992 Gen II) line-up is undoubtedly the clever T-Hybrid-powered GTS, the entry-level Carrera has appeal all its own, particularly in open-top Cabriolet form. This is a 911 not trying to reinvent the wheel, but rather trying to present honest-to-goodness open-top sports car thrills.

We've always had a lot of time for the 911 Carrera Cabriolet, but with the advent of the new 992, the model has received something of an overhaul. Porsche describes the updates as "carefully selected," which is code for 'hard to spot,' but they're definitely there — the 911 gets a new nose, and if you peer around the back of the car, you'll also spot a new bumper with a fresh look for the exhaust outlets. Though not entirely necessary, minor changes to the 911's exterior are always perfectly acceptable, even when the starting point (in this case, the first-generation 992) is attractive enough. We've always subscribed to this train of thought. We also think it was a good idea for Porsche not to apply the GTS's front-end 'vertical fins' to the new Carrera models — at the time of writing, only the Carrera and GTS have been released, and the former is by far the better-looking of the two Porsches.

Having said all this, the Zuffenhausen concern's design team *still* hasn't done much to correct the slight 'hunchback' look typical of modern 911 Cabriolets. Admittedly, the shape has become a bit of a calling card for the *al fresco* 911, but many marque enthusiasts were understandably expecting this somewhat awkward aspect of 911 drop-top design to have been addressed in the recent round of model revisions. Instead, Porsche has focused on technology. This is immediately apparent when you look at the front of the car. For example, one of the more subtle visual upgrades is the inclusion of Matrix LED headlights as standard, giving the 911 the ability to 'blank' part of the main beam whenever there's a car approaching from the opposite direction, thereby preventing dazzle whilst maintaining maximum illumination. The cost-option of HD-Matrix LED headlights exists, resulting in all kinds of clever light patterns projected onto the road ahead. Taken from elsewhere in the Porsche product range, the system will illuminate a 'carpet' in your lane of the motorway and can even show you how wide your 911 is when bottlenecks are detected, all in the hope of helping the car squeeze through tight gaps. It's incredibly clever.

Fresh tech is also a highlight inside the car, as demonstrated by the introduction of a new digital instrument display panel. We were quite fond of the first-

generation 992's half-and-half display, mixing an analogue rev counter with digital screens at the sides, but we admit the lack of visibility for the outer displays rendered them less useful than they should have been. Out with the old, in with the new — Porsche has introduced a fully digital display with crisp graphics. The classic five-dial layout is still present and correct, albeit in virtual form. It's definitely an improvement, if only in terms of ergonomics. Otherwise, things are much the same as they were in the original 992 cabin. For instance, as before, the new Carrera Cabriolet is only available with an eight-speed PDK double-clutch semi-automatic

Above For most drivers of open-top 911s, the new Carrera has everything they could wish for

Below We can't be sure, but we think the red button is for either the ejector seat or rocket launchers





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gearbox, meaning you get a nifty toggle gear selector to play with. A wide touchscreen, meanwhile, dominates the dashboard. This infotainment centre comes with a few new connectivity features, but they're minor functionality changes, as opposed to massive differences in the system's make-up. Reassuringly, it's still every bit as easy to use as the outgoing 992 Carrera's in-car entertainment system and, as you'd expect, it looks very modern.

Although the driving mode switch formerly associated with the Sport Chrono package is now fitted as standard equipment, those who choose to add Sport Chrono to the new Carrera Cabriolet get a new drive mode selector with a fresh design. It carries a more premium touch, but looks far bolder on

account of its centrally positioned red button. With such minor changes, it's no surprise to find the new Carrera Cabriolet is just as practical as its predecessor, even if the back seats are really only suitable for children. There's also a surprisingly compact 135-litre storage tub under the bonnet. In fairness, it's more useful than it sounds, but buyers carrying a fair bit of luggage are best advised to pop their bags on the back seats and treat them as an oversized parcel shelf. Count yourselves lucky — the Carrera Coupe doesn't come with rear seats as standard these days, Porsche instead offering them as a no-cost option. Fret not! There's enough luggage space back there, and it means the Carrera Cabriolet is great for weekends away, even if the rear row isn't

necessarily the most secure place to stow valuables.

Porsche admits the new 992 is, on the whole, little more than a facelift of the old 992. To this end, while the GTS gets the glitz and glamour of the T-Hybrid powertrain, the basic Carrera has to make do with a three-litre twin-turbocharged flat-six similar to that of the outgoing Carrera. Note the use of the word *similar* as opposed to *identical*. Yes, changes have been made, including modifications to the charge-air system, not limited to repositioning of the charge-air cooler and the appointment of new turbochargers. Taken from the outgoing GTS (a non-hybrid 911), they allow Porsche to heighten the Carrera's peak power by nine ponies, whilst improving emissions and fuel economy.

Above We've certainly tested new Porsches in worse locations

TECH SPEC

| | |
|---------------------------|---|
| Model | 911 (992 Gen II) Carrera Cabriolet |
| Price | From £109,800 |
| Engine | 3.0-litre turbocharged flat-six petrol |
| Transmission | Eight-speed semi-automatic PDK gearbox |
| Economy | 26.6-27.4mpg |
| CO ₂ emissions | 235-242g/km |
| Top speed | 181mph |
| Power | 389bhp at 7,500rpm |
| Torque | 332lb-ft at 2,000rpm |
| 0-62mph | 4.3 seconds (4.1 with Sport Chrono Package) |
| Weight | 1,600kg (DIN) |
| Length | 4,542mm |
| Wheelbase | 2,450mm |





Above There isn't much 'base model' feel about the new Carrera, despite that being what it is

The result is a rasping flat-six producing an ample 389bhp and 332lb-ft torque fed to the rear wheels via the aforementioned PDK transmission. It's a great gearbox, now refined to near perfection. Yep, PDK is faster and smoother than ever. So much so, in fact, it'll work with the updated engine to take this open-topped 911 from rest to 62mph in 4.3 seconds. Buyers choosing the Sport Chrono package can shave two tenths from that time. Both figures represent a one-tenth improvement on what came before (albeit a two-tenth increase over the new Carrera Coupe's same-measured sprint time).

The secret to the 911 Carrera — a secret making it a firm favourite among Porsche enthusiasts for many years — is how it's about much more than facts and figures. Small details matter. They're particularly important when this new 992's roof is down and you're that bit closer to the world around you. Unsurprisingly, having the roof open is easily the best way to experience the Carrera Cabriolet. There isn't too much turbulence in the cabin and you can hear the growl of the flat-six, which makes a mighty sound under load.

The noise is especially spine-tingling with Porsche Sport Exhaust (PSE)

installed. Switch the system to its boldest setting and it'll crackle and snarl behind your ears, oozing menace and power, despite the Carrera being at the foot of the 911 range.

Not that the Carrera Cabriolet feels 'bargain basement' by any stretch. Included in the near £110,000 price tag

get from a British backroad, but first impressions suggest a 911 fractionally more comfortable than its predecessor. This is strange, because Porsche certainly hasn't made wholesale changes to the 992's suspension. And yet, the new Carrera Cabriolet felt less stiff than the outgoing model. We'll have to get the car

on UK roads before we pass final judgement.

What we can confirm is how the new 911 Carrera comes with Porsche's Adaptive Suspension

PORSCHE HAS INCREASED THE DIAMETER OF THE DISCS BY TWENTY MILLIMETRES FRONT AND REAR, CLAMPING THEM WITH SIX-PISTON CALIPERS

is everything you really need, including the digital instrument display and even a choice of always popular white or black paint. Leather, comprehensive electronic climate control and integrated satellite navigation are thrown in as stock specification, although most buyers will likely add a few goodies, such as the £1,797 Sport Chrono Package and the £2,249 PSE. We'd also be tempted by the front-axle lift system, which is steep (geddit?!) at £2,033, but adds peace of mind when travelling over speed bumps and the like.

For all this, however, the new Carrera Cabriolet provides a fabulous driving experience, even without individual equipment fitted. Admittedly, testing the car in southern Spain didn't give the suspension the kind of workout we might

Management technology as standard, giving customers variable damper stiffness by way of a choice of two settings. But wait! While the Normal setting delivers a supple ride, the sportier mode feels altogether unnecessary, primarily because the Carrera Cabriolet's body control is already exceptionally good. Admittedly, there's more body movement experienced than when driving the lower, more focused GTS, but the base model is still buttoned down, presenting low pitch and little in the way of roll in corners.

Activating the sportier setting merely makes the ride a little bobbly in exchange for a small reduction in roll.

If you opt for the Sport Chrono Package (we expect most Carrera Cabriolet buyers to do so), the stiffer



suspension is automatically activated by the Sport Plus setting on the rotary driving mode controller. A more aggressive shift calibration is applied to the PDK gearbox, which offers launch control, hence reduction in the zero-to-62mph time. We digress. The point we're making is that all this stuff is really only necessary if you're taking the car to a track, and although the Sport Response button (giving a short burst of additional responsiveness) is quite good fun, the Carrera Cabriolet is more than capable enough without what many of you might consider extra complication.

CONTROLLED MOVEMENT

You see, even when sticking with default driving modes, the Carrera Cabriolet feels agile. The unladen weight of 1,600kg makes the car a mere eighty kilos heavier than the Coupe. This is roughly the weight of an adult passenger, meaning there isn't a vast amount of difference in the driving experience when comparing chop-top and tin-top. The tail of both cars can be a bit wayward, and there is a detectable body movement, but the smooth, communicative steering is brilliant, and both Carreras dart into corners with the agility of a flea. That the Cabriolet feels so light on its feet is remarkable. It feels poised, too. You can intuitively adjust rotation with the throttle, while the assistance systems prevent the car from stepping too far out of line.

As much as the new Carrera Cabriolet looks after you, and as clichéd as it

might sound, this 911 makes you feel decidedly and directly connected to what's going on under its skin. Put it this way, where some sports cars isolate the driver, Porsche has brought them closer to the machine, evidenced by the tactility of the steering, the mechanical feel of the gear shift and, equally importantly, feel through the brakes. It's a set of sensations carried over from the old Carrera, but there's nothing wrong with not fixing things that aren't broken.

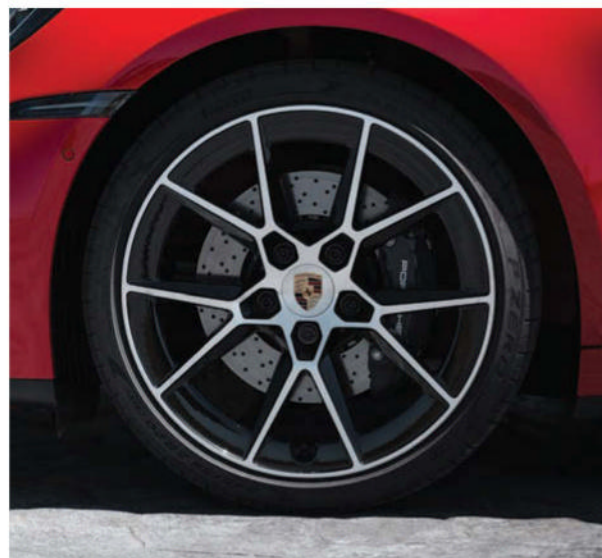
Don't think this means the brakes haven't improved, though. Porsche has increased the diameter of the discs by twenty millimetres front and rear, clamping them with six-piston calipers (the first-generation 992 made use of four-pot anchors). This has given the 911 more stopping power, but hitting the brakes hard when you aren't in a perfectly straight line can lead to an over-zealous wag from the tail, something you'll need to be aware of if you're planning to take this car on a racetrack. Not that we expect too many Carrera Cabriolet owners to do so. Those more interested in track days will more likely buy a Coupe or GTS. The Cabriolet is much more of a road-going sports car.

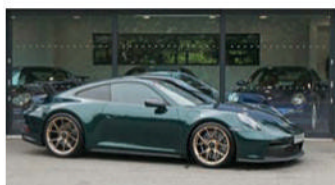
This differentiation has helped to make all forms of the 911 such a success. When it comes to the products of some sports car manufacturers, driving an entry-level model can be a let-down after you've sampled a more powerful, performance oriented version of the same car. Not so with the 911.

Even with the availability of somewhat more upmarket versions of the evergreen Neunelfer available in dealer showrooms, we still consider this 'standard' Carrera Cabriolet one of the best open-top sports cars money can buy.

For many, the new 911 Carrera Cabriolet is all the Porsche a buyer could ever need. Open-top Porsches have always held wide appeal, but the combination of suppleness and agility makes this new 911 a formidable sports car in its own right, even if it does feel out-gunned by the new GTS on a racetrack. But for road use on sunny days, and especially for those who like to keep their 911's purchase price below the £150,000 mark, the new Carrera Cabriolet is a great choice. ●

Above Rear end shows the most obvious 992 Gen II styling updates





911 GT3 (992)

Jet Green Metallic • Black 918 Bucket Seats
PDK Gearbox • 20/21" Centre Lock Wheels
Carbon Roof/Upper Mirror Sections
Porsche Ceramic Composite Brakes
Front Axle Lift • 5,542 miles • 2022 (22)

£174,995



911 Carrera 2 (993)

Riviera Blue • Black Leather Sports Seats
Manual Gearbox • 18" Fuchs Wheels
Electric Sunroof • Body-Coloured Seat
Backs • Blaupunkt Bremen DAB Radio
86,515 miles • 1994 (M)

£89,995



911 GT3 (996.2)

Atlas Grey • Black Leather Sports Seats
18" GT3 Wheels • Air Conditioning
Cruise Control • Bi-Xenon Headlights
Previously Sold & Serviced by Paragon
38,697 miles • 2003 (53)

£82,995



911 Turbo (991)

Basalt Black • Bordeaux Red Leather
Sports Seats • PDK Gearbox • 20" Turbo
III Wheels • Sport Chrono • Previously
Sold & Serviced by Paragon • 22,883
miles • 2014 (14)

£79,995



Cayman GT4 (981)

Jet Black Metallic • Black 918 Bucket
Seats • 20" GT4 Wheels • Touchscreen
Satellite Navigation • Clubsport Package
Switchable Sports Exhaust • Sport
Chrono • 20,341 miles • 2016 (65)

£72,995



911 Carrera 4 GTS (997.2)

Meteor Grey • Black Half-Leather Sports
Seats • PDK Gearbox • 19" GTS Centre
Lock Wheels • Switchable Sports Exhaust
Previously Sold & Serviced by Paragon
41,420 miles • 2012 (12)

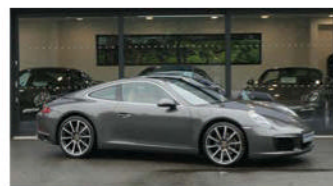
£67,995



911 Carrera 4 GTS (997.2)

Meteor Grey • Black Leather Sports Seats
PDK Gearbox • 19" GTS Centre Lock
Wheels • Switchable Sports Exhaust
Sport Chrono • Previously Sold & Serviced
by Paragon • 57,959 miles • 2012 (12)

£64,995



911 Carrera 2 (991.2)

Agate Grey • Luxor Beige Leather Sports
Seats • PDK Gearbox • 20" Carrera Classic
Wheels • Glass Electric Sunroof • Sport
Chrono • Previously Sold & Serviced by
Paragon • 24,583 miles • 2017 (17)

£64,995



911 Carrera 2 S (997.2)

Arctic Silver • Black Leather Seats
PDK Gearbox • 19" Carrera S Wheels
Touchscreen Satellite Navigation • Sport
Chrono • Previously Sold & Serviced by
Paragon • 43,410 miles • 2008 (58)

£47,995



911 Carrera 2 S (997)

Meteor Grey • Black Leather Seats
Manual Gearbox • 19" Carrera Sport
Wheels • Electric Sunroof • Bose Sound
System • Previously Sold & Serviced by
Paragon • 37,872 miles • 2007 (57)

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Boxster S (981)

Carrera White • Black Leather Sports
Seats • PDK Gearbox • 19" Carrera S
Wheels • Touchscreen Satellite Navigation
Sport Chrono • Bose Sound System
18,292 miles • 2012 (62)

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Macan S Diesel

Agate Grey • Black Leather Seats
20" RS Spyder Design Wheels • Glass
Panoramic Roof • Front & Rear Parking
Sensors • Previously Sold & Serviced by
Paragon • 51,328 miles • 2014 (14)

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News from the world of Porsche

PORSCHE PAYS TRIBUTE TO RACER, JO SIFFERT, WITH ONE-OFF 992 GT3 RS

If you're going to build a 911 GT3 RS in tribute to Jo Siffert, you might as well call it the *911 GT3 RS Tribute to Jo Siffert*, which is precisely what Porsche has done with the one-off 992 you see on these pages. Styled in the fashion of early works 917 livery, this unique Rennsport also commemorates the fifty-fifth anniversary of the legendary sports-prototype's first victory, which took place on 10th August 1969, when Siffert and Kurt Ahrens won the first international thousand kilometre race at the Österreichring.

The 917 was initially considered difficult to drive due to the model's extraordinarily high speed and largely new-for-the-era aerodynamics, so much so, many factory drivers opted for the ageing 908/2 instead of securing race time in the 917. Siffert was one of the brave drivers keen to tame the beast and continues to enjoy cult status among fans of Porsche motorsport, some fifty years after his death. The Fribourg native was an extremely talented and charismatic racing driver known for living out his passion for motorsport with legendary intensity, contesting almost three hundred races across eleven years. Sometimes, he took part in several races during the same weekend. "Jo Siffert, together with Kurt Ahrens, kicked off the success story of the 917 by winning at the Österreichring, near Zeltweg, in 1969," says Michael Glinski, Chief Executive Officer of Porsche Schweiz AG. "The passion with which he pursued his dream of racing remains impressive to this day and fits perfectly with Porsche's brand core: driven by dreams."

The family of Jo Siffert was closely involved in the construction of this very special 911 GT3 RS. In addition to his son Philippe, who drove Formula Ford and Formula 3 races between



1991 and 2003 (and was a works driver at BMW), Jo's grandson, Jérémy Siffert, also attended the project workshop in Zuffenhausen. "To witness the creation of this Porsche in honour of my father was extremely exciting," Philippe tells us. "With painstaking attention to historical details and craftsmanship of the highest quality, the employees of the Porsche Sonderwunsch Manufaktur department have transformed an already magnificent 911 into a unique powerhouse of style and performance in tribute to my late father."

INDIVIDUAL STYLE

"This unique model is an inspirational car in two senses," explains Alexander Fabig, Vice President of Individualisation & Classic at Porsche AG. "On the one hand, its visual design is based on the look of the 917 with which Jo Siffert and Kurt Ahrens drove to victory at the Österreichring in 1969. On the other, this exciting one-off shows the extensive exterior and interior customisation options offered as part of the Sonderwunsch programme."

This special tribute car is predominantly finished in Pure White and, like the 917 serving as inspiration, features Viper Green as an accent colour for the front wings and sections of the lower nose. Both colours come from the Porsche Paint to Sample programme.

The middle section of the car's large rear wing is also painted in this shade of green. Meanwhile, the start number is the same as that used on the victorious Siffert/Ahrens 917 at Österreichring fifty-five years ago. The number is reprised on the doors, the front bonnet, under





the rear wing, as well as one the tyre valve caps. The classic Porsche lettering with striped design on each flank was also inspired by the early 917.

With great attention to detail, and with the able support of Bosch and Shell, Porsche's design experts also reproduced the 917's period sponsor decals. The Bosch graphics feature a spark plug illustration and are positioned above the rear wheel arches. The retro Shell decal, complete with wordmark at the centre of the design, is positioned below the rear window by the service flaps for oil and coolant.

A silhouette of the short-tail 917 can be seen as a drawing on the centre-lock nuts of the 911 GT3 RS Tribute to Jo Siffert's satin black magnesium wheels. This stylised depiction of the historic race car also adorns the sideplates of the rear wing. Additionally, a special badge featuring Siffert's name, signature and an illustration of his famous safety helmet (red and white, reflecting the design of the Swiss flag) is positioned on the B-pillars.

The interior exudes a tasteful racing atmosphere: Race-Tex dominates in Black and Guards Red. The aforementioned helmet motif is embroidered in the headrests. The



door entry kick guards are adorned with the 917 silhouette and *Tribute to Jo Siffert* script. Siffert's autograph is embossed on the cover of the centre console and in the leather key case.

"In large part, we owe the 1969 World

Sportscar Championship to Jo Siffert," former senior race engineer, Peter Falk, recalled in 2018. "He was by far the fastest man on

our team." Porsche won seven out of ten races that season. Siffert took five of these victories together with Brit, Brian Redman, adding to the tally with triumph at Zeltweg. "Our victory at the Österreichring was the start of the 917's success story. It was a great pleasure and an honour for me to be able to share the cockpit with Jo," says Ahrens.

In 1968, the FIA surprisingly changed regulations for the Manufacturers World Championship and increased engine displacement limit to five litres. Also, the number of units required for homologation was reduced to twenty-five cars. The three-litre 908

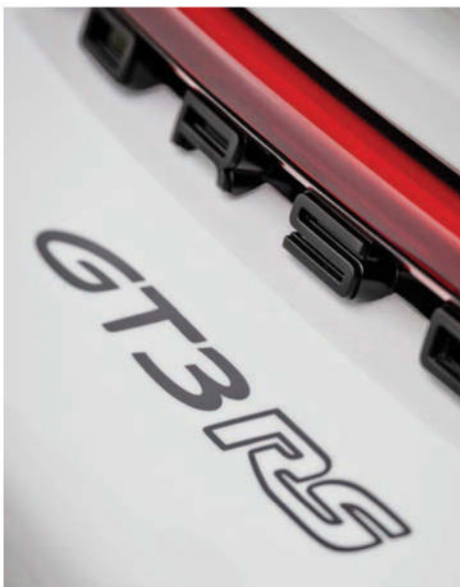
was no longer truly competitive. A new five-litre car was called for, hence the 917. Today, its record of success is legendary — after taking the Sports Car World Championship title in its maiden campaign in 1969, Hans Herrmann and

Richard Attwood achieved the coveted triumph at the 24 Hours of Le Mans in 1970. Helmut Marko and Gijs van Lennep were able to repeat

THE FIA SURPRISINGLY CHANGED REGULATIONS FOR THE MANUFACTURERS WORLD CHAMPIONSHIP

this great achievement with the 917 at Le Mans a year later. Then, across the following two years, George Follmer (1972) and Mark Donohue (1973) dominated the North American CanAm series with bonkers-power turbocharged versions of the 917 (917/10 and 917/30), forcing previously dominant McLaren to quit the series and focus its efforts on F1.

Jo Siffert wouldn't get the opportunity to witness these later events. Indeed, after his career racing Porsches, he died in a fatal accident on 24th October 1971, while competing in the year's Formula One Grand Prix at Brands Hatch. He was just thirty-five years old.



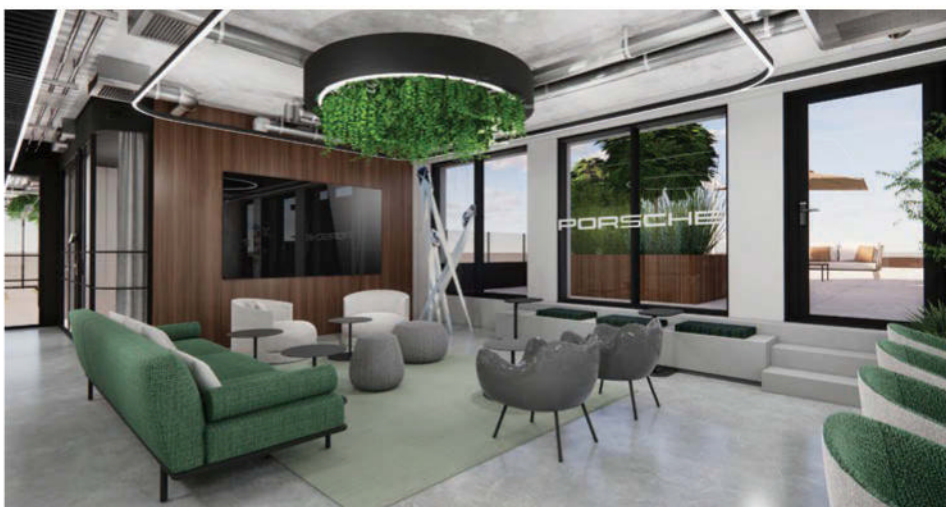


PORSCHE ESTABLISHES BRAND-NEW SUBSIDIARY IN POLAND FOR 2025

Porsche is extending its presence in Central Europe by founding a subsidiary in Poland. Porsche Polska sp. z o.o will start operating on 1st January 2025. This means Porsche sales activities in Poland will no longer be under the umbrella of Volkswagen Group Polska. Wojciech Grzegorski is to be named CEO.

"Poland boasts a burgeoning economy. Porsche sees significant growth potential in this country and, with a dedicated subsidiary, can respond to the requirements of customers in a more targeted way. Our goal is to strengthen brand awareness and thus further boost the attractiveness of Porsche among a growing demographic of Polish marque enthusiasts," says Detlev von Platen, Member of the Executive Board for Sales and Marketing at Porsche AG.

The company's Polish business activities will be moving from the current headquarters of Volkswagen Group Polska in Poznań to Warsaw, where the new Porsche subsidiary will have its headquarters. "Porsche already has a strong customer and fan base in Poland," says Grzegorski, not unaware of the huge turnout for



the country's recent Luftgekühlt event, held at the restored Dworzec Świebodzki railway station in Wroclaw and featured in last month's issue of *911 & Porsche World*. "In this new constellation, we aim to create an even stronger presence for the brand. At the same time, we will continue to use synergies in our collaboration with the Volkswagen Group, such as in the field of logistics. By moving to Warsaw, however, we are strengthening our position as an attractive employer."

There are currently nine Porsche Centres in Poland, all of which are owned by independent investors and dealer groups. In 2023, the number of deliveries was increased by a staggering forty-one percent compared to the previous year. Porsche's expansion strategy is to successively extend Poland's dealer network in coming years, as well as to establish new sales formats.

Close to 3,500 visitors came together across two days for Luftgekühlt in Wroclaw, at what proved to be the largest Porsche event ever held in Poland, a clear indicator of the brand's

increasing popularity within the country. As we reported last month, former Porsche works driver and Luftgekühlt co-founder, Patrick Long, travelled from California to attend the Wroclaw gathering and emphasised the importance of the event. "Luftgekühlt aims to take visitors out

of their everyday world and offer them new perspectives," he told us. "This year, we have broadened our horizons and discovered new

THERE ARE CURRENTLY NINE PORSCHE CENTRES IN POLAND, ALL OF WHICH ARE OWNED BY INDEPENDENT INVESTORS

stories by choosing to host a meet in Poland." Luftgekühlt Creative Director (and Pikes Peak regular), Jeff Zwart, emphasised how much fun it is to dive into a new Porsche scene. "It's thrilling to explore a new culture in a new country. Poland has good music, good food and, of course, a high number of fantastic Porsches. All these things bring people together."

Visitors were able to stroll around the venue's extensive grounds and admire, among others, the 1977 935 'Baby', the 908/03 Spyder famous for winning the 1,000km race at the Nürburgring in 1970, and the oldest Porsche registered in Poland: a stunning 356 Pre-A.





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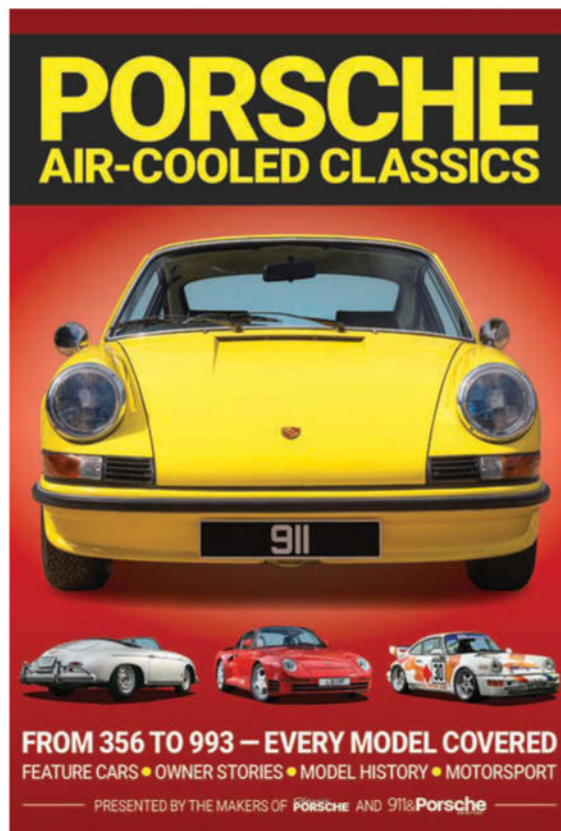
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Price: £9.99

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9M SILENCED TRACKDAY TAILPIPES FOR 718 RS

Designed as a direct replacement part for the standard OEM silencer fitted to the 718 GT4 RS (and Spyder RS), this silenced tailpipe kit from the 9M tuning arm of Warrington-based independent Porsche specialist, Ninemeister, will also fit most aftermarket rear silencers retaining the standard-sized outlets. Systems from Kline Innovation, Cargraphic and Brooke Racing spring to mind. Constructed from stainless steel and offered with a lifetime guarantee, these 9M parts promise to reduce sound (both flyby and static), which is perfect for trackdays, where noise restrictions are often in place. Though the final figure is dependent on the exhaust fitted, volume is dropped at least five decibels with these 9M tailpipes installed.

Price: £595

ninemeistershop.com or call 01925 242342

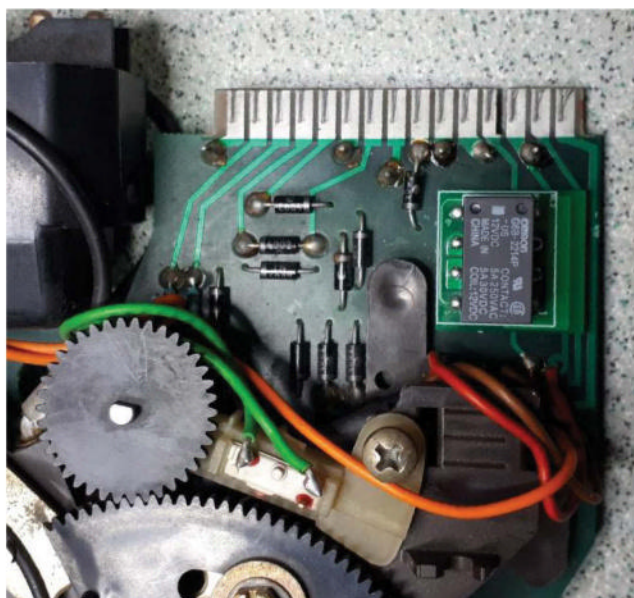


RITECH CUSTOM PCB FOR 928 HVAC SYSTEM

The 928's HVAC system was a relatively early automotive air-conditioning solution for Europe and did not change substantially during the 928's production run from 1978 to 1995. For its time, the system was sophisticated, but instead of using the PID temperature control modern cars rely on it, used a resistance balancing circuit with inside and outside temperature measurement balanced against the slider position. A linked control module then moved a flap within the heater box to vary flow between the heater and evaporator matrices. Additionally, air flow around the 928's cabin is controlled by vacuum actuators, the bellows of which split over time (or the operating solenoids fail). When the vacuum is wasted because the bellows have split, the water valve to the heater stays fully open and the cabin is red hot all the time. Lots to go wrong. Moreover, the Grunner compressor clutch relay in the controller (1982-1990) is underrated for current the earlier clutch can pull. These relays have a unique pin layout and are NLA. 928 specialist, Ritech Systems, offers a custom PCB with a higher rated relay as a de/re-solder drop-in solution.

Price: £60

ritech-systems.com or call 07702 541137



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PRODUCT CALL

WEBCON TWIN WEBER DCOE CONVERSION MANIFOLD AND CARBURETTOR KIT FOR 924

The 924 is rapidly gaining a long overdue following as a cost-effective, super-handling classic Porsche. The model's standard electronic fuel injection system, however, can often prove troublesome and is expensive to repair. As a result, an increasing number of owners are seeking alternative induction systems. One of the most popular is a Weber DCOE upgrade. The heart of this conversion is the intake manifold. Webcon is pleased to announce the launch of its own component manufactured in the UK. Produced to the company's legendary quality standards, part no. MW9007 is supplied complete with studs, nuts and softmount kits, as shown, and is available direct from Webcon's online store. MW9007 is also available as a complete kit, including linkage and authentic Weber DCOE carburettors (look for part no. PPO20). It's worth noting, a conversion to carburettors will require the use of a low-pressure fuel pump. As you'd expect, Webcon provides its own component for the job (part no. 17303), which is available as an optional extra for a reasonable £90.92 plus VAT.

Price: £341.25 manifold only, £1,808.79 complete kit
webcon.co.uk or call 01932 787100



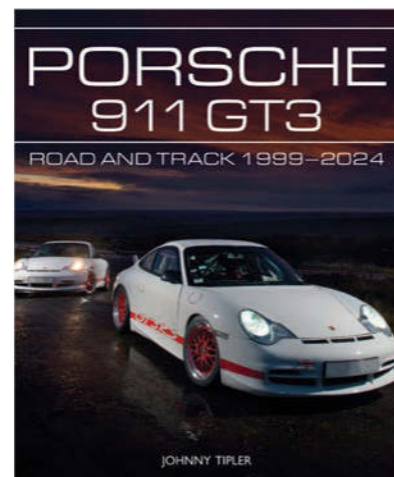
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Porsche 924.



RECOMMENDED READ: PORSCHE 911 GT3 ROAD AND TRACK 1999-2004

The first 911 GT3 was introduced in 1999 and was based on the then current 996. Successive iterations of the GT3 were similarly adapted from the contemporary production 911, with mechanical and aerodynamic upgrades, not to mention radically enhanced performance from RSR, R and Cup models. With more than three hundred stunning images, including factory archive pictures and specially commissioned artworks, and featuring several interviews with Porsche personalities intimately concerned with GT3s in build and competition, this 160-page hardback authored by 911 & Porsche World contributor, Johnny Tipler, tells the thrilling story of a masterpiece of design and technology on road and track.

Price: £23.55
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BMC HIGH-FLOW AIR FILTER FOR 991 GT2 RS

BMC high-performance air filters are hugely popular with Porsche owners. Based in Bologna, Italy, the company boasts ninety-six distributors all over the world and produces top-quality filtration products for racing and street use. Adding to the company's catalogue is this direct-replacement carbon-fibre air filter for the turbocharged 3.8-litre flat-six found at the rear of the 991 GT2 RS and the modern 935 (based on the 911 GT2 RS). Designed to fit in the standard Porsche airbox, the part allows increased airflow combined with more efficient filtration, guaranteeing containment of all impurities from as small as seven microns. Compare this to the standard Porsche filter's ten-micron limit. BMC air filters are produced using a 'full moulding' system, enabling the a multi-layered cotton gauze to be released from a single mould with no welded joints, thus avoiding easy breakage. The gauze is coated in low-viscosity oil and is covered with an epoxy-coated alloy mesh to ensure protection from petrol fumes and oxidation. All BMC air filters are supplied pre-oiled. Additionally, they can be washed and reused. Don't think they're the exclusive preserve of 991 owners, though — BMC air filters for a wide range of Porsche sports cars are available through Anglo American Oil Company.

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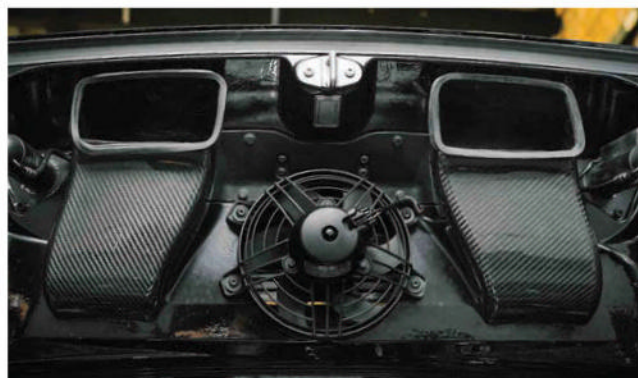


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TOM VAGI

Coupled with today's attractive purchase prices, the inherent balance of performance and practicality offered by Porsche's transaxle family of products makes it a hugely tempting prospect for anyone looking to buy a modern classic sports car with everyday usability...

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



Most readers of my articles in this fine magazine have likely figured out there's a soft spot in my heart for transaxle Porsches, especially the 944 and 968. I can cite many reasons for this, not least logging many miles in these cars over the years. Indeed, I daily drive my 944 from the time salt leaves New England's roads to the day before it goes back on.

When Editor Furr told me this issue of *911 & Porsche World* would be dedicated to cars from Porsche's transaxle line-up, I began thinking about what makes them special. Here's my take.

These transaxle cars have a completely unique balance of handling, design, and quality. From the lowliest of 924s to the mighty 928 GTS, all possess near perfect weight distribution provided by the front-engine-rear-transaxle layout. As a result, handling is unparalleled. All of us have read this time and time again, but the translation is this: Porsche's transaxle cars are easy to drive at high speed (though, er, some take longer to get there than others). Truly, all possess incredibly predictable and precise handling coupled with near telepathic road feel irrespective of where the car sits in model hierarchy. Entry level or top tier, all are fantastic.

Balance extends to the design. From the interior to the exterior, everything is functional. While the 924 can be a bit loud on long trips (and a bit low on power), the 944, 968, and 928 are all comfortable and capable highway cruisers. For my money, the transaxle cars are the best value Porsches available, followed only by the Boxster/Cayman twins, though the difference is slight. Put simply, with prices somewhat stable following a long period of rising values, it's hard to think of a car with the same level of personality as a 944 or 968 for the modest sums these Porsches command in the current climate. Both the 944 and 968 are great daily drivers capable of racking up high miles, neither car attracts too much attention, both are very comfortable and are known to be super-reliable if treated to regular servicing and routine maintenance. I have purposefully left out 928s in this pitch, primarily because of the servicing costs associated with the V8-powered 'land shark', although you could make the argument 944 Turbos aren't exactly cheap to keep. And you'd be right. Love is blind, after all.

In the modern era of Porsche sports cars, it's hard to find any you could consider user-serviceable. For that matter, hardly any are user *accessible*. In contrast, all of the Porsche transaxle models are relatively easily maintained,

with the possible exception of certain 928 models. Service information is generally available and the number of special tools needed for DIY spannering is relatively minimal. When writing this article, I was reminded of one of the few failures I've experienced with my 944 Turbo. The windscreen wipers stopping working during heavy rainfall. Not ideal, but the remedy was simple. I managed to pull off the road at a gas station and check the fuse for the wiper system. Sure enough, there was a little corrosion on the terminal. Cleaned it up, repatriated and off I went. Total time out of action? Ten minutes. Not something you could claim when repairing even the simplest of faults on a modern car. Oh, and in case you were wondering, with the exception of dashboards (sadly), new parts for the 924, 944, 968 and 928 are widely available.

These cars are built like bank vaults. The 'clunk click' sound of a transaxle Porsche's door closing always brings a smile to my face. Solid. These cars are generally very good at resisting corrosion, too. The interiors of early transaxles are somewhat lacking, but later examples are much nicer. And they have *real* air-conditioning.

I'd be a wealthy man if I earned a nickel for every time I've heard someone say a 944 is little more than a fancy Volkswagen. Well, okay, the 924 started out that way before progressing into a kind of Audi and then a full-fat Porsche, but as a lifelong VW/Audi fan, the 924, 944 and 968's lineage has never bothered me. These cars have been the subject of "not a proper Porsche" jibes since their inception, but it's important to note many of the advancements pioneered in transaxle cars have continued to live on in other Porsche models, including the venerable 911. I was reminded of this as we were removing the torque tube for the forward shaft on a 993 earlier this year. It was refreshing to see parts designed for this 'lowly' range of Porsches installed in one of the most desirable 911s of all time.

The flip side of the stigma is how you get total freedom to drive — I don't know of too many people overly obsessive about preserving their 944 or 968's mileage, especially if it's in less than pristine condition. You can get out and drive these Porsches in all weather. On many occasions, I've forgotten to lock mine. Somehow, I'm never too worried about it disappearing. ●



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For \$74,500



1976 Porsche 911S Coupe #16776

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, a 2.7-liter air-cooled Flat-six engine, sunroof and VDO instrumentation. This extremely collectible 911S Coupe that is mechanically sound.

For \$59,950



1958 Porsche 356A Sunroof Coupe #17569

This 1958 Porsche 356A Sunroof Coupe that is finished in silver metallic complemented with a red interior. This 356A has been retrofitted and upgraded with a flat 4 cylinder air-cooled 1600 Super-90 engine, enhancing its driving dynamics. A Porsche that combines timeless design and unmatched prestige that is mechanically sound.

For \$96,500



1976 Porsche 911S Sunroof Coupe #17789

Introducing this 1976 Porsche 911S Sunroof Coupe that is finished in its exquisite factory color Sienna Metallic complemented with a sleek black interior. Comes with upgraded 3.0-liter air-cooled flat-six engine and 5-speed manual transmission. Whether you're a seasoned collector or a first-time buyer, this 911S is a perfect choice and is mechanically sound.

For \$59,950



1984 Porsche Carrera Coupe #17729

This 1984 Porsche Carrera Coupe featured with matching numbers. Finished in its special order color Slate Blue Metallic (661) with a beige interior. This blue-plate California car is equipped with a 5-speed manual transaxle and a air-cooled 3.2-liter flat-six. If you're in the market for a classic Porsche look no further than this Carrera that is mechanically sound.

For \$59,950



1994 Porsche 964 Carrera 4 Widebody 5-Speed #17572

This 1994 Porsche 964 Carrera 4 Widebody Coupe 5-Speed featured with merely 36,698 miles on the odometer. Finished in its factory color Guards Red (G1) combined with a Tan interior. This particular model is one of only 267 Widebody "Turbo-Look" examples ever produced. This limited-production factory Widebody air-cooled 964 that is mechanically sound.

For \$179,950



1964 Porsche 356C 1600 Reutter Cabriolet #17817

This 1964 Porsche 356C 1600 Reutter Cabriolet featured with a copy of a Certificate of Authenticity. Finished in Light Ivory and black interior. Equipped with an air-cooled 1.6L Flat-four engine and paired with a 4-speed manual transmission. Such a Reutter-bodied 356 Coupe is a great find that deserves a place in your collection and is mechanically sound.

For \$108,500



1993 Porsche 928GTS 5-Speed #16157

Presenting this scarce 1993 Porsche 928GTS 5-Speed that is finished in its factory color Slate Grey Metallic (Q9) complemented with a Grey interior. This is 1 of only 54 examples ever produced for the US market. Equipped with a 5-speed manual transmission, V8 engine, power steering and twin exhaust finishers. This is an extremely rare opportunity to be a part of a select few to acquire a limited edition 928GTS 5-Speed that is mechanically sound.

For \$89,500



1973.5 Porsche 911T Targa #17274

This 1973.5 Porsche 911T Targa featured with matching numbers and finished in its special order factory color Gemini Metallic Blue (335) and a Black interior. Equipped with a 5-speed manual transaxle and fuel-injected 2.4-liter Flat-six engine, four-wheel disc brakes, removable black Targa roof panel and Targa bar. If you're in the market for a classic car that combines timeless style look no further than this Long-hood 911 that is mechanically sound.

For \$56,500



1974 Porsche 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 an exclusive 914 Limited production Creamsicle that is mechanically sound.

For \$76,500



1988 Porsche Carrera Cabriolet #16154

This 1988 Porsche Carrera Cabriolet is featured with matching numbers and only 25,552 miles on the odometer. Finished in its factory color Black - Schwarz (700) combined with a Grey interior. This fine example comes with an owner's manual booklet, maintenance booklet with stamps, clean Carfax report, options sticker, and a copy of the original window sticker. Don't miss out on this low-mileage Carrera Cabriolet that is mechanically sound.

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KARL MEYER

Everybody would love their Porsche to be in box-fresh condition, but it's worth remembering these cars are built with reliability and longevity in mind, meaning dealers shouldn't be afraid of stocking higher-mileage GT products or those used in anger at a race circuit..

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



Rest assured I'm determined theporschebuyer.com will never become a generic car buying service relying solely on book values and market data. We still do most of our business over the telephone, practice which gives us the opportunity to speak to real-world Porsche owners and keep our finger on the beating pulse of this market each and every day. I strongly believe this gives us a competitive edge. Yes, it's an old-fashioned way of doing things, but there's no substitute for talking to people, despite what social media would have us all believe. And so, our best insights into the market often come from conversations with you, the buying public.

This month, I had an interesting conversation with a customer regarding GT Porsche ownership. He explained he'd enjoyed his manual second-generation 991 GT3 so much he'd owned it twice before being allocated his current 992 GT3. He initially sold the 991 at two thousand miles, before missing the car dearly and buying it back again a couple of years later, when the odometer was closing in on eight thousand miles. He added another ten thousand to the scoreboard before finally selling up.

He passionately explained what a completely different animal this 911 was at all three mileage/service intervals. So he said, this GT3 was performing its best after the last of the three. He went on to share how sad it made him to see a flurry of low-milers coming to market, meaning the owners of these cars haven't experienced them at their very best and likely never will. His story has inspired me to campaign for Porsche Centres and independent specialists not to be afraid to stock high-mileage GT products. Additionally, the fact a GT Porsche has been used at a track shouldn't be a negative in retail sales, even though it often is. Rev-range reports have created a culture all but demonising some Porsches in the marketplace, but I challenge the status quo. I put my faith in Porsche's engineers, who proudly claim these cars are built for punishment. Isn't this part of the allure? Reliability of Porsches is, after all, one of the reasons we are attracted to them.

I take hope the market is ready for such acceptance, not least because little more than ten years ago, many Porsche enthusiasts were shunning restomods, but the scene has evolved to the point these cars are now being celebrated, especially so in the case of 964 backdates and

individualisation, where more often than not, the driving experience is placed above all other considerations. I hope we see similar market evolution toward 'tracked' (and leggy) GTs.

In other market news, whilst we've all been told the investment car market is sleeping, a spike in data has triggered my interest at how an unlikely pair of air-cooled performers have quietly been setting new records. Yep, I'm talking Turbos, which are always loved, but often a slow burn for investors. I urge you to pay attention to what 930 and 993 Turbo prices have been doing this year. These cars are finally stretching their legs. I've been waiting for this moment for an age. It's frankly baffling why the value of these Porsches remained static for so long, but owner patience has paid off — good examples of 930s are genuinely transacting at sniffing distance of £200,000, with 993s at parity. We have solid data outlining a number of on- and off-market transactions between £170,000 and £199,000.

As we reach the end of Q3, most Porsche Centres are telling me they're still desperate for stock, but the countdown to winter is already ticking in the minds of buyers. I particularly dislike how much of a worrying beast the corporate entity can be regarding winter, but when you're holding millions of pounds worth of stock, the necessity to be fiscally responsible with shareholder money is a fair one.

A board-level meeting I recently had with a large franchisee outlined how it wishes to see out the financial year (December 31st). A desire to not hold too much stock and no car hanging around longer than sixty days will mean no more purchasing of GT cars, Rennsports, EVs and possibly even soft-roof 911s until next year (my comment highlighting this doesn't leave much on the table certainly drew a laugh). Such rules are never completely hard and fast, but the directive was set. This means a few things for us as owners. Firstly, if you are half-minded to sell a Porsche falling into any of these categories, I suggest you act now. Additionally, with a multitude of updated models just released or around the corner, we expect to see a book drop in current or previous model values. Although this has yet to occur, I recommend not waiting much longer. It may prove sensible to sell now and buy yourself a winter bargain. ●



TRANSAXLE PORSCHES



WHEN LESS IS MORE

Flying the flag for affordable Porsches, the 924 left a long-lasting legacy. We meet a man who owns not one, but five 924s, as well as a 968 Sport and a 944 race car...

Words David Sutherland, Richard Gooding and Robert Smith Photography Dan Sherwood

Until about ten years ago, the joke about filling a fuel tank to the very top and doubling the host vehicle's value applied to the 924.

It was the 'cheap' Porsche, occupying space in a seemingly parallel universe to the one where 911s clung tenaciously to their values and excelled in industry polls focusing on depreciation.

The 924 S, 944 and 968 all evolved from the 924 and maintained similar status in the used car market, becoming the blue-collar side of Zuffenhausen. This was in stark contrast to the

Boss-suited 911. Far from being 'the great unloved', however, the 924 was a godsend to the impecunious Porsche fancier. A cheap four-pot 'transaxle' was considered by many an expendable motoring essential: buy for a song, run on a shoestring and, when the threat of uneconomic repair loomed, recycle back into the grassroots Porsche community where, hopefully, life would be breathed into the car by a fresh and willing (but, hopefully, low-spending) next owner. Failing that, the Porsche's parts might help prolong another's service life.

Alas, that once exhaustible supply of low priced, front-engined, four-cylinder, water-cooled Porsches has all but dried up — the £1,000 prospect worth a gamble is now the £10,000 polished forecourt find. Indeed, you're now more likely to see 924s entered into local classic car auctions than crying out for a home on eBay. Moreover, the international classic car market currently has the hots for good 924s. As if to prove the point, RM Sotheby's recently coaxed bids on an eleven-thousand-mile 1980-registered 924 up to nearly \$54,000 (about £41,500).

Unlike the 911, which seems impervious to the effect of price rises, cost has always been a key issue with the front-engined four, even from the days when it was still a sketch on a designer's pad. The story is best taken up by looking at the position Porsche found itself in by the mid-1970s: a low-volume (and hence vulnerable) carmaker offering rear-engined and mid-engined models manufactured from few common parts. The 911 was more

future of sports cars looked bleak, not least thanks to the period's depressed economic climate and long-standing rumours concerning the apparent intention of North American federal safety legislators to outlaw convertibles. Even so, Porsche couldn't afford the price Volkswagen wanted for rights to the 425's design. After much deliberation, to avoid the project being canned and the 30,000,000DM spent on its development amounting to nothing,

a deal was struck whereby Volkswagen would manufacture the resulting production model in the Audi/NSU works at Neckarsulm, while Porsche would essentially buy

EVEN WITH THE EXTRA KIT, THE 1,180KG TURBO WEIGHED ONLY FIFTY KILOS MORE THAN THE NORMALLY ASPIRATED 924

than a decade old, while the complicated and not entirely satisfactory 914 (a joint project with Volkswagen) had dated quickly. Porsche wanted to ramp up production levels to achieve a more efficient cost base, but designing and engineering a new model from scratch was beyond the company's financial resources. Its thriving consultant engineering division at Weissach, however, had designed a coupe powered by a two-litre front-mounted engine and a gearbox integrated with the rear axle for transformed weight distribution.

Though intended for Volkswagen, Wolfsburg canned the project at a late stage, instead developing the Golf-based Scirocco, citing the 1973 global oil crisis and a string of new industry regulations as reasons for backing out.

This reluctance to proceed with what was originally dubbed Project 425 effectively handed Porsche a readymade replacement for the 914. The preferred route for some at Zuffenhausen would have been to incorporate more Porsche engineering pedigree, but continuing along the chosen path was a cheaper option at a time when the

each finished car — now badged 924 — from Volkswagen. This joint parentage explains the variation of the EA831 two-litre, four-cylinder engine (equipped with a Porsche cylinder head), as well as the use of Golf-derived front strut suspension and steering, Volkswagen K70 brakes and even rear suspension torsion bars derived from the Beetle. Inside, switchgear and instruments from contemporary Audis and Volkswagens reigned supreme.

RAVE REVIEW

Cleverly, the Volkswagen joins didn't show. Helped by the Porsche badge and then modern looks, *Autocar* described the 924 as "a junior supercar". The two-litre, single-cam engine (canted over thirty degrees and fed by Bosch K-Jetronic fuel injection) produced 123bhp and 122lb-ft torque fed through a four-speed manual or three-speed automatic gearbox. The 'two-plus-two' seating and opening rear screen added practicality. Importantly, the UK showroom price before any extras were added was just £7,000 (circa £51,500 in today's money), which was a third

Facing page The 924 offered a high number of model variants during its almost decade in production



less than the cheaper of the two 911s available at the time. An amazing quota of fifty thousand 924s were built in just twenty-six months. UK deliveries started in January 1977.

As we know, right from the start, purists — seemingly oblivious to the 356's heritage — couldn't forgive Porsche for releasing a car with obvious Volkswagen roots. This impacts more than four decades on from the 924's release insofar as cars from Porsche's transaxle family of products, possibly even the lightweight 968 Club Sport, are still not seen as a 'proper' Porsche by the hardened few, though the sentiment is becoming less muttered as time goes on. Consider, then, *Autocar's* road test of the 924 in February 1977. The resulting article (headlined *Testing the back-to-front Porsche*) enthused, "in roadholding, handling and ride, the 924 has few rivals and imparts great confidence to driver and passenger alike." Praise indeed, but not without a word of caution. "Mechanical refinement is lacking at the top end of the engine's range and the degree of road noise is a sad disappointment, but one must remember this car is not necessarily how Porsche would have designed and engineered it for itself."

The raid of the Volkswagen parts bin led *Autocar* to further contemplate the 924's non-Porsche origins, commenting on how the car "feels more like a saloon than a sports car". On the subject of a Porsche mixed with Volkswagen minor controls, "though the configuration of

the 924 may make it sound like a 'bitsa' car, the whole effect is harmonious and obviously well engineered." The road test's conclusion was favourable, not fanatical, but ended with the previously unheard criticism of a Porsche. "There are several strong rivals, such as the Ford Capri 3.0 S, Triumph TR7, Lotus Esprit and Datsun 260Z, offering similar specification for a lot less money."

In mid-1978, three years after model launch and one year on from introduction to the UK domestic market, the process of teasing the 924 away

from Volkswagen began when the original Audi gearbox was replaced by a 911-derived unit, with first out on a left-and-back dogleg. Evolution continued when, in November of the same year, the 924 Turbo (a model not arriving in the UK for a further eleven months) was announced. The original engine block and bottom end were retained, but a new cylinder head with revised combustion chambers, three-millimetre-larger exhaust valves and new pistons for a lower compression ratio were fitted. Other additions included a secondary

Above Kevin Anstill's boyhood fascination with the 924 has led to a growing collection of Porsche transaxle models in his adult life

Below Carrera GT replica is based on a 924 S, although Kevin also owns the real deal finished in silver



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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 (with dropdowns for Year: 2004 and Model: 996/997/986/987), 2. Select Your Package (with a dropdown for 'Street Performance 2'), and 3. Customize Package (with instructions to add, update, or remove parts). A yellow 'Add To Cart' button is prominent. To the right, there are 'ONLINE TOOLS' links for 'Brake Builder', 'Suspension Builder', and 'Suspension Navigator'. Below these, a 'PACKAGE CHARACTERISTICS' table shows 'RIDE COMFORT' at 41 and 'PERFORMANCE' at 63. The main content area displays two grids of car parts: 'Suspension' (including shocks, springs, control arms, and sway bars) and 'Brakes' (including brake pads, discs, and calipers).

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fuel pump to increase delivery pressure, a recalibrated fuel injection system and a blow-off valve. The German-made Kühnle, Kopp & Kausch (KKK) turbocharger helped to deliver more than

thirty percent more power and double the twisting force, allowing Porsche to claim 168bhp and 181lb-ft torque. The result was the world's most powerful two-

litre car at the time of production, racing to 62mph from rest in 7.8 seconds and topping out at 140mph.

Bilstein gas dampers and a larger brake servo added to enviable specification, but even with the extra kit, the 1,180kg Turbo weighed only fifty kilos more than the normally aspirated 924. Unsurprisingly, 924 Turbos for the US domestic market were less powerful (clocking 150bhp), but in all other respects, the 924 was, at last, a proper performance car. The prop and driveshafts were thickened, and the gearbox ratios changed slightly, while the springs and anti-roll bars were stiffened. The brakes were uprated with a mixture of 911 SC and 928 parts. Wheels increased in size, measuring fifteen inches in diameter and wrapped in 185/70-profile rubber, though the main exterior distinguishing marks were extra air intakes on the nose and a rear spoiler doubling up as the screen surround. A four-spoke steering wheel was introduced to the cabin.

Often mistaken for an intercooler — it's worth noting the 924 Turbo doesn't make use of one — is the external oil cooler visible when the go-faster 924 is viewed head-on. The four horizontal

Turbo's most distinctive features were its achingly cool NACA bonnet duct and the optional (but popular) two-tone paint jobs, each ensuring the new Porsche was difficult to miss. Retina-busting

interior trim was also a feast for the eyes, with period-perfect chequered patterns and the now-iconic Pasha velour fabric on offer.

Released in 1980, the specialist-

built Carrera GT was a sexier, more muscular version of the 924. Its 210bhp turbocharged engine was put on sale to homologate a Le Mans race car, helping consolidate the 924's Porsche-

Above Stunning from every angle, this wide-arched replica has been further upgraded following our photo shoot

Below Genuine 924 Carrera GT seats round out the transformation

DETAIL CHANGES EXTENDED THE TWO-LITRE 924'S LIFE UNTIL 1985, WHEN VOLKSWAGEN CEASED PRODUCTION OF THE EA831

vents between the headlights channel cool air in the direction of this part. Underneath, the front bumper gained a lip spoiler and a pair of grille banks below the spotlights. Undoubtedly, the





Above and below
Right-hand drive Le Mans is a rare beast and was bought by Kevin specifically for the purposes of restoration work

ness. Indeed, the 924-on-steroids delivered the goods convincingly, with the highest-placed 320bhp 924 Carrera GTP finishing in sixth place at the 1980 outing at Circuit de la Sarthe. The four-hundred Carrera GTs assembled were priced at around £20,000, pretty much double that of the regular 924 Turbo. The following year, an evolution of the Carrera GT came in the form of the fifty-unit 924 Carrera GTS Clubsport, complete with Matter roll cage and race seats. Immediately collectible and remaining popular to the present day, an example with a mere forty-seven-

kilometres covered from new made \$357,000 (£280,000) at auction in Ohio back in 2019.

February 1982 saw the hundred thousandth 924 produced. To the surprise of many, the model survived the launch of the 944, itself developed from the 924 and featuring bodywork inspired by that of the 924 Carrera GT. In fact, prior to the 924 Turbo being discontinued in the summer of 1982, the model's rear spoiler found its way onto the 924 and higher specification 924 Lux. Synchromesh on reverse gear was added. Then, in August 1983, an electric

rear hatch release was fitted. Sales passed 130,000 units. Another twelve months along the production timeline, an electrically heated screen and washer nozzles appeared.

END OF THE LINE

Detail changes extended the two-litre 924's life until 1985, when Volkswagen ceased production of the EA831 engine. Consequently, the final phase of this body shape was the 924 S, arriving in September 1985 for the 1986 model year and staying until early 1988 as the only 924 available to buy new. The S received the 'big banger' 2.5-litre four-cylinder engine from the 944, but with lower compression, enabling it (like early 911s) to use 'two-star', as lower octane petrol was then known. Power was 158bhp and 155lb-ft torque. Performance was on par with the discontinued 924 Turbo in as much as the sprint from rest to 60mph took 7.8 seconds (romping all the way to 137mph), yet the 924 S was not to be dismissed as an engine 'drop-in' special — the model borrowed the 944's brakes and part-aluminium suspension, with power rising to 160bhp in 1987.

A year after launch, changes were made to the S's instruments. Electrically controlled and heated exterior mirrors became standard equipment. Some of these final 924s took the form of the Le Mans Limited Edition, making use of stiffer suspension, body side stripes, a removable sunroof and sports seats. By the time the 944 got into its stride, however, the 924 had done its job and, sadly, became Zuffenhausen's





forgotten car. Fast-forward to the present day and it's worth remembering this attractive, low-cost model enabled Porsche to survive and prosper by allowing the brand to enter the mass production sports car market with a largely conventional design. The 924's popularity speaks for itself: with sales totalling 150,211 units (all types excluding motorsport versions) in a production run lasting twelve years, the fact the 924 suffered an unalterable image problem was, all things considered, a minor issue.

At the time of the 924's demise, UK buyers needed £21,000 to bag themselves a piece of the action. Affordable? Not entirely, but today, a usable early 924 can be bought for the far more agreeable cost of five grand. Fair-condition Turbos are on the rise — you'll to budget fifteen thousand for a good one. Once seen as the 'poor relation', the 924 is now widely accepted in classic Porsche circles, offering genuine performance and a rewarding drive to fans of modern-classic sports cars. The 924 also has the honour of being a model keeping Porsche afloat

at a time the 911 was unable to do so. Do yourself a favour and bag a slice of the 924 pie while prices remain sensible. As outlined elsewhere in this magazine, the 924 scene benefits from a brilliant owners club (find it online by visiting porsche924.co.uk) offering massive support for enthusiasts, a vibrant 924 racing series, a huge amount of tuning equipment and a wealth of new and used spares at your disposal.

Someone knowing this only too well is club committee member, Kevin Astill. "I always liked the look of the 924," he admits. "The sleek, elongated shape of this Porsche was different to the square-edged designs many other manufacturers were churning out for their sports cars. I was born in 1969, meaning I wasn't old enough to buy a 924 when they were new, but I remember being struck by the bright, bold colours

Above Kevin tells us club records suggest only twelve right-hand drive Le Mans 924s are thought to have survived to the present day





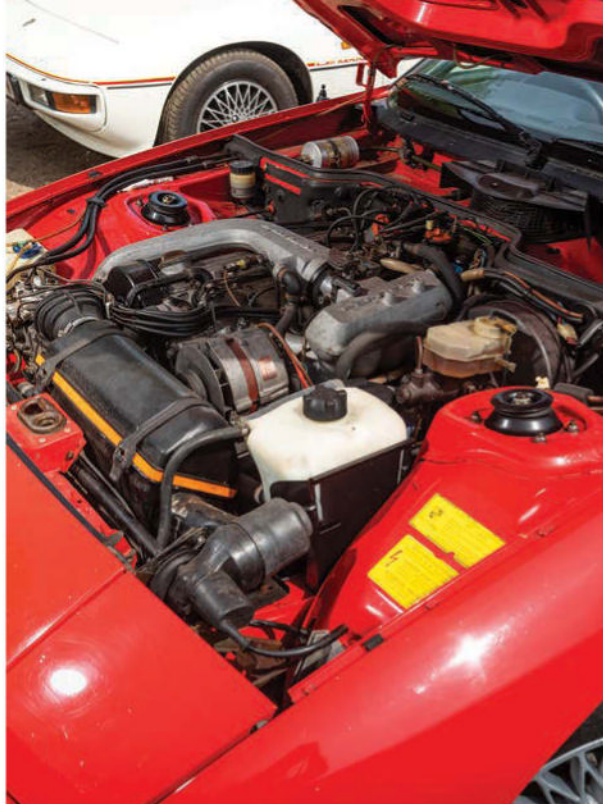
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Above and below
Despite what the vents below its bonnet might suggest, the 924 Turbo does without an intercooler

Right Depending on your mood, Pasha trim is enough to get you excited or give you a migraine

of these Porsches at a time many other cars were finished in monotone or neutral shades."

Years passed. Kevin all but forgot about the 924 until he met his now-wife's father, who owned a 944. "I suddenly remembered everything I loved about the 924. My daily commute took me from Reading to Nottingham. I

reasoned a 924 would be a great tool for the job, but by then, it was quite an old car. I ended up buying a 968 instead. I reasoned this was a modern evolution of the same Porsche and proceeded to add

150,000 miles to the odometer."

Though the 968 "never let me down", Kevin reasoned he'd like to dote on a transaxle Porsche, rather than subject one to massive mileage each day. "I'd

THE DECISION TO START A SALES AND MARKETING AGENCY FOR THE IT SECTOR MEANT HE HAD TO PART WITH HIS PRIZED PORSCHE

bought a 964 and, inspired by articles I was reading in *911 & Porsche World*, converted it into a 964 Carrera RS evocation. I had fun with this 911, but I couldn't shake the idea of 924

ownership. Consequently, I sold the 964 and bought a non-running 924 Carrera GT evocation based on a two-litre 924. Cosmetically, the car was in mint condition, although made use of

the wrong interior for a Carrera GT lookalike. Essentially, it had been left standing a while and wouldn't start. The engine turned over, meaning I was sure it hadn't seized, encouraging

me to take a punt. I handed the car to a local mechanic, who identified its warm-up regulator as faulty. With a replacement part installed and a big service carried out, the Porsche ran beautifully thereafter, although I always felt it was slightly underpowered. Today, of course, there's much an owner can do to increase engine output, but I'm not mechanically minded and, back then, I didn't have the network of necessary contacts at my disposal. Nevertheless, this 924 proudly wore the Carrera GT aesthetic and I loved looking out of my office window and seeing the car parked directly outside. It looked fantastic."

The decision to start a sales and marketing agency for the IT sector meant he had to part with his prized Porsche in order to raise valuable business start-up funds, but nine years later, he came across another 924 Carrera GT evocation in need of attention. It's the Guards Red machine you see on these pages. "This example is based on a 924 S, which was equipped





with a detuned version of the 944's 2.5-litre inline-four. Obviously, there's more satisfying power at play than I experienced with the two-litre car, not to mention the 924 S having generally much higher specification than the earlier model."

The red replica was delivered to a trusted bodyshop, at which point it was stripped of its Carrera GT-aping panels, which were repainted and refitted. New body graphics, a new bonnet scoop and new rubber seals were also applied. Unlike Kevin's previous replica, this car makes use of a genuine Carrera GT interior and the correct-specification Fuchs wheels.

RINGING THE BELL

Since our photo shoot, this radiant red 924 S has taken another notch up the Carrera GT ladder and is now a dead ringer for Derek Bell's personally owned 924 Carrera GTS, complete with white wheels, exposed headlights and sticky bonnet-placed registration plate (CGT 11W). "I moved house," Kevin explains. "My new home came with a number of useful outbuildings, ideal for storing cars. I used this space to buy a selection of 944s in need of work, have them recommissioned or part-restored, then sell them on. It was a way of funding my 924 addiction, eventually leading to the purchase of a genuine 924 Carrera GT finished in silver." We'll save this

particular story for another issue of *911 & Porsche World*, suffice to say the red replica was in such good condition and

THIS RADIANT RED 924 S HAS TAKEN ANOTHER NOTCH UP THE CARRERA GT LADDER AND IS NOW A DEAD RINGER FOR DEREK BELL'S CARRERA GTS

was such a faithful recreation of the real deal, it donated its interior to the *actual* Carrera GT in Kevin's possession.

A limited edition 924 Le Mans (GYN 825W) came next. Bought through the 924 Owners Club, the car was

subsequently restored and soon found itself displayed on the club's stand at the annual NEC Classic Car Show. "This

924 is based on the early two-litre model, which means I don't enjoy driving it as much as my bigger-engined 924s, but considering only a handful of this model survive

in right-hand drive, I reasoned I'd like to save it from further wear and tear, hence buying for the purposes of restoration and preservation."

In parallel, Kevin bought two 968s. One was kitted-out with an early

Above and below
Fabulous twin-tone brown paintwork was one of many dual colour finishes available for the 924 Turbo and could be paired with colour-coded Pasha cloth



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iteration of Tiptronic semi-automatic transmission ("I didn't enjoy it"), the other was equipped with a manual gearbox, but he ended up selling both cars and buying a Guards Red 968 Sport in the pair's place.

Shrewd move — the UK-only 968 Sport was limited to just 306 units, making it one of the rarest production Porsches. Essentially a Club Sport with a few reinstated creature

comforts (power windows, electric mirrors, rear seats, electric tailgate release and cloth-covered 'tombstones' in place of hardback Recaro buckets), this superb 968 commands half the price of a Club Sport, but is near identical in its specification. It's more comfortable on the road, too.

Kevin's Guards Red 924 Turbo (SFG 697X) is another car sourced through the owners club. Rebuilt, but then tucked up in a barn for twenty years following only a hundred miles of road use, this isn't the most pristine of 924s, but as Kevin observes, its engine "runs like a sewing machine". Some of you may have seen the car at this year's NEC Restoration Show, where it was treated to new seat covers and a coating of Bilt Hamber underside anti-corrosion material as part of a series of live demonstrations performed on the club's exhibition stand.

"I thought that was me done, fleet complete," he smiles, "but then the brown Turbo was advertised for sale. It

belonged to a retiring club committee member who was keen to see the car remain within our ranks. He'd spent a fortune bringing the car up to a good standard, but after a couple of weeks

was the introduction of an aftermarket fuel pump isolator switch behind the dashboard. This was a common anti-theft upgrade carried out in the 1980s, but the part in Kevin's brown belter had corroded to the point of failure. With the unit removed, the car started up without complaint and now drives perfectly.

The brown Pasha trim and twin-tone paint job command plenty of attention. "This Turbo is in far better condition than my red turbocharged transaxle, although the red car's engine runs much smoother than that of the brown Turbo," Kevin tells

Above The narrow-bodied 924 looks sharp and streamlined, especially when compared to Carrera GT and its derivatives

WITH EXPERIENCE OF THE FULL RANGE OF 924s, HE'S PERFECTLY PLACED TO OFFER ADVICE TO ANYBODY THINKING ABOUT TAKING THE PLUNGE

use, it died when he put his foot down exiting a roundabout. The Porsche was pushed into his garage and remained there, unused, until I came along." The problem, as Kevin's mechanic explained,





Above and below
Kevin's passion for the 924 is part-funded by the purchase, restoration and sale of a number of 944s

us, before going on to explain he also owns a Rothmans-liveried 944 race car. We'll come to this particular transaxle in a forthcoming issue of *911 & Porsche World*. For now, let's take stock: Kevin's fleet of 924s includes a Carrera GT replica based on a 924 S, two Turbos, a rare Le Mans right hooker and, not pictured, a genuine Carrera GT. With experience of owning and driving the full range of 924s, he's perfectly placed to offer advice to anybody thinking about taking the plunge.

"It depends what you want from a 924 and whether you're hands-on when it

comes to repair and maintenance," he offers. "If you're not a keen DIYer, but you want a spirited drive from a 924 you can blast around backroads before washing, polishing and putting back in the garage, then I recommend a 924 S. It has pretty much everything you want from a classic sports car. It's more modern than the two-litre 924, but retains the older car's shape. You can take a 924 S to the shops, hammer country roads, use it for weekends away and for commuting in between. In many respects, it's the perfect classic Porsche and will effortlessly cover big mileage."

What if you are mechanically minded? "Without doubt, go for a two-litre 924," he says. "It's easy to pinpoint problems and required remedial work tends to be very straightforward. Be mindful of the fact specification frequently changed for early 924s, though. Some, for instance, will only have a single door mirror. Others were equipped with a four-speed gearbox. Pleasingly, however, these 924s can be bought at low cost."

FORCE OF NATURE

No Turbo, then? "Thanks to modern technology and the ingenuity of enthusiasts, an off-the-shelf supercharger kit, complete with all required fitting hardware and electronic upgrades, can be bought direct through the 924 Owners Club and fitted to two-litre cars. The base engine is very reliable, and this particular supercharger installation is very robust. It's an upgrade delivering better value for money than buying a 924 Turbo. With this in mind, unless you're dead set on originality or are determined to secure Turbo ownership, save yourself the hassle of the Turbo's more complicated forced induction equipment. The supercharger kit is a better bet and will deliver linear performance. It'll be more reliable, too."

So, then. For all the bells and whistles of late 924s, even a man in charge of more or less every variety of the first four-cylinder model from Porsche's transaxle family of products recommends going back to the beginning. Less is more, so it seems. Happy hunting. ●



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NEXT GENERATION

Determined to secure the 924's future for many years to come, the 924 Owners Club Young Members group is going from strength to strength, as 911 & Porsche World recently discovered...

Words Phil Watson, Thea Blurton and Dan Furr Photography 924 Owners Club

July 2021 marked the arrival of the 924 Owners Club's annual Peak District Run (the club's first major event of the year). Darting through Derbyshire alongside club veterans was then new member, Thea Blurton, who arrived at the event having driven from London in her largely original Diamond Silver Metallic 924 Lux. This was Thea's first run out in her very first car. The event would prove pivotal for both her and the club.

Riding shotgun was Thea's dad, Tony, a classic car enthusiast known for running a 1962 Jaguar Mk2

2.4. His influence had clearly rubbed off on Blurton the Younger — Thea's infectious enthusiasm and passion for the 924 became the catalyst to attracting significant numbers of new young 924 owners and enthusiasts, not only to the club, but to 924 ownership in general. Of course, the 924 Owners Club has long been 'family focused', although in the organisation's early days, prohibitively expensive insurance premiums dissuaded some young fans of the front-engined, water-cooled coupe from securing a 924 to call their own. A few eager beavers managed to remove this barrier to ownership by securing a classic insurance policy with limited mileage and a host of other restrictions, but the 924 is a Porsche recognised the world over for being a capable everyday sports car. Owners want to drive their cars as Porsche intended.

"I met a number of young 924 enthusiasts on the Peak District Run, which took place not long after I bought my Lux, and not long after my twentieth birthday," Thea reveals. "I met more young 924 fans at the club's outing to the 2021 Silverstone Classic. A photo

of us standing in front of my car was posted to the club's Instagram page and marked the beginning of something special. Long story short, during the following year, I came across many other young 924 enthusiasts on social media. We messaged one another, exchanging details of the events we planned to attend and arranged to meet up, whenever possible. By the time of the 2022 Silverstone Classic, we were chatting in a dedicated WhatsApp

and didn't really share our passion for the model. Essentially, the group was becoming a general chat hangout, rather than a place specifically to discuss the 924. At this point, I acknowledged the fact we needed to move to a different platform, one capable of allowing us to manage a large community of contributors focused on conversations around a single topic."

Enter Discord (a voice, video and text chat app used by tens of millions of users daily). As a user since 2016, Thea recognised it does, as she puts it, "a damn good job at providing a welcoming space for rapidly expanding online communities"

WITHOUT MUCH IN THE WAY OF DELAY, THE GROUP WELCOMED ITS FIRST INTERNATIONAL MEMBER, WHO SIGNED UP FROM THE NETHERLANDS

group. This made it easy to share and explore our passion for the 924, whether documenting progress on our respective projects, seeking technical advice or arranging drives out together. We each created stickers with our Instagram handles and applied them to our cars in the hope of encouraging yet more young 924 owners to come out of the woodwork. Slowly, but surely, our WhatsApp group grew in numbers — as soon as we discovered someone our age had bought a 924, we were on the case, bringing them into the fold."

This 'next generation' of 924 owners and enthusiasts arranged their first get-together in 2022. Travelling from all over the UK to meet one another (some for the first time), the turnout was good, but the group chat had ballooned and was proving difficult to manage. "We didn't anticipate it becoming so popular and therefore didn't put much thought into moderation or rules for joining," Thea shrugs. "The nucleus of the group, myself included, knew one another, but we were suddenly welcoming many friends of friends, many of whom didn't own a 924, weren't club members

and worked with her fellow group members, Jack Carré and Craig Pye, to establish a new home for the group. These efforts, not to mention the growing number of young 924 owners and enthusiasts joining the 924 Owners Club as a direct consequence of the group's work, encouraged the club's chairman, Alan Bradshaw, to invite Thea to join its committee.

LAUNCH CONTROL

"Our little group was being recognised!" she beams. "It was a huge honour and a real delight to be invited to get involved with the club at such a high level. After a couple of meetings, and with full support from the committee, our group became an official subsection within the 924 Owners Club. It really was something of a whirlwind. I was, after all, still very new to car ownership, but here I was, being encouraged to give our group a name in order for it to be officially recognised."

Months of internal discussion passed, before the group emerged as 924OC-YM (Young Members). "We wanted to emphasise how we wouldn't have existed without the 924

Facing page The newly established 924OC-YM group is growing fast and is already attracting new overseas members



Owners Club and how, to join as a YM member, applicants must already be a member of the club." It wasn't long before Alan and club Media Manager, Phil Watson, were commissioning YM merchandise, including stickers and pop-up event banners. The YM private Discord server was promptly promoted on the excellent 924 Owners Club forum (find it at porsche924.co.uk), as well as on Instagram and Facebook. A more affordable club membership fee specifically for YM applicants was introduced and, without much in the way of delay, the group welcomed its first international member, who signed up from his home in the Netherlands.

After a massive turnout for the 2023 Silverstone Festival, word has continued to spread far and wide, but why such heavy interest in the 924 from people in their late teens and early twenties? To answer this question, we must take a trip down memory lane. Specifically, we need to head back to the early 1990s, when the 924's popularity had ebbed, a result of ignorance from the wider motoring world regarding the 924's true nature, plus the generally accepted preference for the broad-shouldered look of the 944, which also offered higher engine output. The 'van engine' myth was a particularly jarring misnomer, though this particular stigma has been left to history, affording the 924 fresh appreciation among a new breed of sports car enthusiasts active in a market predicted to be worth almost forty billion pounds by 2028.

It's also worth noting how the 944

became recognised for enthusiastic corrosion (think inner and outer sills) and more expensive running costs. The 924's rust-free, low-cost maintenance began to look very favourable by comparison. Consequently, the 924 Owners Club was established in 2006 and gained traction as *the* club for the 924 owner and/or enthusiast.

In 2016, Porsche held major worldwide celebrations to mark forty years of its transaxle family of products (924, 944, 928 and 968), and the club marked the occasion with an exclusive

event held at Porsche Experience Centre Silverstone, all of which contributed to increased appeal and the 924's status as a classic sports car more than worth the attention of anyone considering ownership of a retro Porsche. Values rose accordingly, although those with patience and keen eye could (and still can) sniff out a bargain.

Another contributing factor to the 924's rise in popularity among a younger generation of sports car enthusiasts, as well as those new to driving in general, was the fact this new demographic of

Above Thea Blurton is the driving force behind 924OC-YM, a result of her passion for maintaining a fabulously original two-litre 924 Lux

Below Practical demonstrations are always a key feature of the 924OC's stand at the annual NEC restoration show



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owner was seeing the 924 with fresh eyes untainted by the now long-forgotten bleating of armchair naysayers. For this new breed of enthusiast, here was a cool, credible GT presenting DIY-friendly maintenance and huge scope for improvement and personalisation. Compared to other pre-loved Porsches, the 924 offered (and continues to offer) exceptional value for money, as well as forever-cool pop-up headlights. And it's worth bearing in mind how the 924's entry-level status in the Porsche pantheon was at odds with its performance, which isn't too far adrift from the same-age 911. Unlike the rear-engined air-cooled classic, however, a 924 won't chuck you in a hedge if you overdo it on a bend.

Above all, the 924 is easy to live with and immensely practical, as Thea confirms. "I'm not in a position to buy a classic 911, but even if I was, I can't insure one, I can't go camping in one without a roof rack, and I wouldn't get anywhere near as many smiles from onlookers as I do when my 924's pop-ups make themselves known."

Tempted? Original or modified? 924s have always been desirable and are likely to hold their value, just like any other classic sports car. Thea has gone to considerable lengths to retain the originality of Camille, her now immaculate Lux. She bought shrewdly –

the starting point was a very original 924 benefiting from time and money lavished by previous owners. Keep in mind, though, we're talking about cars fast approaching their fiftieth anniversary.

and a Dansk stainless steel exhaust are excellent additions to even the most basic of 924s, chiefly because original Leistritz exhausts for the model are rare and expensive, and because the starter is invisible in use and a great improvement over the oft-landluid original Bosch unit.

Modification of a 924 is driven by several factors, including the desire

for improved performance and visual enhancement. The 924 Owners Club has always been pragmatic in its view of 924 modification, especially where appeal to young owners promotes

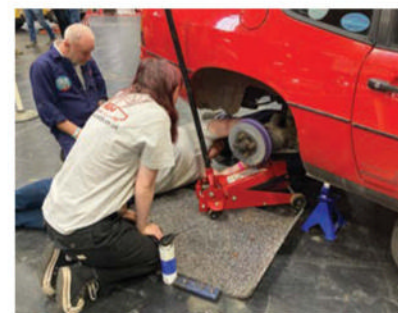
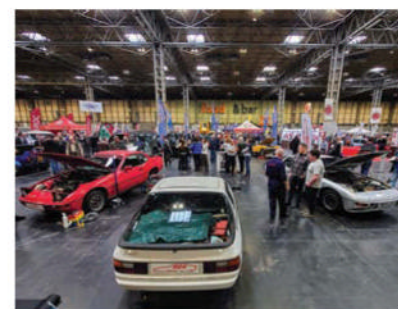
SOME HAVE SIGNIFICANTLY INCREASED POWER ON ACCOUNT OF PROVEN UPGRADES, ALL WITHOUT SACRIFICING COMFORT OR RELIABILITY

It is therefore worth considering subtle upgrades amounting to modern functionality designed to improve safety and facilitate regular use. For example, a Powerlite high-torque starter motor

Above Not sure you should have parked there, mate

Below The gang turn out for a wide variety of events, including those held at Silverstone





Above and below
Work carried out on member cars at the NEC restoration show

Right Thea testing the limit of what constitutes a 9240C Young Member

the longevity of these cars, keeping them on the road and in use for the long-term. The undeniable ease with which the 924's shape and mechanics soak up customisation — whilst retaining the essence of the model — is widely recognised among young car enthusiasts and explains why so many of Thea's friends have sought to upgrade and 'individualise' their 924s.

While stock output is 125bhp on two-litre cars, some YM 924s have significantly increased power on account of proven upgrades, all without sacrificing comfort or reliability. Taking

things a step further, the club's racing fraternity competes in the CALM All-Porsche Trophy and is only too happy to offer advice and reports of real-world experience regarding upgrades for road or track use.

Power isn't what it's all about, though. The robust transaxle platform (engine at the front, gearbox at the rear) gives almost perfectly balanced 50:50 weight distribution and delivers pin-sharp handling. The 924's curvy looks owe more than a passing nod to the sports cars of the 1960s and are the perfect canvas for the model's sometimes wild

upholstery and striking body colours, as well as subtle departures from basic specification. All this on a body fully galvanised since 1981.

SPICE OF LIFE

YM cars feature a variety of modifications selected to enhance usability, performance and owner satisfaction. Many of these cars are used as daily drivers and are pushed hard over significant distances. The most popular performance oriented modifications include fast-road camshafts, upgraded suspension (adjustable coilovers, lowered ride height and polyurethane bushes), five-bolt hubs (924 S or 944 hubs, facilitating a wider choice of wheels and enabling the fitting of rear disc brakes to replace the base-model 924's rear drums). On the subject, let's take a look at the specification of a handful of YM 924s.

As established, Thea's 1981 two-litre Lux remains in largely standard specification. We're impressed with the lengths she's gone to in securing period-correct accessories for the car, including an original Feu Orange 'traffic lights' air freshener and a brilliantly retro NEC car phone, sourced on eBay and wired into action by fellow YMer, Maciej 'Matt' Jarosz, the owner of a 1978 924 race car, a 1981 924 Turbo and a 1982 928. There's a Panasonic 493 head unit, too. The second Thea has purchased, in fact. "Sadly, both have acted up and the aerial won't work. I think the wiring in both units is faulty. I now play music in the car via a Bluetooth-enabled





cassette adapter,” she sighs. Fresh paint for the front valance, new fuel lines, a new clutch, a new fuel sender, repair to the odometer and a partial rear-end respray to eliminate minor scratches have ensured the car remains in tip-top condition. We also note an Olympus luggage net, although we can’t deny our eyes were immediately drawn to the car’s registration plate, 924 LUX. No, that’s not a show plate. What a find.

David Colson’s 1985 Alpine White two-litre 924 (B983 OLE) rides on replica Fuchs wheels and front coilovers intended for the Mk1 Volkswagen Golf. The rear torsion bar has been re-indexed by two clicks. Engine upgrades include a cylinder rebore, Piper performance camshaft, an adjustable cam pulley and an AAS exhaust system, resulting in output just shy of 140bhp. All work on the car has been carried out by David, other than the adjusted ride height, which is the work of classic Volkswagen specialist, Type 2 Detectives.

David also owns a 1984 944 (A587 MEX) wearing a stealth-like coat of Montego Black. Powered by a 2.5-litre eight-valver mated to a three-speed

automatic transmission, the car rides on sixteen-inch replica Fuchs wheels and makes use of electrically operated leather seats kindly donated by a charitable donor 944. Exit gases are expelled through a Dansk stainless steel exhaust system.

Ollie Gore’s 1981 Guards Red Lux (EJC 403X) was in ‘barn find’ condition when he first laid eyes on it, but restoration has seen the car resurrected in dramatic

fashion. “It’s my daily driver and has been since I was eighteen years old,” he grins. “I’ve carried out all work myself, despite previously knowing nothing about classic cars, let alone old Porsches. I even fitted a replacement engine and gearbox. Oh, and an entire front end, a result of the car losing a fight with a tree.”

The Porsche’s engine is blessed with a Newman performance camshaft, a

Above David Colson’s two-litre Alpine White machine, currently developing 140bhp

Below Celebrating ‘German Day’ at Brooklands in 2023



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◆ Dansk
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Above 9240C-YM trip to Hockenheim delivered the goods

Below Managing the group chat proved difficult before WhatsApp and Discord ventures

Facing page Despite having no prior experience of classic car maintenance, Ollie Gore has carried out a huge amount of work on his 1981 Lux, proving how user-friendly a two-litre 924 really is

Mk2 Volkswagen Golf GTi throttle body, a ported intake manifold from the same VW, a baffled sump, a K&N air filter and an exhaust resonator delete. The body is dropped thirty millimetres, while further suspension alterations include a 944 anti-roll bar and Koni adjustable shock absorbers. Look closely, and behind 944 'cookie cutter' alloys (with gold centres and polished lips) you'll spot brakes equipped with EBC Greenstuff pads. The braking system is further bolstered by braided hoses, while the car's cabin is kitted-out with Pasha-trimmed seats

and door cards, a Sony head unit, JBL speakers, a 400W Fusion amplifier, Sony subwoofers and the tachometer moved to the centre of the instrument cluster. Easigear sound deadening

CARBURETTOR SETUPS TO REPLACE THE BOSCH K-JETRONIC MECHANICAL INJECTION SYSTEM

material improves the interior's acoustic properties, whilst dampening road noise.

Lee Vaughan is one of the club's earliest YMs, drawn into the fold by his parents, Leigh and Linda, whose 924

'habit' verges on collector status. Lee's rare 1981 Crystal Green Metallic Lux (B924 AOE) sits on GAZ GHA adjustable coilovers (as does Editor Furr's 1986 944 Turbo) and boasts a two-litre engine

treated to a Newman PH1 fast-road camshaft, a K&N air filter, a Lucas rev-limiting rotor arm and a Dansk stainless steel exhaust. Custom door cards with Burberry-style tartan fabric are Lee's own

handiwork. The car's lattice-style JR9 sixteen-inch alloys were sourced from Driftworks and are wrapped in Uniroyal Rainsport 5 rubber.

As is the case with any classic sports car, given the high cost of a professional respray, it's good policy to select a potential purchase with good paint. On this note, the bodywork of these cars tends to stay remarkably standard. Engine work, meanwhile, includes carburettor setups to replace the Bosch K-Jetronic mechanical injection system, with most work owner-executed.

"The creativity of the YM group is impressive," remarks Phil Watson. "These members have a 'just do it' mentality, which resonates with those of us who were repairing Minis, Fords and Vauxhalls on a tight budget in the mid-1970s. In support, there is a solid raft of expertise within the 924 Owners Club, not only on our busy online forum, but also in person at any one of our many events. The benefits of the rapid growth of the YM group, as well as similar





groups across the 924 community, extend beyond ensuring the longevity of our club and the cars we love. The historic vehicle industry continues to thrive, but the market is ageing. It is awash with cash, but without new owners with the passion and vitality to repair, maintain and, above all, use classic cars, the popularity of smaller marques will diminish and will ultimately fail."

PROMISING FUTURE

The inherent 'coolness' of the 924 — coupled with the model's usability, practicality and the relatively low cost of ownership — has caught the attention of younger potential owners, thereby ensuring existing roadworthy examples of this iconic Porsche remain in good operating condition. Cars in need of attention enjoy the enthusiasm of a new audience keen to embark on light recommissioning or ground-up restoration. To support this work, previously discontinued parts are being manufactured and released through the Porsche Classic programme, as well as independent aftermarket brands and retailers, all working hard to keep the 924 going.

Thinking of buying a 924, but afraid of the cost of individual components? Porsche Centres up and down the country support the manufacturer's legacy models and will offer a discount

to 924 Owners Club members, as well as the opportunity to register their car on the Porsche Classic Register. Provided

local Porsche Centre's parts manager and you'll find them very helpful.

Added to this, there exists an

extensive network of OEM suppliers, many of whom are industry partners to the 924 Owners Club and offer significant discounts to members. Many of the old 'end game'

worries, such as discontinued 924 Turbo crank sensors (almost a grand, providing you could find one), have been resolved by cunning workarounds using Siemens parts for a handful of euros. Parts and services availability has never been so good for an ageing niche sports car. Well, what are you waiting for?! ●

PREVIOUSLY DISCONTINUED PARTS ARE BEING RELEASED THROUGH THE PORSCHE CLASSIC PROGRAMME, AS WELL AS AFTERMARKET BRANDS

free of charge, the service delivers further discounts and other benefits. Besides, many genuine Porsche parts — especially those concerning servicing and regular maintenance — are marketed at remarkably low cost and provide assurance they're of the correct fit and quality. Make yourself known to your

Above and below
It doesn't matter whether your 924 is pristine or a rolling project, all cars are welcome in the club





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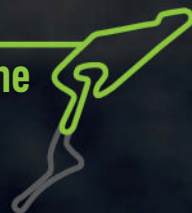
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TRANSAXLE PORSCHES



SHARK ATTACK

The 928 was Porsche's first true 'clean sheet' design and remained in production for almost two decades, despite the enduring popularity of the 911. In this article, we chart evolution of the distinctive V8-powered 'land shark'...

Words **Shane Donoghue and Dan Furr** Photography **Dan Sherwood**

Twenty-twenty hindsight allows us to scoff at the idea of the 928 superseding the 911, but this was the thinking of Ernst Fuhrmann,

Porsche Technical Director from 1971 and Chairman of the Board for the eight years leading up to 1980. While many disagreed with his view of the 911 as a sports car reaching the limit of its development potential, the company he was in charge of feared the impact of rumoured changes to North American automotive safety, emissions and noise legislation. Should they have

come to fruition, they would have had a detrimental impact on the long-term viability of the 911 to continue as Porsche's flagship. Central to these fears was the packaging limitations of the 911's rear-engined layout.

A mid-engined alternative to the 911 was explored, but Fuhrmann's technical team concluded the resulting four-seater's cabin space would be seriously compromised, which is why a front-mounted engine was deemed the best solution. Meanwhile, the focus on noise reduction saw the team opt for a liquid-cooled engine early on in the project. A short while later, after high-powered rival models from BMW and Mercedes-Benz were identified, the basic architecture of the 928's engine was set in stone. And so began development of the M28 V8, a petrol-fuelled powerplant subjected to a programme of ongoing development during a Porsche production run lasting almost two decades.

As is the case with most V8s, the M28 used a 90° vee. In partnership with a common cross-plane crankshaft design, this gave the engine perfect primary and second-order balance, along with

a relatively low overall height, which helped to keep the bonnet line down. In the interests of reducing weight, Porsche was determined to deliver the M28 with an all-alloy construction. This decision precipitated the creation of many innovative engineering solutions, starting with the aluminium alloy used in the formation of the engine block.

Back in the late 1960s, before the 928 project began in earnest, an American company named Reynolds Aluminium

came up with the unusual idea of using a different aluminium alloy for the crankcase below the block. Not only that, but they added a simple oil channel in the separation face between the two castings, thereby enhancing oil flow (the cast paths were smoother than was possible with traditional drilling of oil passages) and reducing the amount of post-casting machining. A handful of Porsche technical staff registered their doubts when presented with the idea,

but it ended up being a great success.

Work on the bottom end was relatively straightforward – in the interests of noise reduction, the forged steel crankshaft

THE FIRST ITERATION OF THE M28 USED A SINGLE OVERHEAD CAMSHAFT PER BANK OF FOUR CYLINDERS, WITH TWO VALVES PER CYLINDER

developed a novel technique to allow the elimination of cast iron cylinder liners. The firm proved that, if the cylinder block was made from a particular aluminium-silicon alloy, the cylinder walls could be honed, then etched to ensure the silicon crystals stood clear of the aluminium matrix, resulting in a brilliantly hard-wearing surface. The aluminium pistons were then coated in a thin layer of iron or chrome, leading to what we now call the reverse principle, so-called because it's the reverse of the then normal practice of pairing iron liners with aluminium alloy pistons.

The Reynolds formula was introduced to the 911's air-cooled engine in 1972, but its inclusion in the M28 brought about several knock-on advantages. For a start, with a lack of heavy iron liners to worry about, block machining was vastly simplified, while the engine's overall structure was considerably stiffer, despite the low weight.

There were, however, concerns about the potential brittleness of the V8's alloy block over time, but a low-pressure casting technique helped allay fears. Moreover, Porsche's engineers

was designed to be especially rigid. Additionally, it made use of five large bearings to ensure reliability and to allow for inevitable power and speed upgrades. To achieve mechanical balance and to reduce machining (which adds time and cost to engine production), Porsche used sintered steel connecting rods, resulting in parts lighter than forged equivalents, but stronger than cast rods would have been without a dimension change.

STARTING ORDERS

The first iteration of the M28 used a single overhead camshaft per bank of four cylinders, with two valves per cylinder. The combustion chamber itself was a conservative design by the standards of most performance cars, a feature largely because of Porsche's engineers prioritising their target of low emissions. Nonetheless, cutaway drawings of the M28 illustrate how the top-mounted inlet manifold and plenum chamber allowed for long and straight runners to the back of the inlet valves, which promoted enhanced airflow and, therefore, optimised performance.

Facing page A
comfortable, capable land cruiser it may have been, but no match for the enduring popularity of the evergreen 911



The 911 had already demonstrated how valve followers with hydraulic adjustment could be used to extend engine service life and reduce maintenance, which is why the idea was carried over to the 928. Not content to rest on their laurels, however, Porsche's engineers continued to push boundaries by positioning the hydraulics within the moving cup tappets. The idea worked well, but cautious onlookers were unconvinced the parts would survive constant high engine speeds, the sort expected later in the 928's production life. Those doubts were dispelled by using the novel hydraulic arrangement in a specific Porsche six-cylinder motorsport engine, which performed without fault. Reportedly, up to 8,200rpm was reached.

Capping the 928's trick valvegear were cam covers emblazoned with the distinctive Porsche script and, smartly, in the interests of cost efficiency, the cylinder heads themselves were designed to be interchangeable. Continuing in the inventive spirit of the engineering invested in the M28 V8, it was realised early on that, if a single toothed timing belt (quieter in operation when compared to a chain) was used to drive the camshafts, as well as the oil and coolant pumps, the host engine's overall length could be reduced and the design of the front of the unit simplified. The result was a massive belt measuring near two metres in length, which initially caused consternation. A hundred-hour endurance run on a test

rig (before a single example of the M28 engine existed), however, confirmed reliability and the design was approved as fit for purpose, making it through to production. Though they have been known to break prematurely, 928 timing belts should operate without fault between each 30,000-mile interval.

Before any production tooling for the castings was implemented, Porsche prevaricated over the V8's engine capacity – concern about the price and availability of oil was on everyone's mind in the early 1970s. This worry weighed

heavily on Porsche management, leading the board to focus on fuel economy like never before. Cleverly, though, the M28 engine was designed from the outset to accommodate a wide range of capacities, a feat made possible by wide bore spacing, allowing Porsche to adapt to market requirements and the inevitable future performance upgrades as needed.

A 3.9-litre version of the M28 was considered and tested (and quickly dismissed due to paltry power output of circa 180bhp), but the first 'proper' M28

Above Changes to the 928's appearance were subtle during its near two decades in production, but there's real charm about the award-winning first-generation model

Below 4.5-litre V8 was a clean sheet design





SEACOAST

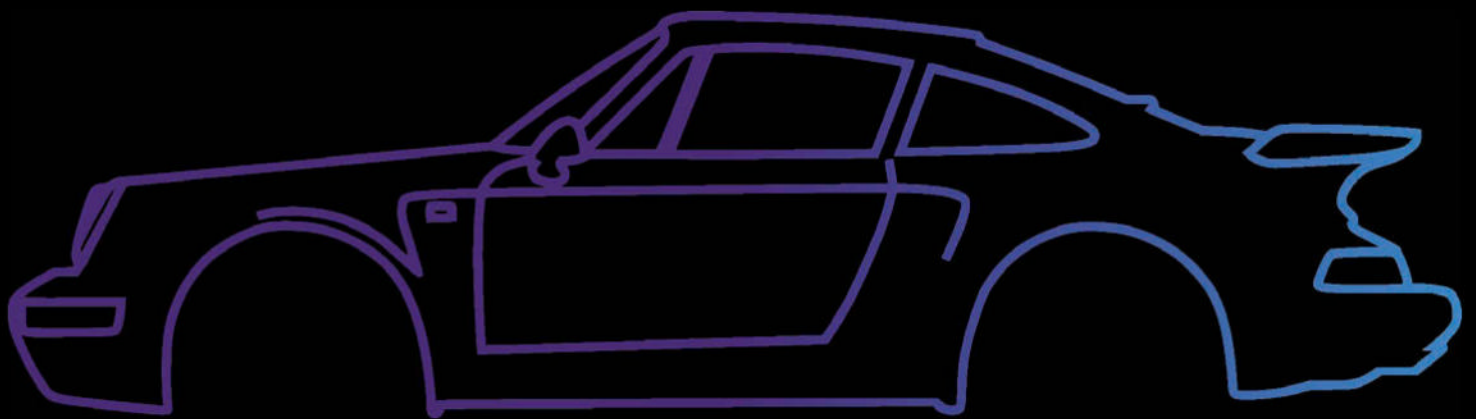
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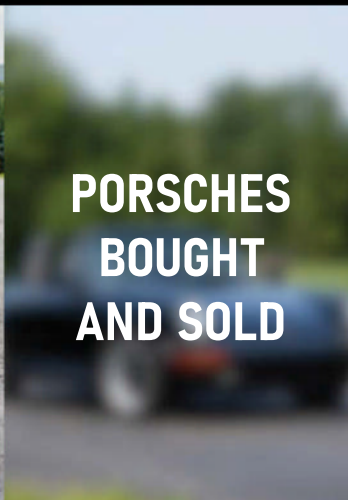
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prototype was a five-litre unit. Breathing through carburettors, it fired up in January 1973, and after a few months of finessing the design to ensure it was robust, Porsche recorded 250 hours of running time on a dynamometer. An incredible 209 of those hours were at full throttle.

Bosch K-Jetronic mechanical fuel injection was added to the engine soon after, allowing more precise control of the fuel-air mixture, lowering emissions. The Bosch kit was installed before cold-start testing began, when it was discovered tight tolerances adopted to reduce mechanical noise led to regrettable engine seizures. A redesign of the pistons remedied the issue and an impressive 150-hour endurance run was completed before the test M28 was mated with the 928's transaxle for further evaluation.

The 928 went on sale in late 1978 with a 4.5-litre version of the Porsche V8. Incidentally, its bore of ninety-five millimetres was the same as that of the three-litre 911 Carrera and Turbo engines of the time, though the V8's stroke of 78.9mm was longer, revealing the engineering team's desire to prioritise torque over power.

Even so, peak power for the European market was quoted as 237bhp at 5,500rpm. The USA welcomed a slightly less potent 928 with 260lb-ft torque developed at just 3,600rpm.

Two years later, Porsche revealed the 928 S. The updated model boasted unique looks (a large splitter and new

10:1, contributing to the new engine's maximum outputs of 296bhp and 284lb-ft, which were produced at higher

revs (5,900rpm and 4,500rpm respectively).

The 4.5-litre unit soldiered on in the entry-level 928 until 1982, though its compression ratio was also raised to

10:1, resulting in a modest increase of peak torque to 279lb-ft.

The last iteration of the 4.7-litre version of the M28 arrived in 1984. Nestled beneath the bonnet of the S2-badged 928, the eight-cylinder powerhouse came with a sophisticated

Above Early 928 was famous for its various chequerboard 'Pasha' fabrics, which came in various colours

THE NEWER V8 FEATURED LARGER INTAKE VALVES, REDESIGNED CYLINDER HEADS, DIFFERENT CAM PROFILES AND NEW PISTONS

rear spoiler taking centre stage), bigger brakes and various other tweaks, but the big news was a new version of the M28. Bore was increased to 97mm, with an unchanged stroke, resulting in a 4,664cc of displacement. Porsche also upped compression ratio from 8.5:1 to





Above Popped-up headlights make the early 'land shark' look more like a frog, but were a mainstay of the transaxle line-up

Right 928 S model introduced a 4.7-litre version of the M28 V8

new Bosch EZF ignition system, featuring a distributor on each cylinder bank. Tighter control of spark advance allowed Porsche to up compression ratio to 10.4:1, resulting in even more power and torque, this time to 306bhp and 295lb-ft. The latter was produced at lower revs, too. In truth, differing emissions legislation, fuel quality and taxation around the world meant there were several slightly different variants of the M28 in production at any one time, some with lower compression ratios, others fitted with catalytic converters. Indeed, the North American market was

the first to get a 928 powered by a five-litre engine, which arrived in 1985.

A bore increase to 100mm opened up the capacity but, despite compression ratio being a relatively high 10:1, peak power was only 288bhp, though torque topped out at a useful 302lb-ft. More important than the V8's increased swept volume, however, was the adoption of completely new valvetrain. A double overhead camshaft layout was designed, with four valves per cylinder and a new combustion chamber. To simplify the drive of these camshafts, the toothed rubber belt continued to turn just one

camshaft sprocket per bank (the outer camshafts for the exhaust valves), while the inlet camshafts were driven from the exhaust camshafts by a small chain located halfway along each of the cylinder heads.

STATES OF PLAY

In 1987, all versions of the 928 received a five-litre, double overhead camshaft engine, though it was a different unit to that already offered in the USA. The newer V8 featured larger intake valves, redesigned cylinder heads, different cam profiles and new pistons. The host grand tourer was badged as the 928 S4 and arrived with 315bhp developed at 6,000rpm and 317lb-ft of torque at just 3,000rpm. A pair of knock sensors was also added, allowing engine management to adjust spark advance on the fly, adapting to different fuel grades and climate conditions. Minor adjustments to the pistons were required the following year and, in 1989, the cylinder head material was thickened to reduce the chances of cracks.

The last hurrah for the M28 came in 1992 with the arrival of the 928 GTS. This range-topping 'land shark' was powered by a 5.4-litre version of the feisty V8, retaining the 100mm bore of its five-litre predecessor, but increasing stroke (the first time this was applied to the M28 engine) to 85.9mm. A high compression ratio of 10.4:1 was used, allowing maximum power of 345bhp at 5,700rpm and 369lb-ft of torque at 4,250rpm. Those figures went unchanged until the end of the 928's





time on the production line three years later, though the engine did require minor tweaks (new connecting rods, piston rings and piston skirt design) to maintain reliability.

STEADY GROWTH

While the 928 failed to replace the 911, Porsche's legendary V8 came a long way in its near twenty-year time on the assembly line. The first M28 carried the 928 to 144mph and a dash to 62mph from rest in a claimed 6.6 seconds, while the final GTS could hit 170mph and dispatched the same sprint in just 4.9 seconds, despite a near 200kg weight gain. Clearly, Porsche's first 'clean sheet' model (the 356 was an evolution of the Volkswagen Beetle and the 911 was a development of the 356) was no scoffing matter. The 928 also remains Porsche's only coupe powered by a front-mounted V8. Little wonder the M28 continues to enjoy a hugely loyal fanbase, even if prices vary wildly on today's used Porsche market – the cost of acquiring an early first-generation or last-of-the-line GTS model will deplete your bank balance far more significantly

than any of the in-betweeners, save for special edition or limited-run models, such as the forty-two-unit S4 SE (Sport Equipment) or the same-generation's nineteen 928 Club Sports, available only in mainland Europe and the USA.

If we consider the 928 the subject of constant evolution and refinement, as is the Porsche way, then logic tells us the GTS (the only 928 available to buy new during its time in production) must

be the best of breed. Granted, a 4.5-litre 928 from the first year of production possesses irresistible charm, what with its body being free of the chin spoilers and boot lid appendages of what followed, but the GTS rewards buyers with range-topping power, range-topping refinement and range-topping looks. Unfortunately, it also delivers range-topping purchase price, but at least you get to enjoy exclusivity in exchange for

Above and below
Late S2 is considered the sweet spot of the range by many 928 enthusiasts



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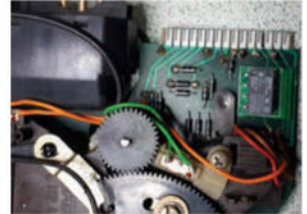
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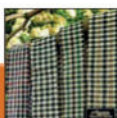
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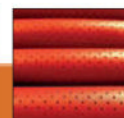


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Above and facing page S4 delivered streamlined looks, as well as a five-litre, thirty-two-valve V8

Below Evolution of the species, as seen from the 928's distinctive rear end, free of bumper

your hard-earned cash — of more than 61,000 928s assembled between 1977 and 1995, less than three thousand were produced during the GTS's time on assembly lines.

In terms of living with the 928 today, it's certainly true to say there are fewer specialists familiar with these cars than are comfortable with rest of the transaxle line-up of Porsches, but dedicated 928 owners groups, including those with followings on Facebook, are only too happy to offer technical advice and recommendations of service

suppliers in an effort to keep surviving examples of this ground-breaking Porsche on the road. For example, you'll doubtless hear the name of engineering and automation specialist company,

DON'T BE CONCERNED ABOUT THE AVAILABILITY OF PARTS AND SERVICE PROVIDERS FOR THE 928

Ritech Systems (ritech-systems.com), mentioned when talking to fellow 928 enthusiasts. This Wiltshire-based business offers custom headers, X-pipes, flexplate clamps and HVAC PCB

boards, as well as high-grade relays, for all 928s. Awesome Auto Trimming (awesomeclassiccandcustom.com) has made a name for itself restoring transaxle interiors, sourcing difficult-to-

find OEM-specification fabrics and leathers to return 924, 944, 968 and 928 cabins back to their best. Meanwhile, 928 electronics specialist, JDS Porsche (jdsporsche.com), is on hand to help

with ECU repair, mass airflow sensor calibration, ignition system repair, fan output stage repair, performance ECU chipsets and new throttle sensors, among other services. Add cooling system component manufacturer, CSF Race (csfrace.com), to the list, and you've got a direct-fit, all-aluminium high-performance radiator at your disposal for a quarter of the cost of a lesser-specification OEM radiator from Porsche. In other words, don't be concerned about the availability of parts and service providers for the 928. The existence of these small businesses might not be immediately obvious, but they're out there, and those in the know swear by 'em.

This is, of course, just a small selection of companies familiar with the 928. Speak to existing owners, post questions in enthusiast groups and, best of all, try to secure seat time in as many variants of 928 you can gain access to. You'll be pleased you did — there's a 'land shark' waiting to be caught. ●





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TRANSAXLE PORSCHES



FOUR PLAY

The 944 proved to be the most popular Porsche product prior to the arrival of the Boxster. In this article, we chart the big-selling transaxle's development history, and catch-up with an enthusiastic 944 S2 owner who works with these cars day in, day out...

Words **Robert Smith** Photography **Chris Wallbank**

Launched in 1969, the 914 proved Porsche didn't need to survive on a diet of rear-engined metal alone. By 1975, however, the two-seater's time was up. That same year, the similarly radical 924 was launched. A failed project for Volkswagen designed by Porsche using a mismatch of parts from both manufacturers (including a front-mounted two-litre inline-four producing just 125bhp), even the new car's near-perfect 53/47 front/rear weight distribution didn't convince purists who were riled at a water-cooled configuration and non-Porsche origins. The first offering in the transaxle family was off to a very difficult start.

Extensively developed throughout its production run, the 924 yielded high-performance Turbo and Carrera GT variants, as well as the 245bhp Carrera GTS. Sadly, despite their big power and impressive specification, the 924 failed to shake off the image of being a Porsche with a VW/Audi engine. Times have changed, of course, and as this issue of *911 & Porsche World* demonstrates, the 924's reputation has improved dramatically in recent years. Even so, in the model's successor, Porsche had a product the brand could claim was entirely its own.

The 944 was revealed at the Frankfurt Motor Show in September 1981. Looking as though the 924 had spent every waking moment in the gym after being picked on by the motoring press, the new car inherited its muscular, wide-arched styling from the aforementioned 924 Carrera GT. The wedge had a familiarity about it, but there was no wheezy VW/Audi engine for 911 fans to complain about. This time, a new 2.5-litre four-

cylinder powerplant was used. Crucially, it was designed and developed by Porsche. In fact, it was essentially the same unit found under the bonnet of the 924 Carrera GTP Le Mans machine. A development of a single cylinder bank from the 928's V8 and equipped with twin counter-rotating balancer shafts to suppress vibration, the base 944 engine pumped out 163bhp, just seven ponies shy of 1978's 924 Turbo.

A BARRAGE OF NEW COMPETITION WAS COMING FROM THE FAR EAST, WITH PRICE-MATCHED OFFERINGS FROM THE LIKES OF MITSUBISHI AND NISSAN

Whereas the 924 was considered Porsche's entry-level model, the 944 was marketed as a luxury sports car when it went on sale in the spring of 1982. Standard equipment included air-conditioning, electric windows, fog lights and tinted glass, all wrapped up in a 137mph performance package delivering a sprint to 62mph from rest in less than nine seconds. Priced at DM38,900 in Germany and £12,999 in the UK, the 944 sat somewhere in between the 924 and the 924 Turbo.

To deal with the shrugging off of increased performance, disc brakes were fitted at each end of the new arrival. Even better weight distribution was achieved with a 51/49 front/rear balance. Just like the 924, the 944 was built at Audi's former NSU factory in Neckarsulm, with the all-Porsche engine transported from the factory in Zuffenhausen.

To begin with, the 944 shared the 924's interior. What it didn't have in common with the much-criticised older car was a 'non-Porsche bitsa' reputation. Yes, the 944 borrowed much of its style, some of its oily bits and most of its cabin furniture from the 924, but it was ordained as a 'proper' Porsche. It suited

the era's mobile phone-toting yuppie to a tee — more than 26,500 944s found homes in 1984. Half that number made their way to the USA.

By 1985, the 944 was rolling on 'teledials' (wheels so-called because they resemble the dial of an old telephone) and screamed past sales of fifty-five thousand units. It's worth remembering, despite the 924 generating split opinion, it was Porsche's fastest-selling Porsche.

The 944 eclipsed its stablemate's achievement. Indeed, after its first year of sales, the 944 accounted for more than fifty-one percent of total Porsche production.

Make no mistake, the 944 saved the manufacturer's bacon at a time its coffers looked decidedly empty.

ARMED FORCES

The highly anticipated 944 Turbo landed in late 1985. Given factory codename Type 951, the turbocharged 944's air-to-air intercooler worked with a water-cooled Kuhnle, Kopp & Kausch K26 turbocharger to push power near 220bhp, accompanied by 244lb-ft torque. Compared to the normally aspirated 944, the Turbo was a monster — the dash to 62mph took less than six seconds from a standing start, while top speed was a heady 157mph. Four-piston Brembo brake calipers, sixteen-inch staggered alloys, stiffer suspension, an aerodynamic underbody, a rear lower spoiler and an integrated polyurethane front bumper made the model an enticing dish. The 944's then new updated 'oval' dashboard design was ported over to the Turbo, and with it came a boost gauge. Drivers needed to keep an eye on the speedometer, though — the 944 Turbo was the fastest four-cylinder production car of its time.

Ballistic performance didn't come

Facing page Stunning presented, this S2 spent much of its life in the Channel Islands



cheap. Costing DM72,500, the 944 Turbo's price tag translated to approximately twenty-five grand in the UK. The steep windscreen ticket didn't deter a car-buying public with a thirst for speed, as demonstrated by more than ten thousand 944 Turbos sold in 1986, proving more than ever before how Porsche products remained attractive irrespective of their price. In fact, the 944 was getting expensive to the extent the 924 (pulled from price lists after the 944's arrival) was reinstated. In 924 S guise, this 'second coming' made use of a detuned version of the 944's stock 2.5-litre M44 engine.

ABS and front airbags became standard 944 equipment in 1987. This was a world-first, as was the model's ability to produce the same power with or without a catalytic converter. An S-badged version of the 944 appeared a short while later. Normally aspirated power and torque shot up to 190bhp and 170lb-ft. The standard sprint to 62mph was equally impressive, clocking in at close to seven seconds. Topping out at 141mph, the 944 S retailed at £27,977.

Later, in 1988, a newer high-compression engine saw the standard 944 develop a useful 160bhp. The big news that year, however, was the arrival of the 944 Turbo S. With 247bhp and 258lb-ft torque on tap, the limited-run model was the most powerful road-going

944 yet. Not only did it feature a bigger turbocharger than the original 944 Turbo, it included a limited-slip differential and bigger brakes as standard. Unfortunately, while the Turbo S was arguably the most impressive 944, it was also the most expensive, emptying wallets for DM99,800.

As the decade drew to a close, the 944's star was beginning to fade. Numerous shuffles to the engine line-up took place in an effort to reinvigorate the range. For example, the 944 Turbo gained the sixteen-valve M44/52 unit

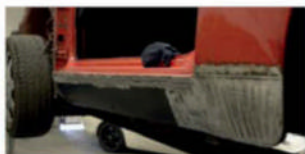
from the Turbo S. The standard 944's engine was bored out to 2,681cc in the pursuit of 165bhp. The 944 S became the 211bhp three-litre 944 S2 and was offered as a Cabriolet in 1990. With a soft-top engineered by American Sunroof Corporation (ASC), the Cabriolet was solid, but going topless was a fussy operation, requiring the roof to be manually detached from the upper windscreen frame. It was characteristically expensive trim — the S2 Cabriolet had a price tag of £36,713 in the UK and almost \$53,000 in the USA.

Above and below
The 944's hallmark is a brilliant balance of performance and practicality, making this a truly everyday sports car





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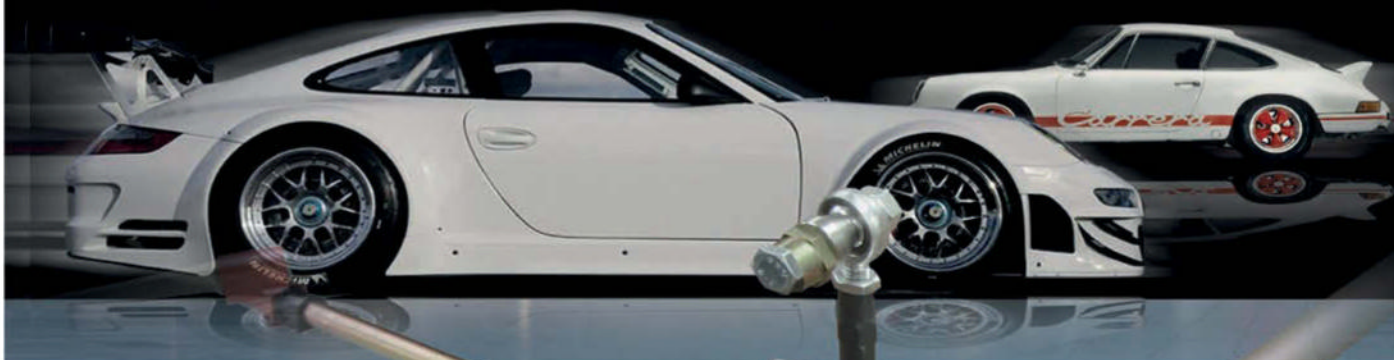
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Near the time of the three-hundred-thousandth four-cylinder transaxle Porsche rolling off the production line in the summer of 1989, the entry-level 944 2.7 was dropped. Annual 944 production fell to just 8,510 units, leading to the eradication of 944 Turbos from Stateside main dealer showrooms. A barrage of new competition was coming from the Far East, with price-matched offerings from the likes of Mitsubishi and Nissan promising more power from V6 engines, as well as greater bang for your buck.

In response to this threat from the Land of the Rising Sun, a 944 redesign was deemed worthwhile enough to extend the 944's life a little longer. Thanks to Porsche design chief, Harm Lagaaij, the 944 S3 was expected to play an important supporting role to the evergreen 911 and slow-selling 928. Exposed pop-up headlamps, new smoother surface detailing and more integrated bumpers were penned, as was a new variable intake system named VarioCam, which you can read about later in this magazine. A revised cylinder head was also designed for the new 944,

but with sales dropping faster than the Turbo S could accelerate, the new car got a new name. The 968 was born.

944 production was halted in July 1991 after 163,302 units of all model variants were manufactured. This tally means the model was the most successful Porsche assembled until the arrival of the Boxster and Cayenne.

AT THE TIME OF MANUFACTURE, THE S2'S ENGINE WAS THE WORLD'S LARGEST-DISPLACEMENT SERIES PRODUCTION INLINE-FOUR

Thanks to its genuine Porsche engine, the 944 didn't suffer the same derision as the 924, but because it lacked a six-cylinder beating heart, many 911 fans refused to accept it as the real deal. Thankfully, all that has changed. Now more fondly remembered than other models in Porsche's transaxle family, and with prices (and retro-coolness) on the rise, it's difficult to imagine a better time to buy a 944 to call your own.

This is certainly the opinion of Sam Forrest, Sales and Service Manager at Leeds-based independent Porsche specialist, Strasse. Founded thirty years

ago by Dave Sunderland, Mark Pendleton and Sam's father, David Forrest, Strasse is now firmly established as one of the country's leading Porsche indies. Sam represents the next generation of Strasse management and joined the company in 2016, although has spent his entire life around Stuttgart-crested sports cars, a consequence of his dad's

passion for Porsche and being exposed to all aspects of the business from an early age. It is somewhat reassuring, then, to learn someone who intimately knows

the ins and outs of Zuffenhausen's legacy products bought a 944 S2 as his personal Porsche.

"This is my first Porsche," he explains, "although I obviously have access to a wide range of the brand's products as a consequence of my job. The first thing I'd like to address is the tired accusation people buy 944s because they can't afford a 911. Of course, in some cases, this is true, but it's important to recognise many owners buy 944s because they simply prefer this flavour of Porsche to the 911." When new, the cost of a high-specification transaxle

Above Three-litre inline-four is a significant step up from its predecessor, although lacks the VarioCam system introduced to a development of the same engine for launch of the 968



Above Porsche-script fabric covers the car's colour-coded seats

Below Sam has no desire to part with this S2, which is his very first Porsche

model rivalled — and often exceeded — the asking price of a same-age 911, meaning many buyers in period shunned the Neunelfer in favour of what Sam describes as “something a bit different”. The same is true today. Moreover, it isn't unusual to discover the owner of a 911 also has a 944 tucked away. Editor Furr is a case in point — alongside his 2006 997 Carrera 4S, he also owns a 1986 944 Turbo, as well as a 1994 968 Sport.

“Today's buyers tend to go out of their way to become 944 owners,” Sam continues. “They're passionate about the model, which means they're likely to meet people who are similarly enthusiastic about this breed of Porsche. Community spirit certainly exists in the 944 scene.” Why an S2? “The car

was known to Strasse for fifteen years before I bought it in 2021. A full respray was carried out in 2015, when the inner and outer sills were replaced. This is a known bugbear of 944s, which is why I urge any 911 & *Porsche World* reader thinking about 944 ownership to ensure they inspect the sills of the car they're considering shelling out for.”

His blue beauty was originally supplied by Five Oaks Garage, subsequently rebranded as Porsche Centre Jersey. “The car's life in the Channel Islands came to an abrupt end when it was imported to the UK in 2001. It remained in the same ownership from then until my name appeared on its logbook. By then, the Porsche had been standing a while. In fact, lack of use is what led to

the sale. Needless to say, I made sure the cam belt, balance belt and water pump were replaced, gave the car a full service and installed a new oil seal kit.”

EASY LIVING

In the grand scheme of things, 73,349 miles from new is nothing for the S2's three-litre M44 inline-four. The condition of Sam's car's interior, which is trimmed in blue Porsche-script fabric, corresponded with the number on the odometer, although he had the steering wheel re-trimmed and commissioned the creation of door opening kick plates identifying Porsche Centre Jersey as the original supplying dealer. “Strasse sees many highly original 944s rolling through its workshop doors. Often, these cars carry dealer-issue kick plates. My car lacked them, possibly removed at the time of the respray. I thought it would be a nice touch to have replica parts made in the style of those likely to have been applied in period.”

As intimated, the bodywork was in excellent condition on account of the aforementioned corrective surgery and fresh paint. Mechanically, the car was sound. The interior was tip-top, leaving little for Sam to get to grips with. Minor personalisation was the order of the day. “The Design 90 wheels required refurbishment. I was going to refinish them in silver, but decided to colour-code the centres to the rest of the Porsche's body. I carried out the work myself. More recently, I installed new standard Bilstein dampers, but that's about it. This 944 really wants for nothing.”





It's safe to assume the S2 is what Sam considers the 944's sweet spot, then? "Regardless of the age or model of 944 you buy, these are very easy cars to live with. Adhere to annual servicing intervals and ensure belts are changed regularly and these Porsches will cover huge mileage without complaint. Admittedly, the S2 doesn't have the same grunt as a 944 Turbo, but it's arguably a better balanced car because of the linear delivery of power provided by the normally aspirated three-litre engine." It's worth us mentioning that at the time of manufacture, the S2's engine was the world's largest-displacement series production inline-four.

GOING SPARE

"Parts are readily available for these cars," Sam assures us. "There isn't a massive pool of second-hand components to choose from these days, especially if you're after interior trim finished in anything other than black, but there's a fantastic supply of new parts available from aftermarket retailers, and early 944s make use of many parts found on same-age Volkswagens, which somewhat reduces the burden of cost when it comes to general repair and maintenance. The 2.7-litre 944, as well as the S2 and Turbo, don't have quite the same level of VW parts sharing,

but they're brilliantly built cars and new parts are generally very well-engineered." These cars also benefit from the availability of Augment Automotive's wealth of M44 engine tuning options, including the firm's Augtronic standalone ECU system and 944 Turbo electronic boost controller.

When we ask what prospective purchasers should be looking for when on the hunt for a 944 to call their own, Sam reiterates his early point regarding sill corrosion. "It's the very first thing you should be looking at," he stresses. "Most 944s will eventually need their inner and outer sills replacing. This work can turn what you think is a perfectly salvageable car into a complete nightmare. You don't want to spend your money on a recommissioning project, only to discover the car's sills are in need of urgent attention. This is a regrettable kick in the teeth experienced by many 944 owners over the years, although it's worth noting 944 Cabriolet sills are double-skinned, a feature designed to improve body rigidity. In this regard, 944 drop-tops tend to be less problematic than their coupe counterparts, but inspect metalwork regardless of how good it looks at first glance."

The plastic odometer gears on all Porsches of this age are known for failing. The fix is relatively

straightforward and was documented in the February 2024 issue of *911 & Porsche World*, which you can order at shop.kelsey.co.uk. Replacement gears can be bought at low cost through independent Porsche parts retailer, Design 911. The same applies to the 944's oft-problematic plastic sunroof gear. "Check the car's paperwork for evidence of belt renewal," Sam adds. "This should be carried out every four years. Failure to do so can have catastrophic consequences for an otherwise largely bulletproof engine."

Can a 944 really deliver the same number of smiles to the mile as a 911? "Absolutely. I encourage your readers to get out there and give these cars a go. The thing people forget is how you don't need to spend a lot of money to enjoy driving engagement in a Porsche. Put it this way, I could spend sixty grand more than I paid for my 944 S2 and find myself behind the wheel of a 993. Will it provide a level of enjoyment justifying the extra spend over my 944? No, it won't. People who own 944s, particularly those in charge of an S2 or Turbo, will tell you they're far better driver's cars than a similarly aged 911. The rear hatch also makes the 944 pleasingly practical. Forget the idea of it being the 'poor man's Porsche'. The 944 is a great sports car in its own right." He should know. ●

Above Body-coded wheel centres are a fantastic update



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TRANSAXLE PORSCHES



924 GTP 002

Words **Robert Smith** Photography **James Lipman**

Increased interest in Porsche's transaxle line-up has encouraged generous budgets for restoration and maintenance work, with Porsche Classic Partner Centres worldwide seeing creeping numbers of old-school, water-cooled cars rolling into their workshops. In the UK, there are five such sites: Porsche Centres Hatfield, Glasgow, Swindon, Leeds and Bournemouth, each home to specially trained technicians with the skills and knowledge to care for classic Porsches. "More than seventy percent of all Porsche vehicles ever built remain on the road today," explains Andy Wexham, formerly of Porsche Centre Leeds, now head of independent Porsche repair specialist, RSR Developments. "The

Porsche Classic Partner programme was established with the intention of arming today's main dealer technicians with in-depth working knowledge of older models. In doing so, the scheme provides owners of classic Porsches with specialist centres they can trust to work on their cars, not to mention the opportunity to take advantage of a rapidly expanding range of genuine parts for these vehicles."

In a bid to highlight the existence of the service, Porsche Cars Great Britain embarked on an ambitious restoration project, splitting the various tasks required for the job between its Classic Partner Centres. The car it decided to recommission? None other than 924 GTP chassis 002, driven by respected

racers, Tony Dron and Andy Rouse, in the 1980 24 Hours of Le Mans.

The choice of project car is credited to Porsche Cars Great Britain Ownership Director, Jonathan Mannell, who was given a model of the GTP as a gift to commemorate his first visit to Stuttgart. After returning to the UK, he thought long and hard about which car would make a suitable candidate for restoration, only to look down and see the answer had been staring him in the face. "The model was sitting on his desk," confirms Andy. "Jonathan made enquiries and was delighted to discover 924 GTP 002 was tucked up in the Porsche Museum's storage facility. Little was known about the condition of the car, but arrangements were made for it to

Above Tony Dron back in the saddle after forty years away from the car, which finished twelfth overall at Le Mans



be shipped to England in order for the project to begin."

A trio of 924 GTPs was entered into Le Mans in 1980, each driven by a team from Germany, the USA or Great Britain. As a PR stunt, these cars were decorated with the national flag of their drivers, resulting in chassis 002 being the only factory racer to have ever been campaigned under the Union Jack. It's worth noting Porsche sent no other works cars to Sarthe that year — no championship-winning 911 derivative, no outlandish aero-beast. Just three 924s.

Qualification places of 34th, 44th and 46th did little to convince spectators they were about to witness an upset, but the cars finished sixth, twelfth and thirteenth overall, a triumph in the face of stiff competition from the likes of the Jacky Ickx-driven 908 and Dick Barbour's 935 Kremer K3, which finished second and fifth respectively.

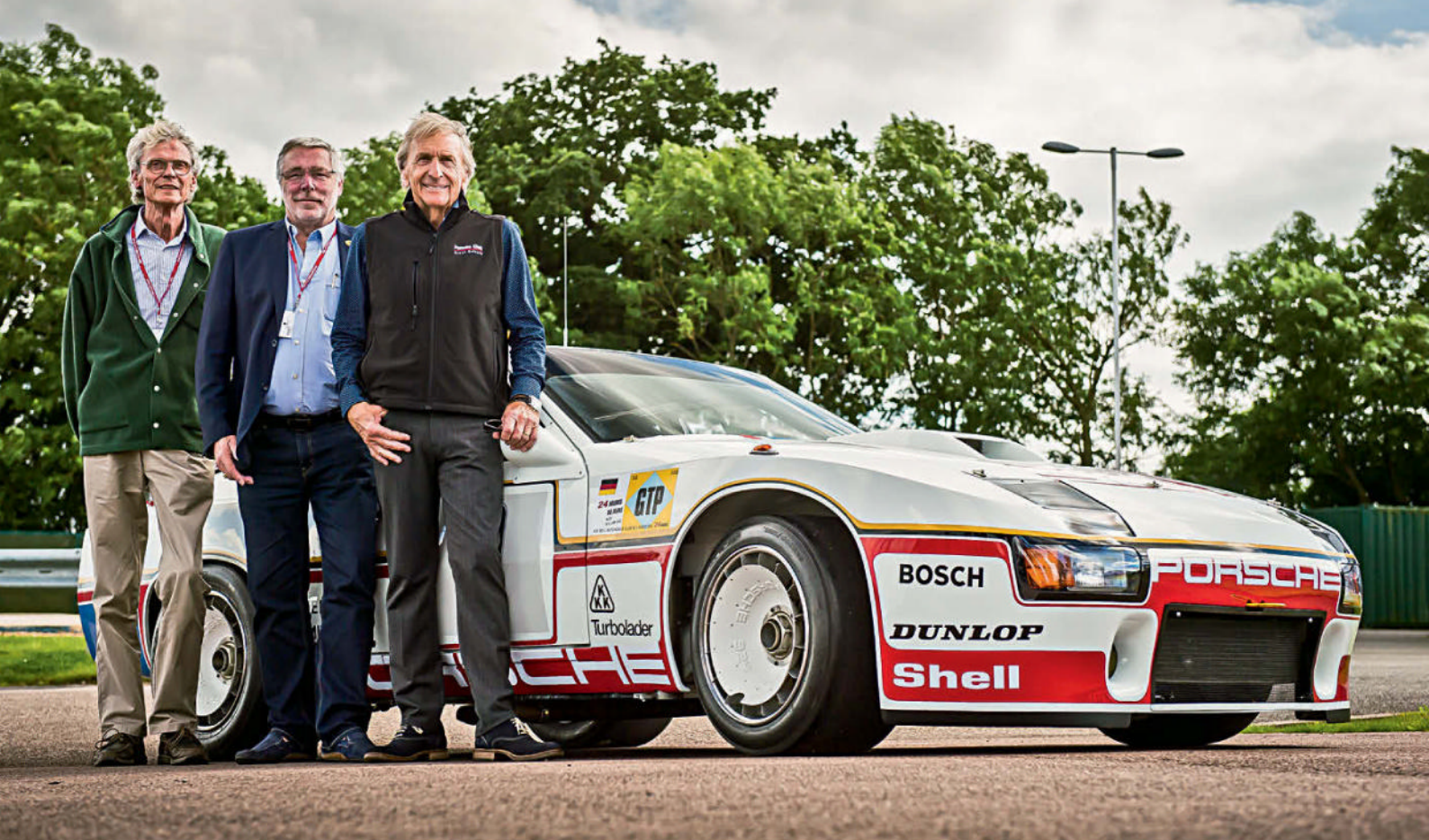
After being brought to Britain at the back end of 2015, GTP 002 was sent to the Porsche Experience Centre at Silverstone Circuit, where it was presented to its original drivers and representatives from each of the UK's Porsche Classic Partner Centres. Tony Dron revealed he hadn't seen the car since stepping out of it close to four decades earlier, but he was sure he hadn't left it in such poor cosmetic condition. He wasn't wrong.

Following the car's performance at Le Mans in 1980, it was used to test various cooling setups and aero packages in advance of the following year's competition. The turbocharged transaxle was officially laid to rest in 1982. During the following years, many of its components were 'borrowed', making the restoration much harder than anticipated. "It only had two instrument clocks," Andy shrugs. "Parts were

difficult to come by, and when they were located, they commanded a premium. For example, a replacement rev counter was being privately advertised at close to eight thousand euros. There was no way we could justify that cost. Instead, we spoke to the guys at Reap Automotive. They made a period-correct fascia for a new 10,000rpm rev counter before it was recalibrated to suit the GTP," he says.

Purists might think this an odd move, but as the broken indicator stalk inside the car suggests, sympathetic restoration was the order of the day. "Rouse remembered snapping the end of the stalk during the race," continues Andy. "He told us he kept knocking it with his driving glove. Indicating on a race circuit suggests fellow track users are safe to pass, which is potentially very dangerous if not the case. Rouse's solution to the problem was to ditch

Right The technicians at Porsche Cars Great Britain's Classic Partner Centres were unsure of 924 GTP 002's condition prior to taking delivery of the car from the Porsche Museum



Above Tony Dron, Jürgen Barth and Derek Bell were present for the car's unveiling at the Porsche Experience Centre Silverstone

the offending part of the stalk. As far as myself and my former colleagues at Porsche Centre Leeds are concerned, those kind of stories are key to the history of the car, which is why we left the snapped part exactly as we found it."

John Bradshaw, founder of

Manchester-based Porsche approved repair shop, Road and Race Restorations, prepared the Porsche's body for fresh paint, a job easier said than done due to significant front clam damage

sustained during the car's time as a development vehicle. Unsalvageable, the part needed to be created afresh with nothing other than period photographs to use as a point of reference.

Porsche Centre Glasgow took care of recommissioning suspension, brakes and wheels, but it was technicians at Swindon who took on the mammoth job of rebuilding the car's engine. The exhaustive disassembly, thorough reconditioning, pressure testing and reappointment of parts was rewarding for all involved, but work came to a sudden halt after the Porsche Museum received correspondence from a 924 restorer in the Czech Republic. He'd heard about the GTP project and wondered if those concerned would be interested in the genuine 1980 Le Mans

engine he had in storage. "You can imagine our surprise when this engine turned out to be the very same unit GTP 002 raced with when driven by Dron and Rouse at Sarthe," Andy gasps. And so the job of rebuilding chassis 002's beating heart started all over again.

initial strip of the car after it landed in Leeds. Fortunately, the gearbox was in good working order. "Unlike the engine in the car at the start of the project, the transmission was an original part from 1980. Obviously, it was built to withstand the demands of endurance

racing. While it's true to say we had very little information to go on regarding the unit's specification, we knew it had been built with reliability in mind, which explains why it was in such

WORK CAME TO A SUDDEN HALT AFTER THE PORSCHE MUSEUM RECEIVED CORRESPONDENCE FROM A 924 RESTORER IN THE CZECH REPUBLIC

Many supporting parts, including the intercooler and its pipework, needed to be made from scratch. Additionally, extra measures designed to maintain the integrity of parts were introduced to promote further reliability, such as new oil feeds to keep turbocharger bearings in check. Andy spent a fortnight at Porsche Centre Swindon helping the site's Senior Technician, Kevin Allen, with the engine build and fitting. Hatfield's Simon Coath worked with his Centre colleagues to refurbish the car's reinforced five-speed transmission.

"On paper, each Porsche Classic Partner had a different role to play in the project, but it really was a group effort," he stresses, pointing out Andy's stay in Swindon and the time Porsche Centre Hatfield's staff spent assisting with the

good overall condition."

The titanium internals were overhauled, reset and refitted. "We had to be sure Tony Dron could punish the car around a circuit without fear of gearbox failure," Simon laughs. Sure enough, Dron did exactly that with a demonstration lap at Silverstone when the finished car was revealed to an expectant motoring press. Jürgen Barth and Derek Bell (other 924 GTP pilots in 1980) were also in attendance. "After driving the car, Dron expressed his enthusiasm for how well it performed, telling all present that it was like stepping back in time. It was amazing to hear his positive feedback. All technicians involved in the project took his words as recognition of a job well done," concludes Andy. Rightly so. ●

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TRANSAXLE PORSCHES



944 TURBO CUP

Words **Johnny Tipler** Photography **Chris Wallbank**

Want to sell more of a particular model? Organise a single-make race series.

That'll get 'em in showrooms. On the racetracks, too. In order to boost the profile of the 944, Porsche did exactly this in 1986, instigating the 944 Turbo Cup series, kicking off in Germany. The championship piggy-backed off the ADAC Würth Supercup Group C weekends at the Nürburgring, Avus in Berlin, the Hockenheimring, Norisring, plus a one-off race at Mainz Finthen airport.

Fair enough electing to run a one-model race series, but to what extent do you need to modify your selected showroom

car to turn it into a racer? Shove in the largest capacity motor at your disposal? Er, no. Install high-lift cams and a modded crank? Not really. In fact, the 944 Turbo Cup car was not that different from the standard 944 Turbo. Sure, you fit a roll cage and firewall, but then simply delete and omit superfluous kit from the stock vehicle. Some of it, anyway. You are, after all, proposing this as a racer for the road.

The modifications to the standard car were relatively straightforward, aimed at decluttering the 944 Turbo and rendering it race-worthy. A little weight was added by the aluminium Matter roll cage, but was saved with the deletion of underseal and the omission of unnecessary electrical apparatus, such as power windows. Lightweight door mirrors and

a racing bucket seat for the driver were added, and that took care of the cabin. Kind of Club Sport 'lite'. Under the bonnet, a magnesium intake manifold was fitted, as was a quick rack. Power steering was dismissed, while a limited-slip differential beefed-up the transmission.

The first 944 Turbo Cup race was held on April 27th 1986 at the Nürburgring Grand Prix circuit, which had been built two years earlier to augment (rather than replace) the long Nordschleife track. At the beginning of June 1986, five weeks after the series launched at the Green Hell, the opening round of the Canadian Rothmans Porsche 944 Challenge took place. Championships in South Africa, Canada, France and the USA followed. Significantly, 944 Turbo Cup was the

Above This 944 Turbo Cup was driven by Hans-Joachim Stuck on the parade lap of the 1988 season opener, held at the Nürburgring



Right Magnesium intake manifold, as well as wheels and oil sump made from the same material, helped reduce weight

forerunner of the multi-national Carrera Cup and Supercup series and was Porsche's calculated contribution to recreational motorsport. Anyone could have a crack at it and, in the inaugural seven-race series, hobby drivers went head-to-head with professionals. The forty contestants shared a DM45,000 (€23,000) purse at each round — the higher you finished, the more you earned.

The bandwagon was rolling. In fact, for Porsche it had been rolling for a long time. The 944 Turbo Cup was born into an era of heady international motorsport, where Porsche could do no wrong. The Group C endurance racing epoch was reaching its zenith, with Porsche's all-conquering 956 and 962 rampant, handsomely winning the World Sportscar Championship six years running from 1981 through 1986. The 911 SC RS was a leading light in the European Rally Championship, and the 959-derived

fourby won the Paris-Dakar Rally. In Formula One, TAG-Porsche turbocharged V6s were powering McLaren to successive constructor and driver world titles. The near 220bhp 944 Turbo (factory code 951) arrived on the scene in 1985 and was promptly chosen as the basis for the manufacturer's single-make series.

The transition from leaded to unleaded fuel was on the horizon, which is why Porsche insisted Turbo Cup cars ran with catalytic converters, a technology in its infancy at the time, though it's worth noting the 944 Turbo was the first car to produce an identical power output with or without a catalyst in place. As well as ensuring participating cars were environmentally acceptable, the objective was to assess the performance of a catalysed exhaust at race temperature.

The few changes to the standard car in its first year of racing included harder suspension bushes, thicker anti-roll bars

stiffer spring and damper settings, plus eight-inch-wide front and nine-inch-wide rear Fuchs wrapped in 245/45/16 and 255/40/16 tyres respectively. To ensure a level playing field (bearing in mind there were experienced players in the game), each car's ECU, knock sensor and boost pressure wastegate were sealed. Porsche stewards carried out spot checks on three cars chosen randomly after every race.

Top names in the inaugural 944 Turbo Cup competition included Jörg van Ommen, Roland Asch and Harald Gröhs, with touring car expert, Jo Winkelhock, emerging victorious at the last round. The earnings were shared out in such a way the winner banked DM5,000 (€2,556), second place earned DM4,500 (€2,304), all the way down to twenty-fifth place, awarded DM100 (€51). With close and dramatic racing between cars of ostensibly identical specification, the series proved a roaring success. ●

TRANSAXLE PORSCHES



928 RACE CARS

Words **Jed Leland** Photography **Dan Sherwood**

To celebrate the 928's fortieth anniversary, Porsche Cars Great Britain and the UK's Porsche Classic Partner Centres campaigned a specially prepared 928 in the Historic Sports Car Club's 1970s Roadsports Championship. The project came hot on the heels of the 924 GTP restoration featured on our previous spread, so much so both cars were displayed in the Porsche Centre Hatfield showroom at the same time. In a further highlight, the driver piloting the 928 around some of the UK's best-loved racing circuits was none other than celebrated 1970 Le Mans winner (and current Porsche brand ambassador), Richard Attwood.

The car charged with the task of carrying Attwood to the chequered flag started life as one of the earliest 928s to land on Britain's shores. Packing a 4.5-litre V8 and loaded with a rare five-speed manual transmission, the car was sourced by John Bradshaw at Manchester-based Porsche-approved body repairer, Road and Race Restorations. "It was advertised on racecarsdirect.com," explains the company's Managing Director (and John's son), Tom Bradshaw. "The car had been with its previous owner for ten years. It was already equipped with a roll cage and various other track-oriented parts on account of time it had spent being used for club racing. Nevertheless, after arriving in our Manchester

workshop, every one of the car's mechanical components were inspected before being overhauled, restored, repaired or replaced."

Substantial gearbox wear demanded the purchase and installation of a replacement unit. The car's engine was rebuilt. New suspension components were ordered direct through Porsche. Bodywork was stripped, reconditioned and resprayed, while a new bucket seat, an up-to-date fire safety system, various gauges and a lap timer were installed. In every respect, the modifications applied adhered to the rules and regulations laid out by the HSCC's governing body.

To this end, additional weight was added (to an already heavy Porsche) in order for the car to comply with

Above Le Mans winner, Richard Attwood, raced this early 928 in the HSCC's 1970s Roadsports Championship



demands of the series. You'd think saddling a car with more mass would put it at a disadvantage on a race rack, but as Attwood tells us, the opposite was true of the 928. "The heavy nature of this Porsche acted as downforce in the wet during the competition's first round at Silverstone Circuit. The lighter machines on track had to take it easy for fear of losing traction, whereas I could hammer on in the 928 without concern for rainfall. At race end, the car classified third overall. This was a fantastic and somewhat unexpected result."

For the 924 GTP project, each of the UK's Porsche Classic Partner Centres had a hands-on role in the restoration of the car. When it came to the 928, Road and Race Restorations did all the work, but technicians from each Centre were tasked with providing storage and transportation, as well as acting as pit crew whenever the retro racer was

scheduled to be doing battle at a venue in their region. For example, no fewer than four of Porsche Centre Hatfield's technicians were called upon to take care of the car before, during and after it finished third overall at Brands Hatch a month after the Silverstone outing.

Though the 928 is hardly renowned for its participation in motorsport, the model has pedigree in some of the world's biggest competitions, not least the 24 Hours of Daytona, where an all-aluminium-bodied 928 S was fielded by Brumos in 1984. Attwood was also at the controls of this car, sharing driving duties with 'Quick' Vic Elford, Howard Meister and Bob Hagestad.

The experimental machine finished fifteenth overall (fourth in the GTO class), but was running as high as fifth before mechanical failure forced a series of repair sessions. Attwood recalls the car as being unstable at high speed and

reveals the team requested a wing to be placed at the rear, thereby introducing additional downforce to proceedings. To each driver's frustration, the request was dismissed by Porsche.

Today, the car lives in vault of the Porsche Museum in Stuttgart, unlike the one and only 928 to ever contest the 24 Hours of Le Mans. Yep, think Porsche and Circuit de la Sarthe in the early 1980s and the dominance of Group C 956s spring to mind. In Group B, however, behind stacks of well-developed 911s, was an altogether more unusual sight: in 1983 and 1984, Raymond Boutinaud, a driver living local to Le Mans, entered a lone 928 S into the race. Powered by the 4.7-litre variant of the front-mounted, water-cooled M28 V8, Boutinaud's Porsche finished twenty-first overall in 1983, dropping a place to finish twenty-second overall a year later. He still owns the car and has recently restored it. ●

Right The Boutinaud 928 S's livery raised eyebrows when unveiled in 1983, but switched to yellow and black stripes the following year



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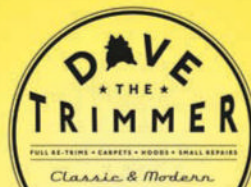
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TRANSAXLE PORSCHEs

968 CLUB SPORT

The 968 Club Sport focuses on fundamentals to deliver one of the best drives in Porsche history...

Words Dan Furr and Emma Woodcock Photography Matt Woods

The beauty of the 968 Club Sport is its straightforwardness. Instead of chasing headline figures or refining up-to-the-minute motorsport technology, Porsche retained the same near 240bhp three-litre water-cooled inline-four as the basic 968 and improved performance by simply throwing components away. Rear seats, the luggage compartment cover, the rear wiper, the centre console storage cubby lid and the cassette tape holder are all junked during

the Club Sport transformation, as are bundles of interior sound deadening, creating a car somewhat compromised in daily use, but more driver-focused than ever before.

Other high-tech components are swapped for simpler alternatives wherever possible. Electric windows are swapped for old-school crank handles spinning 944 S2 door cards — the Club Sport does without the stitched detailing and integrated pockets of other 968s — and the wing mirrors are shorn of their electrics. The Club Sport also does without central locking,

automatic heat control and an alarm, though an immobiliser is still fitted. In-car entertainment is shrunk down to two speakers. The standard 968 battery and alternator are swapped for lighter, lower output items.

Drop through the door and you notice two even more extreme changes, the Club Sport welcoming you with a driving position that's all action. The standard 1993-onwards four-spoke steering wheel and its ungainly airbag are gone, replaced by an unadorned three-spoke with a usefully thicker rim. You're clamped firmly in



position, sitting low in a fixed-back Recaro bucket seat. It's a striking contrast to the electrically adjustable leather items fitted to regular 968s. Trimmed in cloth and built around a fibreglass shell coloured to match the exterior paintwork (should original buyers have picked the option), Club Sport seats are the clearest hint yet that this Porsche is ready to race. An LCD clock with integrated lap timer confirms it. The changes might sound modest, but the little things all add up. Resist the call of the options list (air-conditioning, a sunroof and the standard leather seats could all be specified) and the Club Sport weighs in at 1,320kg, which is a useful fifty kilos lighter than a standard 968. Moreover, take a base 968, choose Tiptronic transmission, plump for the open-top

Cabriolet or specify weighty extras and the gap can grow to well over 100kg. That's the kind of difference you can feel everywhere, from accelerating to braking to cornering.

Twist the key and the Club Sport fires with the same gravelly blare as any other 968. There are, after all, no changes to the inline-four, although the lightweight model does without cosmetic engine bay trim and an under-bonnet light, all in the interests of further reducing bulk. Porsche had good reason to maintain consistency: equipped with extensive detail revisions and the first implementation of the VarioCam variable valve timing system, the M44.43 fitted to the 968 was already a long way from its much earlier roots and offered more than 80bhp per litre. ●



BODY & IDENTITY

The 968 you're looking at should display a matching Vehicle Identification Number (VIN) on its V5 document and on the identification plate located in the engine bay. Additionally, the car's VIN will be stamped into the nearside bulkhead. Elsewhere on the V5, you'll see the engine number. Check this against the number etched into the rear nearside of the block. If they don't match, ask the owner why the car has been fitted with a replacement powerplant. There might be a perfectly reasonable explanation for an engine swap (failure), but make sure it ties in with what the supporting paperwork suggests. Receipts from Official Porsche Centres or recognised independent specialists should fill you with confidence and, in our experience, it's more than likely the garage responsible for carrying out the work will be happy to chat to you about the fault and, importantly, the fix.

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

You don't need to park a 968 next to a 924 or a 944 to see obvious similarities between the styling of each model, but the 968 represents the most curvaceous iteration of Harm Lagaaij's vision for Porsche's four-cylinder transaxle offering. Despite being galvanised at the factory, however, the 968's body attracts rust in hard-to-see spots, including around the rear suspension equipment and floor pans. It might be difficult to check these areas in advance of your test drive, but try to get underneath the car and have a good poke around. Better still, take someone with you who knows what they're looking at. Fortunately, sill corrosion isn't as profound as it is with the 944, although the 968's chunky side skirts can hide a multitude of sins. Again, get on the floor and have a good look at the car's metalwork.

Damage may have been inflicted upon 968s in track trim, so check panel gaps to make sure they're straight. Look for signs of mismatched colour and don't be afraid to ask questions. You might be eyeballing a Porsche which has simply been tapped with a trolley in a supermarket car park, but then again, the car might have been stacked into a tyre wall at a race circuit. Either way, Porsche body repairs shouldn't be done on the cheap, so ask to see receipts relating to the work, if applicable. A paint thickness gauge will help you to determine if you're looking at rear quarters full of filler. Oh, and be mindful of the existence of the 968 Sport, a UK-only model with limited production of just 306 units. Essentially a Club Sport with a handful of creature comforts reinstated (cloth-covered Sport seats, power windows, electric mirrors and boot release), it's easy to confuse the two cars, though the V5 will list model name.



ENGINE & PARTS AVAILABILITY

The 968's engine is a normally aspirated three-litre unit once touted as the world's largest capacity four-cylinder production powerplant. Featuring a 104mm bore and an 88mm stroke, the smooth-running straight-four featured Porsche's new-for-the-time VarioCam variable valve timing. Much like Honda's more famous VTEC system, VarioCam continuously varies the timing of intake valves by adjusting the tension on the chain connecting the exhaust and inlet camshafts. This process ensures the engine is performing at its best for the driving conditions experienced at any given time, whilst keeping emissions at a safe and sensible level.

Sounds good, huh? Well, yes, but check for any rattling noise emanating from the VarioCam system. Ask the seller when the parts were last examined for signs of wear. Also, look for documentation highlighting a change of fluids, filters, belts and the engine's water pump. If there is no sign of this work taking place, consider it as a bargaining point. You won't want to be driving the car far until the jobs are carried out, so factor the cost into the price you're prepared to pay. If in doubt, call your nearest independent Porsche specialist and ask for a quote. It's in their interest to put your mind at ease.

Finding a 968 Club Sport with low mileage is a good result, but regular servicing and frequent oil changes are required on every classic Porsche, regardless of how much ground they've covered. Have a butcher's at the dipstick for the colour and condition of oil. Do the same with the contents of the coolant expansion tank. All should be in good order. Thankfully, the 968's 944 heritage means all mechanical parts and related consumables are in plentiful supply, with Porsche Classic releasing an ever increasing number of newly manufactured spares for legacy models. Independent specialist retailers, including Design 911, FVD Brombacher, Frazerpart, Rose Passion and 9Apart stock new genuine *and* aftermarket components. Second-hand spares are also in good supply. In other words, don't be worried about the availability of parts, whether new, used, OEM or from the aftermarket.

Are there any screeching noises when turning the steering wheel on full lock? If so, check the level of the power steering reservoir and ask the seller when the fluid was last changed. While you're under the bonnet, eyeball all hoses and vacuum pipes for signs of wear. These are easily replaced, but it's an expense you can do without.

TRANSMISSION, BRAKES AND SUSPENSION

All manual 968s (including the Club Sport) benefit from a six-speed gearbox in place of the 944's five-speed unit. When out on your test drive, establish how easy is it to change gears. A high-miler may feel 'notchy', which may mean the clutch needs replacing. Sadly, you'll need to prepare for the possibility of buying a new dual-mass flywheel at the same time. Incidentally, linkages are known to wear, but this is a cheap fix. Clutch pedals can stick, but are easily freed.



Brembo four-piston brakes — originally a plus point of the 944 Turbo — feature as standard equipment on the 968, as do lightweight aluminium semi-trailing arms, but an M030 sport chassis upgrade provides even greater stopping power thanks to even bigger calipers and cross-drilled 304mm discs. Whichever brake package the car you're looking at makes use of, a wide range of reasonably-priced aftermarket discs and pads are available in different designs and compounds to suit your driving style and the environment your new 968 will be travelling in.

Ask anyone who has experience of driving a 968 and they'll tell you the model handles like it's on rails. Making use of the same suspension setup found on the 944 Turbo (McPherson struts with standard Sachs dampers or M030 cost-option Konis), the 968 wows with its lack of body roll, even when being thrown into tight corners at speed. The experience is enhanced further with Sport and Club Sport models thanks to their chunky anti-roll bars and a lower centre of gravity produced by a dropped ride height, but listen out for knocks over bumps, indicating worn bushes, which are common on a car of this age. Check for irregular sounds at full lock, which may indicate a problem with the steering rack. If the car pulls to one side or feels tail-happy over bumps, then this may be a sign of tired shocks (check for leaks) or out-of-kilter alignment.

The 968 Club Sport's brakes hide behind Cup 2 wheels colour-coded to the body. The lack of model-identifying script decals on our feature car is perfectly normal — this a German market car, which unlike UK-supplied Club Sports, didn't feature body side script as standard equipment.







INTERIOR & TUNING

When stepping inside a 968, it's difficult to believe Porsche's claim you're sitting in a car comprising eighty percent new or re-engineered parts when compared to the 944 S2. Everything is utterly familiar, from the clocks to door cards to the gear knob. This certainly isn't the step forward many would expect from a manufacturer's new model, which goes some way toward highlighting early plans for the 968 to be badged as the 944 S3. Even so, the classic 'oval dash' is a great design, has weathered well and is far more modern than what was being fitted to the same-age 911.

Sporty variants of the 968 focus on weight saving, so forget about electrically adjustable seats or precious soundproofing materials. In fact, forget about creature comforts full-stop, although UK-only Sport models served as a half-way house between a standard 968 and the more extreme Club Sport. Thankfully, Porsche saw fit to continue its trend of equipping transaxles with ridiculously comfortable seats (even the Sport featured Comfort pews, which could be optioned on the Club Sport in place of colour-coded hardback Recaros), but fabric centres can fray if exposed to direct sunlight for prolonged periods, dashboards can crack due to the same (a 'greenhouse' effect, where the sun cooks the dash with intense magnification of heat through the windscreen) and large seat bolsters

can wear thanks to occupants unavoidably dragging their jeans across them when entering and exiting the car. Thankfully, help is at hand: Dave the Trimmer, Southbound, Classic FX and Awesome Auto Trimming are just four different UK-based automotive upholstery specialists well-versed in Porsche interior repairs (the latter offering CNC-machined anodised aluminium vent recess inserts to protect 944 and 968 covered dashboards and reinforce the panels), while expert vehicle detailing company, Cambridge Concours, is on hand for reconolising and comprehensive restoration of discoloured cabin (and body) trim.

Before you're tempted to tinker, make sure the car is properly serviced and is running without fault in a standard state of tune. Once you're satisfied this is the case, a plug and play K&N panel air filter, an enlarged stainless steel exhaust system (Cargraphic offers a bespoke system for the 968 Club Sport) and renewed hoses will make a world of difference to the airflow qualities of your new Porsche. Unlike modern ECUs, the 968's electronic brain can't be live-mapped, meaning chipsets need to be installed on the original circuit board. These old-school parts can be ordered direct from K300 Performance and should improve the torque curve of the 968, whilst simultaneously raising its rev limit. For the most comprehensive ECU upgrade, invest in a



standalone engine management system.

A re-profiled camshaft will offer instantly noticeable performance benefits over the fairly tame standard Porsche part. Balancer shaft deletion and lightweight pulleys will also provide optimised power. The easiest and most cost-effective way to make any 968 quicker and faster, however, is to reduce its overall weight. Consider ditching aftermarket audio equipment, old alarm systems and any other parts you consider supplementary to requirements.

968 suspension and brake upgrades aren't in short supply, with retro-fit M030 cost options and aftermarket alternatives readily available from GAZ, Bilstein, Weitec and KW. ●

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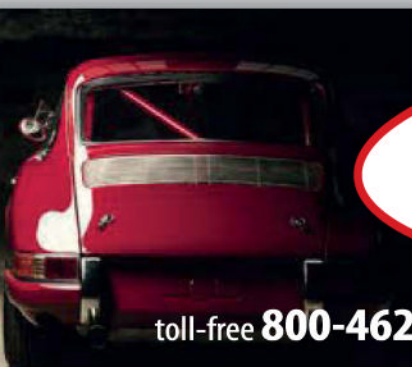
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TIMING IS EVERYTHING

VarioCam was Porsche's first variable valve timing technology and debuted in the 968. The system has come a long way since the early 1990s, but is now more important than ever...

Words **Shane O'Donoghue** Photography **Dan Sherwood, Porsche Corporate Archives**

Variable valve timing (and control) was the must-have car technology of the late 1980s and early 1990s. Japanese manufacturers appeared to be leading the way, which must have displeased the top brass at Porsche no end, especially when high-tech sports cars from the Land of the Rising Sun were beginning to muscle in on Porsche's production sports car stomping ground. The German marque was quick to act, launching its catchily titled take on the idea, VarioCam, in time for the start of 968 production in 1991. The system is still in use today, albeit in a much evolved form.

Before we delve into VarioCam design

and its development through the years, it's worth refreshing our knowledge of fixed engine valve timing, and therefore the need to alter it for different conditions. We'll stick to four-stroke engines using camshafts and valves because those are the only ones relevant to Porsche engines, and it doesn't really matter how many valves or camshafts there are, nor how the camshaft connects with the valves — the principles are the same.

The profile of the lobes on each camshaft are shaped to open and close the valves at a precise time, to a precise valve lift for a precise duration. There are three distinct variables to consider for each valve: when it opens, when it closes and how far it opens. There's also

a fourth, referred to as valve overlap, but we'll cover this later in this article. Let's first consider the requirements for the valve positions in a quite simple four-stroke engine cycle in a single cylinder.

Starting with the piston at top dead centre (TDC) at the beginning of the induction stroke, the inlet valves open to allow air and fuel (unless we're dealing with a direct-injection engine, of course, but that's a story for another day) into the cylinder. The downward motion of the piston causes pressure reduction sucking the air-fuel mixture in. When the piston reaches bottom dead centre (BDC), the compression stroke starts. All valves are closed, and the air-fuel mixture is compressed as the piston moves back up towards TDC again.

Above The 968's arrival brought forth Porsche's own flavour of variable valve timing technology, which informs the manufacturer's engine designs today

Next up is the power stroke, where the air-fuel mixture is ignited by the spark plug (diesel is a little different, but we're focusing on the petrol cycle here). Ignition usually occurs before the piston reaches TDC, but this isn't important for the purposes of this article. The energy released by the burning of the fuel pushes the piston back down the cylinder, turning the crankshaft. Incidentally, the valves are still closed at this stage. Then, on reaching BDC, the exhaust stroke begins, the exhaust valves open and the piston pushes the spent gases out of the cylinder before the whole cycle starts again.

Now is a good time to explain valve overlap. There is often a period of time where both the exhaust valves and inlet valves are open at the same time, toward the end of the exhaust stroke and the beginning of the induction stroke. This is valve overlap. During this period, the rapid flow of gases through the exhaust ports, in conjunction with the design of the whole inlet and exhaust system, creates pressure waves that can cause suction through the intake valves, effectively allowing more air in for a given cycle, providing the exhaust

valves are closed before fresh intake air exits them, of course. This is called the scavenging effect. Valve overlap is particularly useful at high engine speeds, where gas flow rates are higher, and the scavenging effect is even stronger.

Unfortunately, valve overlap is less useful at idle and low engine speeds. It's not difficult to envisage some of the incoming air-fuel mixture exiting the exhaust, is it? Along with this, if overlap

itself as rough idling. This scenario is unacceptable in a regular road car, let alone a Porsche.

Before variable valve timing came along, engineers of road car engines had to compromise on valve overlap – it was fixed by the design of the inlet and exhaust camshaft lobes – ensuring smooth idle was maintained. Sometimes, this meant increasing idle speed (much to the detriment of fuel

economy) in a bid to maintain a useful valve overlap. It's important to note, however, valve overlap isn't the only aspect of valve timing considered a trade-off. The

PORSCHE'S INITIAL ATTEMPT TO MINIMISE COMPROMISES WAS RELATIVELY STRAIGHTFORWARD, BUT REMARKABLY EFFECTIVE

is too long, it can make for rough idling. This can be explained by the duration of valve overlap. With fixed valve timing, the overlap is a set number of degrees of crankshaft rotation, but the slower the engine speed, the longer it takes for the crankshaft to turn that number of degrees, which is why, at low engine speeds, the valve overlap is longer in duration. This can allow exhaust gases to flow back into the cylinder before the exhaust valves close and, if the proportion of these gases is too high, it can cause incomplete combustion of the fresh air-fuel mixture, which manifests

timing of exhaust valve opening, for example, is a compromise. To extract the maximum energy from the expanding gas in the cylinder, it makes sense not to open the exhaust valves until the piston is at BDC, but this means the piston has to push against higher cylinder pressure on the exhaust stroke, effectively wasting some of the energy gained. If the exhaust valves are opened before the piston reaches BDC, the cylinder pressure quickly reduces. To complicate matters, the ideal timing varies with engine speed and load.

Meanwhile, the desired timing of

Below M44 three-litre inline-four is a very robust engine and will respond well to massive mileage if cared for correctly





exhaust valve closing is precisely linked with that of inlet valve opening to create the valve overlap discussed above. Inlet valve closing, however, comes with its own set of compromises. It's all about trapping as much air as possible within the cylinder before closing the inlet valves, chiefly because this is

what defines the volumetric efficiency of an engine, and therefore the performance and economy. And, as you have probably guessed by now,

the ideal timing of inlet valve closing changes differs with engine speed and load range. Of course, there's much more to all this than we have room for across these pages, but the core message here is simple: before variable valve timing, there were always compromises to be made. The first-generation VarioCam system, Porsche's initial attempt to minimise these compromises, was relatively straightforward, but proved to be remarkably effective.

Among other technologies, development of the 968 focused on improving performance of the outgoing 944 S2's normally aspirated three-litre, front-mounted, four-cylinder engine, which featured double overhead

camshafts and four valves per cylinder (two inlet and two exhaust). The 968's updated version of the M44 inline-four retained the same layout and swept capacity as enjoyed in the 944 S2, but now featured variable timing for the inlet valves. The exhaust camshaft was driven by a toothed rubber belt from

This allowed for stable idle, even if the VarioCam system failed. This setting was retained up to 1,500rpm.

It was also used for engine speeds above 5,500rpm, which may sound curious given our earlier explanation of valve overlap, but the valve opening duration was fixed by the shape of the

camshaft lobes, meaning Porsche's engineers found more of a benefit to closing the inlet valves later at high engine speeds than they did with valve

THE NEW WATER-COOLED FLAT-SIX MADE USE OF TWO CYLINDER HEADS AND FOUR CAMSHAFTS, MEANING IT REQUIRED TWO SETS OF VARIOCAM CONTROLS

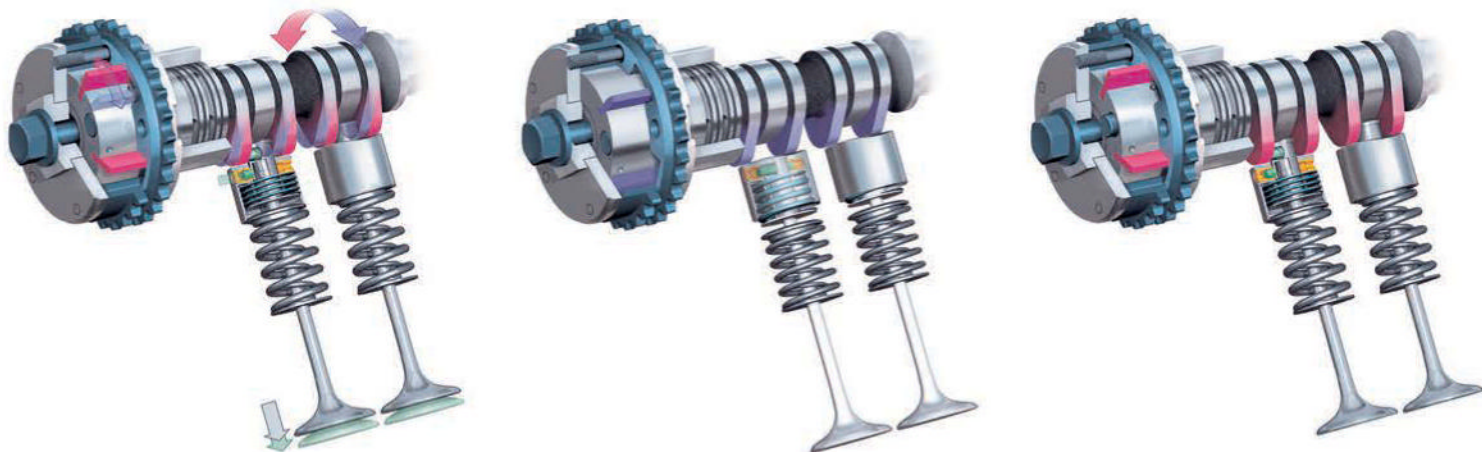
the crankshaft with fixed timing. A short timing chain then drove the inlet camshaft from a sprocket on the exhaust camshaft. So far, so conventional.

The clever bit came in the small space between the camshafts, where a solenoid-operated valve moved a tensioner which, in effect, altered the timing of the intake camshaft relative to the exhaust. The engine control system, a Bosch Motronic unit, was tasked with giving the signal to the solenoid. By default, there was no valve overlap, because the exhaust valves closed at one crankshaft degree of rotation before the piston reached top-dead-centre and the inlet valves didn't open until 7.5 degrees after the piston hit TDC.

overlap. Meanwhile, to increase torque output in the mid-range, the VarioCam system advanced inlet timing by fifteen crankshaft degrees to 7.5 degrees before TDC. This gave a 6.5-degree overlap between 1,500rpm and 5,500rpm.

Although this wasn't the only improvement to the three-litre four-pot, it was certainly a major step forward – power and torque jumped from the 944 S2's 208bhp at 5,800rpm and 206lb-ft at 4,000rpm to 236bhp at 6,200rpm and 225lb-ft at 4,100rpm respectively. Despite a little weight gain in the 968, the benchmark 0-62mph time dropped 0.3 seconds to 6.5 seconds and the top speed rose from 150mph to 156mph. Small gains, ostensibly, but

Above Following VarioCam's debut on the 968, the next Porsche to receive a variant of the system was the 986 Boxster



Above VarioCam technology: the valve timing of the intake camshaft can be changed in a fully variable manner using the vane cell adjuster

Right VarioCam Plus (with different strokes of the intake valves) contains two engine concepts: camshaft adjustment and valve lift changeover

contemporary road tests confirmed the 968 felt notably friskier.

Though 968 sales never really took off in the way many at Porsche hoped, VarioCam proved itself a success. The next Porsche to get the system was the 986 Boxster. The roadster's new water-cooled flat-six made use of two cylinder heads and four camshafts, meaning it required two sets of VarioCam controls, but otherwise, the operating principle remained unchanged. The Boxster's engine was the precursor to what would power the 996, of course, and VarioCam was carried over to the first water-cooled 911 virtually unchanged. It got a major overhaul in 1999, however, with the launch of the first 911 GT3. The idea of a movable tensioner between each pair of camshafts was ditched and, instead, the sprockets turning the intake camshafts were replaced with cam phasers.

Using oil pressure, these can alter the rotation of the camshaft relative to the sprocket turned by the timing chain, resulting in altered timing of intake valve operation. In crankshaft angle, the range of adjustment of this first iteration was twenty-five degrees and was operated to three distinct settings, one covering engine speeds up to 2,000rpm, the next up to 6,400rpm and then the third to take the engine to its 7,400rpm rev limit. The timings were all about performance, obviously, and the limited-production Porsche making use of them is now the stuff of legend.

The second iteration of the 996 GT3 came with further improvement in 2003, leading to even more eye-opening performance. The VarioCam system retained the same sprocket-based cam phaser idea, but the range of variation was increased to forty-five degrees and,

rather than having three set steps as was the case with the first GT3, timing was continually altered by the engine control unit, allowing for much finer adjustment of inlet valve timing to suit the full range of engine speeds and loads. Though the focus was on increased performance, this also enhanced drivability, low-down torque and, remarkably, emissions and fuel economy.

Porsche updated the 986 Boxster

the same year, fitting it with the very same VarioCam hardware. Earlier, in 2002, a significant development of VarioCam was introduced for select models. Named VarioCam Plus, it altered valve timing in the same way as before (with the cam phaser), but added was an ingenious way to vary the valve lift, as defined in a 1998 European patent (*Valve operating device of an internal combustion engine*) filed by





Dieter Kraxner, Joachim Grünberger and Dietmar Schwarzenthal. A key component was a new switchable bucket tappet. At its centre was a smaller tappet sliding smoothly along the axis of them both, in contact with the top of the valve stem. The larger tappet was in a fixed axial position so it could be connected with an oil pressure 'signal', which then moved a small spring-loaded pin within, ensuring the inner and outer tappets were locked together at the same height.

Just as important as this neatly packaged idea was a redesigned set of cam lobes. Instead of a single profile per valve, there were three thinner lobes per inlet valve. The outer two bore a high-lift profile (ten millimetres for the 996 Turbo), while the central cam lobe featured a profile resulting in valve lift of just three millimetres. What this meant is that when the tappets were *not* locked together, the outer lobes met no resistance to push the outer tappet down (it was spring loaded against these lobes internally), allowing the central, low-lift cam lobe to control the operation of the inlet valve. When high lift was required, the tappets were locked together by the pin and the outer pair of lobes defined the movement of the valves.

Brilliant, right?! "But why?" we hear you ask. Well, it's all about stable engine running and complete combustion at low engine speeds and loads. The option to vary both valve timing and lift simultaneously allowed Porsche to

optimise the 996 Turbo's engine across its operating range, from efficient idling and slow-speed driving to outrageous performance at the other end of the scale. The control and operation of these systems has, of course, been refined in the intervening years, but their principles are unchanged. Variable timing was soon added to exhaust camshafts (again, using cam phasers), giving even more flexibility to optimise the whole engine. The latest change to VarioCam Plus was introduced for the 992-generation 911's turbocharged flat-six. Here, the shape of the airflow entering the cylinder at low

speeds and loads is altered by using two different lift profiles for the central lobes (described earlier) on each pair of inlet valves. One of them lifts the inlet valve by just two millimetres, while the other inlet valve in the same cylinder is lifted by 4.5. This offset causes a swirling motion of incoming air and helps reduce instability at low engine speeds, to the benefit of fuel economy and emissions.

Variable valve operation may have been verging on trendy in the 1990s, when Porsche first introduced VarioCam, but it's nigh-on crucial for a modern Porsche engine expected to do it all. ●

Above and below
Few outside of the Porsche scene know the 968 exists, but this last-of-the-line transaxle helped shape the future of the manufacturer's engine development programme





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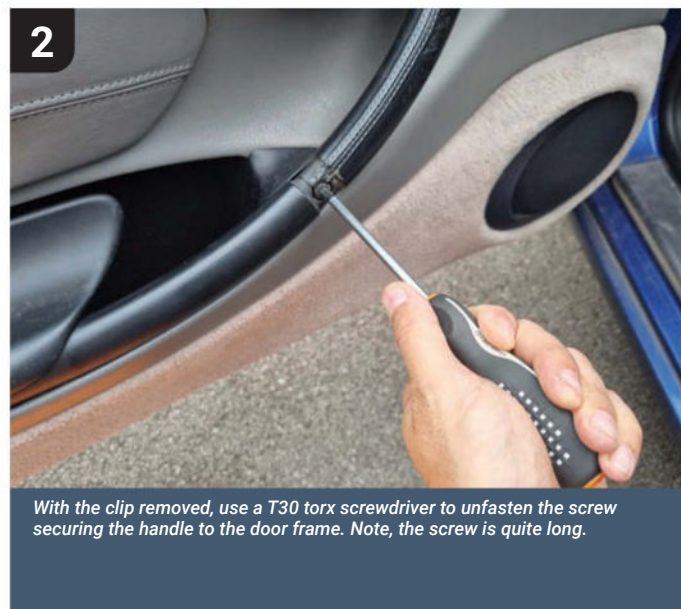
SCAN ME

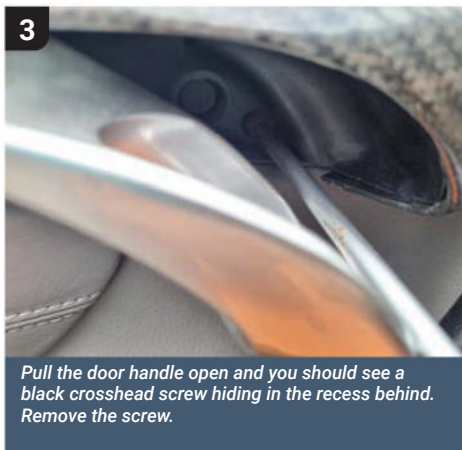


WINDOWS UPDATE

Window regulators on most cars will fail after decades of service. The nearside regulator on this 986 Boxster lasted an impressive twenty-four years before starting to make a horrible graunching noise and sticking in various positions. In this guide, we show you how to replace old with new...

Words and photography **Peter Rosenthal**

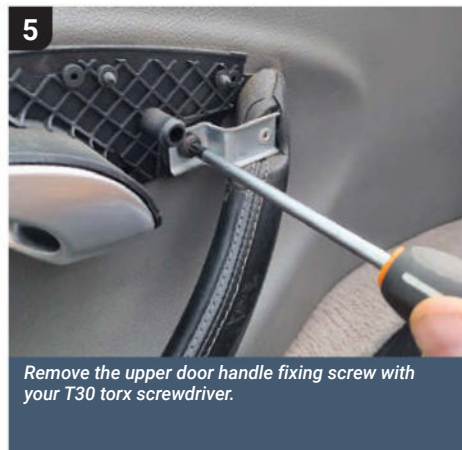




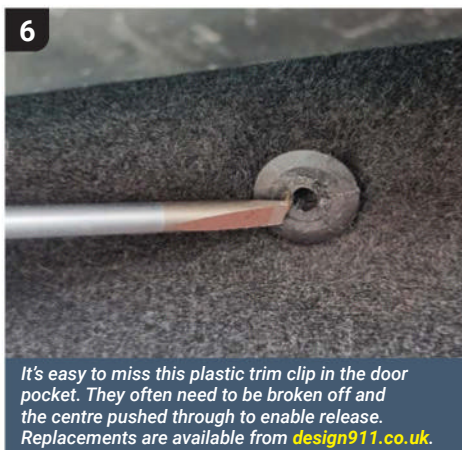
Pull the door handle open and you should see a black crosshead screw hiding in the recess behind. Remove the screw.



Unclip the trim section above the door handle. You might need to give the part a wiggle in order for it to come free.



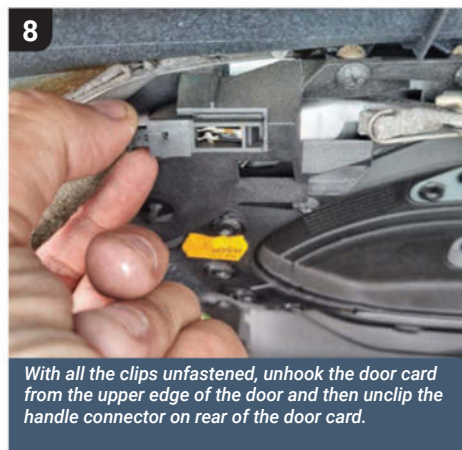
Remove the upper door handle fixing screw with your T30 torx screwdriver.



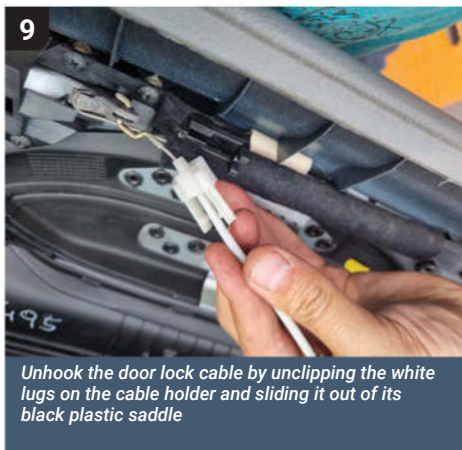
It's easy to miss this plastic trim clip in the door pocket. They often need to be broken off and the centre pushed through to enable release. Replacements are available from design911.co.uk.



The door card can now be unclipped. Use a plastic interior trim removal tool and work your way around the door card, unfastening the clips holding the door card in place.



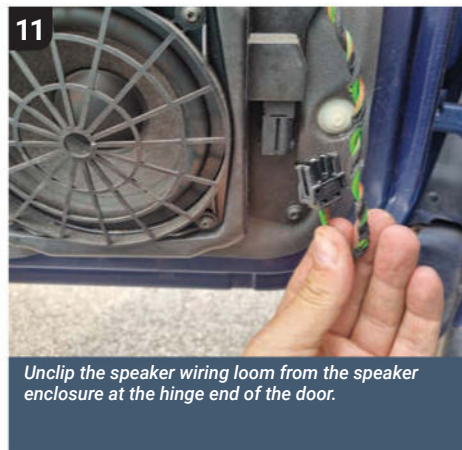
With all the clips unfastened, unhook the door card from the upper edge of the door and then unclip the handle connector on rear of the door card.



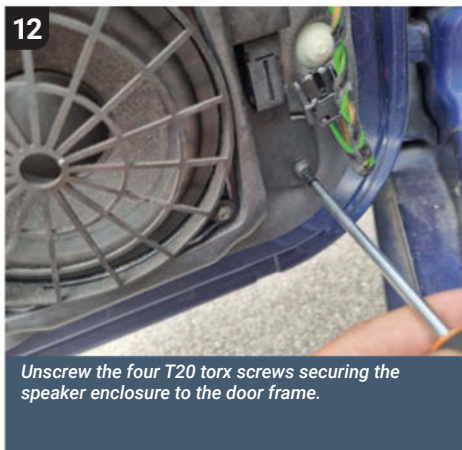
Unhook the door lock cable by unclipping the white lugs on the cable holder and sliding it out of its black plastic saddle



Remove the lower light bulb holder from the lower edge of the door card and lift the complete panel out of the way. Place it on something soft to avoid marking the leather.



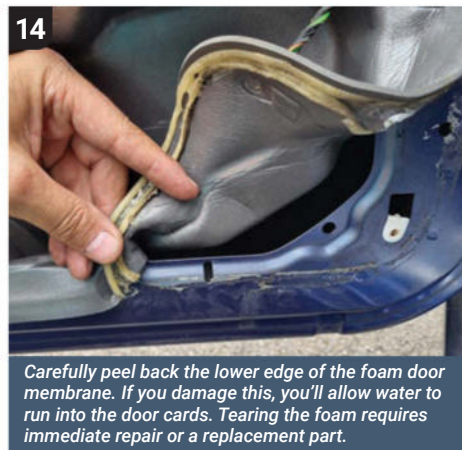
Unclip the speaker wiring loom from the speaker enclosure at the hinge end of the door.



Unscrew the four T20 torx screws securing the speaker enclosure to the door frame.



With the screws despatched, remove the speaker enclosure from the door frame. The part lifts up and out, but you may need to angle it downward.



Carefully peel back the lower edge of the foam door membrane. If you damage this, you'll allow water to run into the door cards. Tearing the foam requires immediate repair or a replacement part.

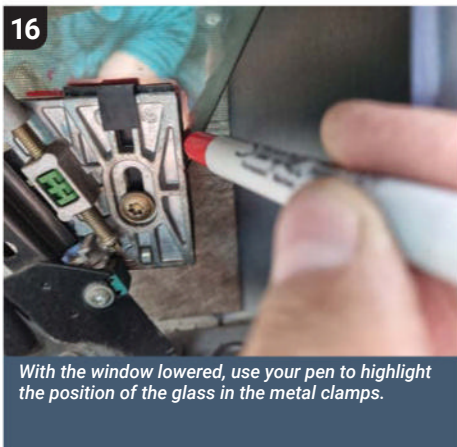
TECH: HOW TO

15



Pull the foam membrane to one side. Using a strip of masking tape (or whatever tape you have to hand), carefully attach the membrane to the door. This now reveals the window regulator mechanism.

16



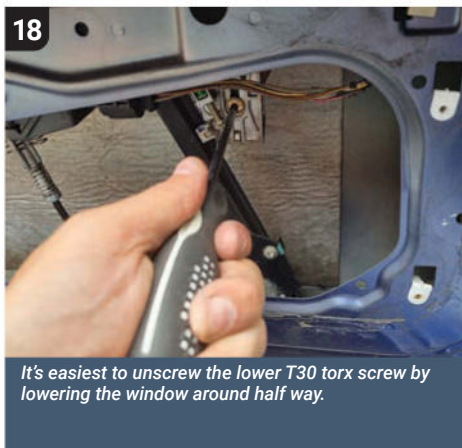
With the window lowered, use your pen to highlight the position of the glass in the metal clamps.

17



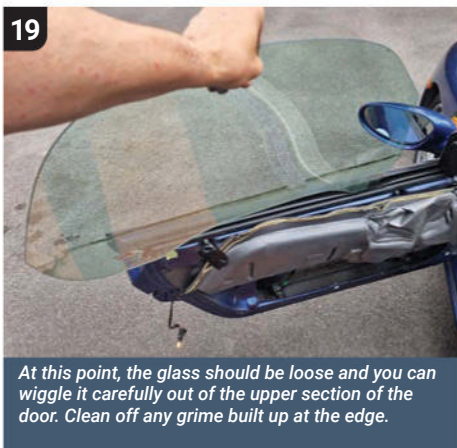
You can access the T30 torx screw holding the glass in place by working with this upper access hole when the window glass is halfway retracted.

18



It's easiest to unscrew the lower T30 torx screw by lowering the window around half way.

19



At this point, the glass should be loose and you can wiggle it carefully out of the upper section of the door. Clean off any grime built up at the edge.

20



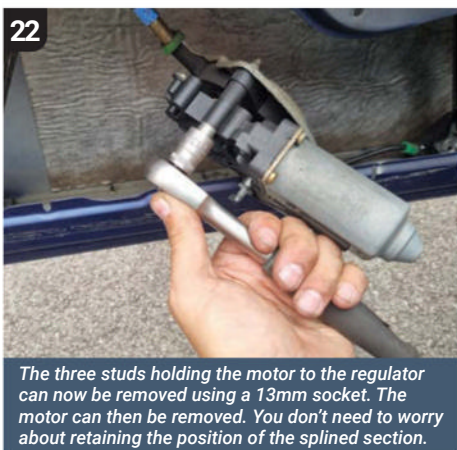
Three 13mm nuts secure the motor to the door frame. Unscrew all three until the motor is loose.

21



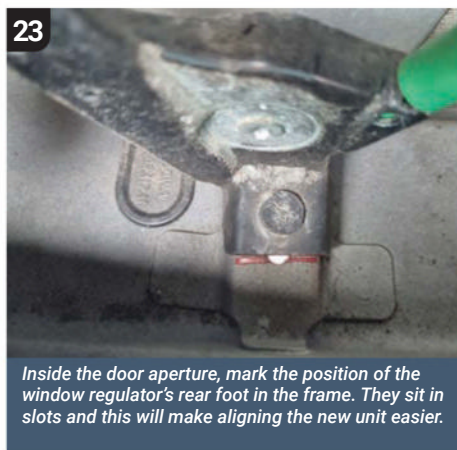
Drop the motor off its studs and unclip the part's wiring loom connector.

22



The three studs holding the motor to the regulator can now be removed using a 13mm socket. The motor can then be removed. You don't need to worry about retaining the position of the splined section.

23



Inside the door aperture, mark the position of the window regulator's rear foot in the frame. They sit in slots and this will make aligning the new unit easier.

24



Working from the underside of the door, remove the rubber grommet hiding the two lower 13mm nuts securing the window regulator's lower feet to the door frame.

25



Two 10mm nuts secure the upper section of the window regulator to the door frame. This is the rearmost nut.

26



After removing the rear securing nut, remove the front upper securing nut with a 10mm socket.



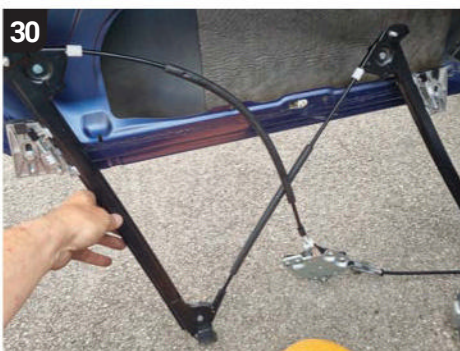
Remove the window regulator from its studs and push it back into the door aperture. Concertina it flat and wiggle the various sections out of the hole.



It wasn't hard to spot the failure point on this regulator. Some online videos suggest patching up the duff cable, but it's an utter waste of time. Replace the whole thing, new for old.



Compare the old and new window regulators in order to check your new part is correct (they're different for each side). The new part can be ordered from the [design911.co.uk](https://www.design911.co.uk) OE Match range.



Position the new regulator by the door in order to work out the correct orientation and how the part needs to be secured in place.



Concertina the new regulator through the door aperture and wiggle it into place on the studs. Secure the upper studs in place by finger tightening the previously removed nut.



Reattach the motor to the window regulator by hand-tightening the studs (thereby avoiding regrettable cross-threading).



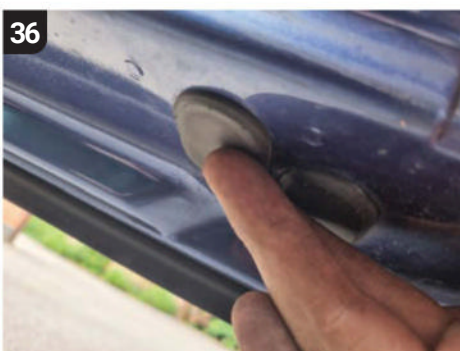
Correctly orientate the motor and regulator through the hole and pass the three studs through the metalwork of the door frame.



Refit the three 10mm nuts securing the motor to the door frame, then tighten them.



Don't forget to reattach the window motor wiring connector. It's easiest to do this with the motor tightened in place.



After aligning the lower feet of the new regulator with the marks you applied on the inner edge of the door, refit the 13mm nuts and tighten them. Then, refit the rubber grommet.



With all the bolts tightened, check to ensure the new window regulator goes up and down without issue. Operation should be a lot quieter and far smoother than before.



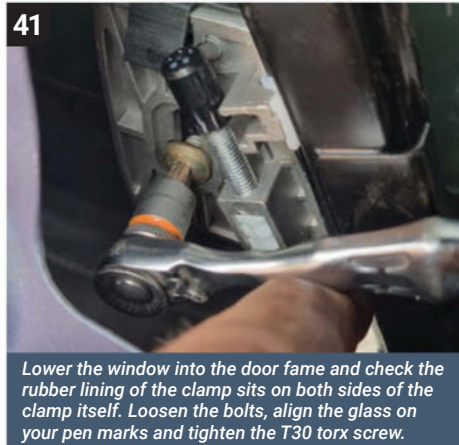
The new window regulator came with 10mm hex screws. They're hard to access, and were therefore removed and swapped for the original T30 torx screws. It's easier to do this prior to installation.



With the torx screws in place, the new regulator was raised to ensure the screws could be tightened via the upper access holes.



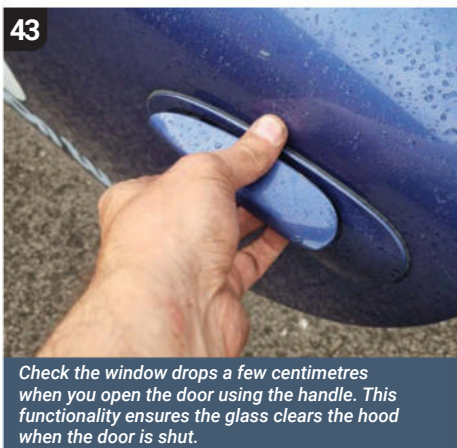
Slide the glass back into the door so that it sits inside the U-shaped clamps of the new window regulator. Loosely fasten the clamps.



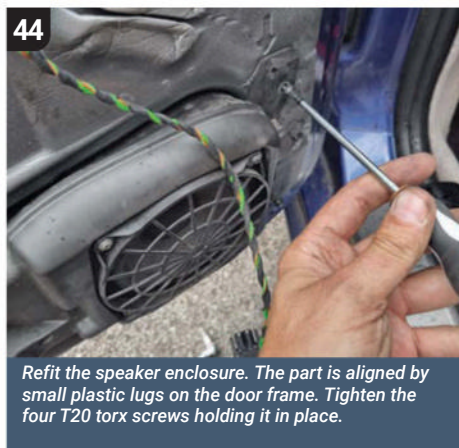
Lower the window into the door frame and check the rubber lining of the clamp sits on both sides of the clamp itself. Loosen the bolts, align the glass on your pen marks and tighten the T30 torx screw.



With all fasteners tightened, reattach the inner foam door membrane. It should be possible to reuse the original glue strips to ensure a firm fit.



Check the window drops a few centimetres when you open the door using the handle. This functionality ensures the glass clears the hood when the door is shut.



Refit the speaker enclosure. The part is aligned by small plastic lugs on the door frame. Tighten the four T20 torx screws holding it in place.



Reattach the speaker wiring loom. Ensure the wiring is clipped into the moulded recesses of the foam membrane (as pictured).



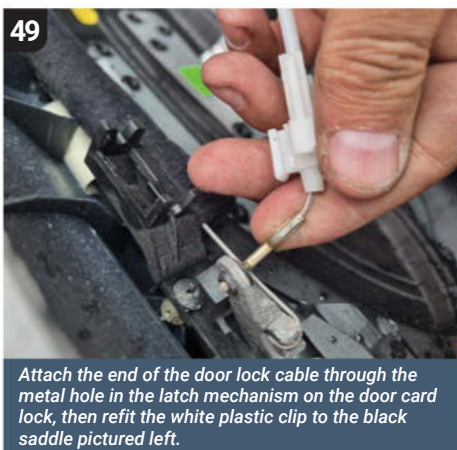
Before refitting the door card, shut the door and check the alignment of the window glass by comparing it with the opposite door glass.



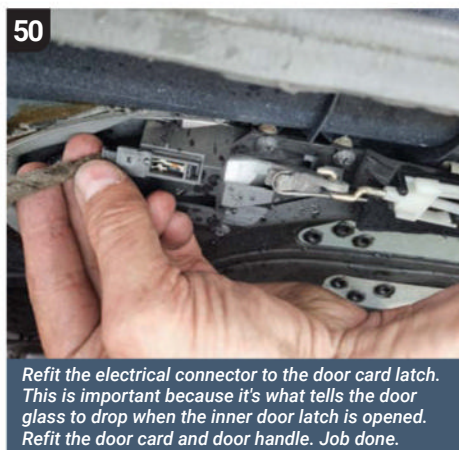
If alignment needs to be altered, use these torx adjusters on the window regulator to raise or lower both the front and rear edge. The adjusters can be accessed via grommets under the edge of the door.



Refit the lower bulb holder to the door card. These bulbs often get hot and melt the housing. Some fastening tape may be needed.



Attach the end of the door lock cable through the metal hole in the latch mechanism on the door card lock, then refit the white plastic clip to the black saddle pictured left.



Refit the electrical connector to the door card latch. This is important because it's what tells the door glass to drop when the inner door latch is opened. Refit the door card and door handle. Job done.

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CENTRE OF EXCELLENCE

Porsche Centre Norwich is much more than just a place to buy your next Stuttgart-crested sports car. It's a haven for marque enthusiasts, providing an opportunity to explore passion for Porsche...

Words and photography **Dan Sherwood**

The typical curved façade, emblazoned with red Porsche lettering over satin silver convex panelling, is a familiar sight to many. Usually mounted atop a slick glass-fronted showroom and surrounded by a rainbow of pristine sales vehicles, it signifies the presence of a Porsche Centre. Inside this opulent architecture, you'll find a veritable assortment of car-based eye candy, affording you the opportunity to drink in the detail of the brand's latest and greatest models. Porsche Tequipment accessories and branded lifestyle merchandise is also available to peruse. Think t-shirts, baseball caps and wind cheaters, as well as mugs, model cars and even an electrically powered Porsche Design mountain bike.

All this is typical of a Porsche Centre. Of course, luxurious surroundings and the opportunity to enhance one's wardrobe with all manner of Porsche-branded apparel is merely the icing on the cake of what an official main dealer has to offer — what lies at the heart of each and every Porsche Centre is an unrivalled customer experience, not to mention a wealth of factory ordained technical knowledge and the resulting skillsets.

Located at 2 Neatmarket, just off the A47 southern Norwich bypass, lies Porsche Centre Norwich, which opened its doors for the first time in January 2021, making it one of the UK's newest Porsche Centres. Despite its young age, the Centre is already making a name for itself by way of award-winning levels of customer satisfaction, a result of first-class aftersales care.

Leading the charge is forty-six-year-old Norwich native, Matthew Lockwood, who began his career in the automotive sector back in 1998, when he took the position of Sales Specialist for Jaguar Norwich. The lure of the Big Cat was strong — he stayed with the brand for twenty-two years, regimentally climbing the ladder in the sales side of the business, culminating in the position of Head of Sales. In November 2020, however, when the opportunity arose to swap working with Jaguars to dealing in Zuffenhausen's latest products, he knew it was time to make a change. Long story short, Matthew was appointed to the position of Dealer Principal for the then brand-new Porsche Centre Norwich.

"I've always been an ardent Porsche enthusiast," he smiles. "One of my most vivid memories is of visiting the old

Above Porsche Centre Norwich is one of the UK's newest Porsche Centres, but has already attracted a solid client base

Porsche Centre in Vulcan Road, Norwich, when I was a young lad. Later, when I was in my early teens, I was taken out by a family friend in his Carrera 3.0. This 911 had a profound effect on me. What an incredible car! Man and machine remain united to this very day. I was delighted to reacquaint myself with the car at a recent Porsche club event. As a kid, I was also in possession of a Le Mans-themed Scalextric set featuring matching silver and gold 911s with working headlights. What I'm trying to say is I've admired Porsches all my life."

With more than two decades of experience in a main dealer environment, numerous company cars have passed through Matthew's hands, meaning he is yet to own a Porsche of his own. Nevertheless, he has the fantastic opportunity to experience an amazing array of new Porsches and currently runs a ballistic Oak Green Taycan Turbo as his daily driver. On this note, we ask his opinion on the manufacturer's continually expanding range of powertrains. "I think Porsche is doing a great job of making a variety of powertrain options available for its valued customers, whilst addressing strict emissions targets coming into

effect very soon. Although EV models may lack what some would consider an authentic Porsche soundtrack, they exhibit the crucial traits enthusiasts expect from a Porsche, such as class-leading steering feel, sublime handling and outstanding braking performance. I believe these qualities will continue to be a key selling point for the brand's EV

engineers have created what I anticipate will be a class-leading driving experience. I have the utmost confidence they have developed something truly exceptional."

The split of sales between full-electric versus hybrid- and petrol-powered models at Porsche Centre Norwich is currently around fifty-fifty, but with the electric Macan hitting the road next

month, sales of non-ICE models are expected to increase, with continual growth expected as the aforementioned 2030/35 emissions legislation draws

GUIDE CUSTOMERS THROUGH INITIAL SELECTION AND ON TO PERSONALISATION, ENSURING EACH BUYER GETS THE VERY BEST OUT OF THEIR NEW CAR

models long into the future. The Taycan, for example, has won numerous awards and accolades from the motoring press and is known as 'the driver's EV' for good reason. In particular, the car's handling and steering make it immediately recognisable as a true Porsche product. And for those who still crave an emotive aural experience along with outstanding performance, Porsche offers a unique 'sport sound' for its electric models. This has proved popular with Taycan buyers and has been further enhanced and developed for the recently launched next-generation Taycan. I'm looking forward to testing the forthcoming all-electric Boxster and to find out how Porsche's

near. Sales of pre-loved Porsches are tracking a little lower for EVs, totalling around forty percent of the Centre's used vehicle output, but this figure is expected to rise in the not-too-distant future.

"In the sports car sector, many petrol-driven Porsches remain available, not limited to the 911 and the current 718, but there will soon be electric options for both Boxster and Cayman," Matthew reminds us. "It's the same with sports saloons. The Taycan represents the full EV option, while the Panamera offers buyers the choice of hybrid or petrol power. In the SUV sector, there's the new all-electric Macan, but also the current Macan, Cayenne and Cayenne Coupe, all

Below The Centre stocks a high number of new and pre-loved Porsche sports cars

Right Centre Principal, Matthew Lockwood





of which are available as ICE and plug-in hybrid derivatives. All of this means Porsche Centre Norwich visitors have variety of choice at their disposal. And let's not forget, all these cars come with the high-performance characteristics one would expect from a Porsche. Additionally, with some of the excellent tax benefits available on hybrid and EV models, as well as reduced running costs, the new breed of Porsches presents an attractive option for many of our customers."

TWO OF A KIND

Alongside Porsche Centre Tonbridge, Porsche Centre Norwich is one of two Porsche Centres operating under the LIND Group umbrella. LIND is an acronym for *Life In New Dimension* and is the moniker for the family-owned Automotive Group, which prides itself on offering its customers new products from some of the world's most famous car and motorcycle brands, including Harley Davidson, Triumph, BMW Motorrad and, of course, Porsche. Established in 1992, LIND is passionate about providing customers with market-leading automotive products, expert knowledge and manufacturer-trained technical skill. Its core values of excellence, integrity, service and fun are an essential part of the ethos Porsche

Centre Norwich embodies — each team member strives to integrate these values into every aspect of work undertaken.

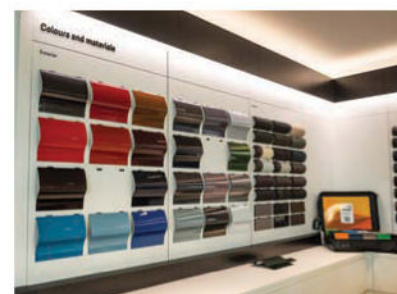
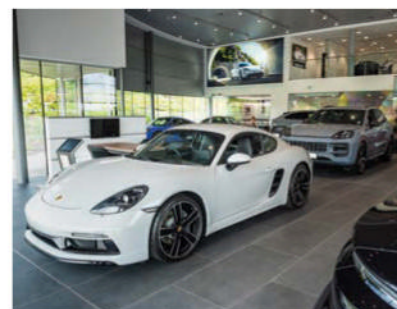
"We try to create a warm welcome and present a family feel to our Centre at all times," Matthew tells us. "Visitors tell us they can sense as much from the minute they walk through the door. We always invite our customers to stop for a coffee and we get involved with the local Porsche community whenever we can." Some of those taking full advantage of Porsche Centre Norwich's open-door policy are members of the nine-hundred-strong Porsche Drivers Norfolk UK. "I established this Facebook-based Porsche community in early 2021, just after lockdown regulations eased following the height of the COVID-19 pandemic," explains Kerry Walpole, founder and organiser of the club. "Serendipitously, this coincided with the opening of Porsche Centre Norwich. I reached out to see if Matthew and his team would be open to the idea of hosting club meets and coffee mornings. To my great pleasure, he responded with huge enthusiasm."

Kerry cites the friendly atmosphere at Porsche Centre Norwich as a refreshing change from main dealers he and many of the club's members have dealt with in the past. "Matthew's team recognises the value in giving our

members the opportunity to browse the showroom and soak in the Centre's surroundings. It's an approach furthering enthusiast connection with the brand and therefore increasing the likelihood of future business. Moreover, not only have Matthew and the Porsche Centre Norwich team been hugely supportive of our events, they also regularly go above and beyond, whether by offering sage technical or buying advice, workshop tours, or simply a hot drink while our members check out the latest

Above Lifestyle products, including apparel and an e-bike, can be purchased directly at the Centre

Below Summer Kenzitt, Phillipa Utley, and Dax Harding form part of a team delivering success



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models on display. This refreshing level of hospitality isn't the reserve of our club events, though — Matthew offers this kind of accessibility to anybody interested in visiting Porsche Centre Norwich. He's a real credit to the UK's Porsche Centre network."

STRENGTH IN NUMBERS

As you'd expect, Matthew is supported by a team of highly talented Porscheophiles. General Sales Manager, Dax Harding, has been with Porsche Centre Norwich since it opened in 2021. He exhibits massive passion for the brand and boasts more than twenty years of experience working in the motor trade. Aftersales Manager, Alexandros Michos, moved from another Porsche Centre to work for Porsche Centre Norwich. As his job title suggests, he manages the Centre's aftersales functions and, by his own admission, "breathes the brand".

As the Centre's Service Quality Specialist, Samuel Hall is the man to see if you have any problems with your new or pre-loved Porsche. He promises to deal with issues swiftly, effectively, and has proved a valuable asset to Matthew's team. Centre Host, Phillipa Utley, meanwhile, is likely the first face you will see when visiting Porsche Centre

Norwich. Her celebrated dedication to creating a memorable and relaxed first impression sets the tone for the Centre as a whole.

Summer Kenzitt started her career as Centre Host, but has since worked her way up to the position of Product Pro. Her extensive knowledge of Porsche's current range of products and the plethora of specification options available for each allows her to effectively guide customers through their initial selection and on to Porsche personalisation, ensuring each buyer gets the very best out of their new car, not to mention fantastic value for money.

Kerry was impressed enough to buy both a 718 Boxster and a 992 GT3 Touring from Matthew's trusted sales operatives. Needless to say, nurturing strong links with local enthusiasts is of vital importance to any main dealer, not only to promote the idea of community spirit (thereby increasing the chance of securing new customers), but also as a way of helping preserve the condition of legacy models by offering expert skills and manufacturer-approved working practices to keep older cars on the road in tip-top condition. In other words, while the glitz and glamour of Porsche Centre Norwich's spotless facilities — and its

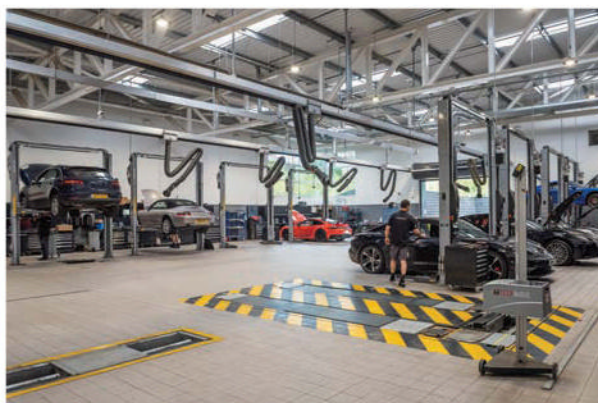
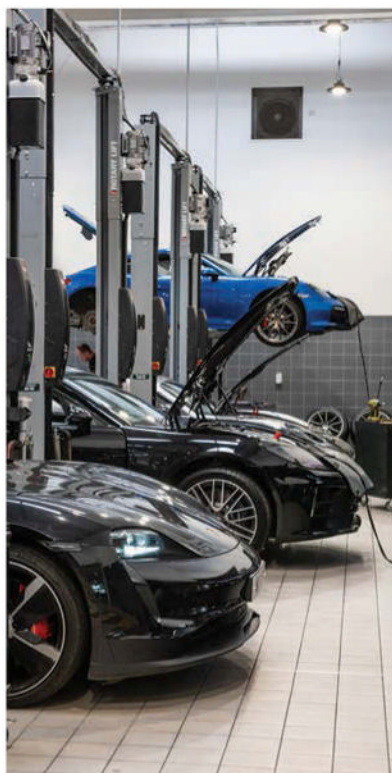
selection of brand-new cars — might suggest the bulk of its activities are focused on sales, scratch beneath the surface and you'll find much more on offer, including a raft of services dedicated to older Porsches.

"Many customers don't know we cater for classic Porsches," Matthew shrugs. "We even have special rates and discounts for owners of these cars. We love Porsche products of all ages. Importantly, our technicians are fully trained to the latest Porsche Classic Accreditation standards, thereby

Above Enthusiasts are welcome to visit the Centre and explore the latest Porsche offerings

Below Genuine Porsche parts are used on every vehicle passing through the Porsche Centre Norwich workshop





Above Busy Centre workshop caters for all Porsche powertrains, from ICE to EV and everything in between

Below Kick back, enjoy a coffee and decide which car you'd like to buy

ensuring every Porsche, both classic and modern, is treated with the reverence it deserves when rolling through our workshop doors."

Unlike manufacturers known for holding only a limited stock of parts for discontinued models, Porsche offers a constantly expanding catalogue of new parts for its legacy products, stretching all the way back to the earliest 356s. "There really is no limit on the age of Porsche we cater for," Matthew explains. "G-series 911s are a regular sight in our workshop, but

we hope to see many more air-cooled classics on our premises as word spreads about our range of capabilities."

Porsche Centre Norwich also offers

so provides several benefits, including a welcome pack from Porsche and access to discounts on classic parts and servicing from Porsche Centres. "We

also stock a host of accessories and upgrades for older vehicles," Matthew confirms. "As a case in point, we recently fitted a sports exhaust to a 986 Boxster

PORSCHE CENTRE NORWICH IS PROUD TO EMPLOY TWO PORSCHE ACCREDITED GOLD TECHNICIANS APPROVED TO THE VERY HIGHEST STANDARDS

its customers the opportunity to add their car to the Porsche Classic Register. This is a completely free service and is now available for modern classics, including the 997-generation 911 and corresponding Boxster/Cayman. Doing

S and have equipped several 996- and 997-generation 911s with Porsche Classic Communication Management infotainment systems, thereby kitting these ever-popular Porsches with Apple CarPlay, Android Auto and DAB+ radio, among other modern functionality."

On the topic of older sports cars, Porsche Centre Norwich offers a wide variety of pre-owned Porsches up to fifteen years old. "Many owners don't realise they can extend their car's factory warranty up to the vehicle's fifteenth year. They also aren't always aware of the fact Porsche Approved standards for pre-owned car preparation are some of the strictest in the world. Most of us in the luxury car industry with experience of other brands agree Porsche's offering is truly next-level. It begins with a detailed 111-point workshop inspection, which takes several hours to complete, not least because our standards for





inspecting brakes and tyres are much higher than those of independent garages, which often only check to make sure these parts meet basic legal requirements. Of course, the other difference is the fact we will only ever use brand-new genuine Porsche parts and will ensure customer cars receive the very latest updates. It may surprise you to learn the factory continually releases new updates and improvements for discontinued models, including those more than a decade old."

KNOWLEDGE BASE

Although car sales are obviously the backbone for any main dealer, the availability of highly trained technicians operating with the state-of-the-art manufacturer-approved tools and equipment means Porsche owners with vehicles in need of servicing, maintenance and/or repair are catered for with the highest levels of quality and professionalism at Porsche Centre Norwich. "Our team benefits from the very latest training, direct from the factory," Matthew continues. "Each year, staff attend many days of hands-on experience in order to maintain their accreditation. For our workshop technicians, this means everything from classic Porsche training to high voltage and EV training, including, where

necessary, the ability to replace individual cells within an EV's battery, negating the need for costly replacement units. We have the most up-to-date knowledge of the latest Porsche models, as well as working knowledge of enhancements for air-cooled Porsches."

Porsche Centre Norwich is proud to employ two Porsche Accredited Gold Technicians approved to the very highest standards in the Porsche Network. Joining them are several Porsche Accredited Silver Technicians currently working their way through the ranks and hoping to achieve the 'gold standard' very soon. This ongoing manufacturer-level training presents unrivalled knowledge of Porsche products to effectively and reassuringly alert customers to issues or necessary maintenance requiring attention now or in the near future.

"In addition to several LIND Awards for Customer Service, we came first in 2022's Porsche Balanced Scorecard," Matthew beams. "This is an annual competition to determine the best Porsche Centre in Great Britain. Evaluation takes into consideration several contributing factors, including customer satisfaction in sales and aftersales. Then, in 2023, we came a close second in the same competition. We also won the Porsche Aftersales Experience Award in 2022 and again

in 2023, which we are extremely proud of. We are currently sitting in first-place in both of 2024's competitions. We're therefore hoping for another great result before the contest draws to a close." This really is the centre of excellence for all things Porsche in Norfolk. ●

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ever-growing community of readers who love everything the Stuttgart marque has to offer, from the company's humble beginnings with the 356, to the very latest GT Porsches. We also cover cars from the manufacturer's transaxle family of products, as well as all ages of Boxster, Cayman, Macan, Cayenne and Panamera.

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Dan Furr
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AUCTION NEWS

From rare racing royalty to mass-produced transaxles, this month's look at auction room activity showcases a selection of desirable Porsches from both sides of the Atlantic...

We'll admit it's fascinating to see classic Porsches emerge from hibernation with a low number of miles registered from new. At what cost, though? We all know the problems associated with cars not used regularly. Besides, this is a magazine pinning its colours to the mast — Porsches are built to be used (and in some cases, abused). To hide them away from the world is to do a great disservice not only to the car, but to the wider enthusiast community, for whom exposure to Porsches is essential in keeping passion for the brand alive. Granted, there are no shortage of air-cooled classics on the road, but as this issue of

Back in the real world, Historics Auctioneers is offering a fantastic 928 GTS at its forthcoming Ascot Racecourse sale, to be held 14th September. Finished in the delightful shade of Horizon Blue over grey leather, this particular GTS is one of only a handful of right-hand drive examples equipped with a manual gearbox. Accompanied by a massive history file, including the original service book, this V8 special has covered 91,000 miles from new (take that, Lightweight!) and is offered with an attractive lower estimate of £30,000.

The same auction is offering a 2003 996 Carrera 4S. As readers of last month's issue of *911 & Porsche World* will know only too well, we're huge fans of this particular breed of 911, so much so we reckon it's one of the Porsche scene's best buys.

THIS PHENOMENAL PORSCHE IS THE SOLE WORKS MARTINI RACING 935 IN PRIVATE OWNERSHIP AND PASSED INTO NEW HANDS FOR A COOL \$4,295,000

911 & Porsche World highlights, the next generation of marque enthusiasts will only become smitten with the brand's legacy products through seeing them, ideally used as the manufacturer intended.

This preachy preamble leads us to the single-owner 964 Turbo S Lightweight offered at the RM Sotheby's Monterey sale not long before this magazine went to press. Never publicly displayed ("completely off the radar since delivery", as the auction literature describes), the car has covered just eighty-one miles from new. One of eighty-six 964 Turbo S Lightweights (engineered by Porsche to weigh more than four hundred pounds less than the standard Turbo S), the car is, of course, what many might refer to as 'investor grade', but isn't this just word salad for 'criminally underused'?! We doubt the car's new owner, who paid a handsome \$923,500 for the white wonder, will be in any hurry to add to the odometer. If we're correct, this frozen-in-time air-cooled classic will continue to be little more than an expensive ornament.

This brilliantly maintained example boasts one owner and only 35,380 miles from new. First registered on the 12th December 2003 and costing £71,184, the car was specified with £5,163 of options, including PCM with telephone module, electric sunroof, BOSE sound system, rear console in body colour, cruise control, heated seats and stainless steel door sills. Presented in Artic Silver with black leather, this all-pawed 911 presents very much as a pampered Porsche. The price? Historics has given the car a lower estimate of just £22,000. That's a lot of 911 for the money.

The air-cooled classics under the hammer at Gooding & Company's Pebble Beach sale are no ordinary retro rides. The headline act, for example, is none other than 935 chassis 001. A significant surviving example of motorsport history, the car started life as factory prototype R15 and was used for 935 testing and development purposes. An integral component of Porsche's 1976 Group 5



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A collage of various Porsche cars including a blue Beetle, a red Beetle, a black Carrera GT, a silver Carrera GT, a red Carrera GT, a blue Carrera GT, and a close-up of a Porsche headlight. In the center is a large circular logo that reads "CELEBRATING 5 YEARS GASWERKS GARAGE" with a tachometer-style gauge in the middle.

BUYING: MARKET WATCH

championship campaign, the whale-tailed, Martini-liveried racing machine captured first overall at Watkins Glen and third overall at Dijon that year. Fully restored to concours standard by marque specialist, Cavaglieri Restorations, this phenomenal Porsche is the sole works Martini Racing 935 in private ownership and passed into new hands for a cool \$4,295,000.

Other star consignments included a 1990 964 Carrera 2 reimagined by Singer Vehicle Design (the 'Pompano Beach' commission, sold for \$1,160,000), and 550 Spyder chassis 0041. Raced in Europe, including outings at Le Mans, Avus and the Nürburgring throughout 1957, this well-documented Porsche has been in

its racing career and therefore remains in superbly presented condition. "We are thrilled to have been entrusted with the sale of this spectacular part of Porsche history, offered from one of the best curated private Porsche collections in the world," says Jakob Greisen, Broad Arrow's Senior Car Specialist. "This particular GT1 is an incredibly impressive example, not just because of its successful race history, but also because it has lived a life mostly spared from serious damage or drama, meaning it remains in exceptional overall condition."

First campaigned by the highly successful Rook Racing Team as the crew's lead car in the 1997 FIA GT Championship, this special Porsche was then raced at the 1997



THE DIMINUTIVE, PETROL-POWERED KIDDIE CAR SOLD FOR \$32,400, SLIGHTLY LESS THAN THE \$379,000 COMMANDED BY THE SAME SALE'S 964 ST MANUFAKTUR

the keep of just three owners since 1962 and retains its original transaxle, as well as its 'matching numbers' engine case. Offered from a significant North American collection of classic Porsches, the silver stunner was pitched with a lower estimate of \$3,500,000, but failed to sell, as did the bright blue 906 Carrera 6 in the same sale. Successfully campaigned in West Coast events between 1966 and 1973, chassis 140 is presented in period-correct livery, reflecting the look of the car when it was driven by Monte Shelton, who would later go on to score a podium finish driving Bruce Canepa's 935 at the 1979 24 Hours of Daytona. With a history file containing correspondence from Chuck Stoddard, this street-legal historic Porsche racer is eligible for Tour Auto, Le Mans Classic and Rennsport Reunion. All you need to do is budget at least \$1,800,000.

Just as we were going to print, Broad Arrow Auctions (a Hagerty company) announced a true titan of motorsport and one of the most collectible of all extant Porsches for the organisation's sale at Monterey Jet Center. The car in question? None of the than chassis 993-GT1-108, one of just nine customer GT1s originally manufactured. Notably, this *Rennversion* was offered direct from long-term private ownership, where it has been in the hands of an esteemed Porsche collector for some time. Also of note, this car was never severely damaged or dismantled during

24 Hours of Le Mans by star drivers, Allan McNish and Stéphane Ortelli, alongside former Formula One pilot, Karl Wendlinger. The car then had an impressive 1997 PSCR season with Rohr Racing, winning the IMSA GTS-1 class championship with four race wins in the hands of McNish and Andy Pilgrim (among others). Formerly of The Drendel Collection, this gorgeous GT1 fetched a whopping \$7,045,000 in an auction featuring a 1998 RUF CTR2, a 1998 RUF Turbo R Limited, a 1973 Carrera RS 2.7 Lightweight and a 1989 911 Turbo (930) Flachbau Cabriolet.

You may recall last month's Market Watch article, where we talked about the Halfscale Cars 911 Dakar Junior offered by RM Sotheby's. The diminutive, petrol-powered kiddie car sold for \$32,400, slightly less than the \$379,000 commanded by the same sale's 964 ST Manufaktur by Lippstadt-based Porsche specialist, PS Automobile. Meanwhile, in Tegensee, the same auction house sold a 2006 GT Silver Metallic Carrera GT with 35,698 on the clock for €1,000,625.

More affordable is Editor Furr's 1994 Slate Grey 968 Sport. In single ownership from 1997 to 2022 (Dan is the third owner), the car benefits from a full interior retrim in OEM Sport fabric, a dry-ice-cleaned engine bay, freshly restored Cup 2 wheels wrapped in Michelin PS4 rubber, a recent service and more besides. Offers around £23,000 are invited. Email porsche@fursfleet.com. ●



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DEALER SPOTLIGHT

Continuing our series looking at the cars currently available in Porsche dealerships, we head to Los Angeles and visit Beverly Hills Car Club...

Words **Robert Smith** Photography **Alex Manos**

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FOR DETAILS



Despite what the name suggests, Beverly Hills Car Club is isn't in Beverly Hills and it isn't a car club. This doesn't bother us — Porsche Centre Cambridge is a good twenty-minute drive from Cambridge and London Stansted airport is nowhere near the city from which it takes its name. We're not losing sleep over this stuff. What we are getting restless about is the speed at which Beverly Hills Car Club sells the cars we find ourselves procrastinating over. You see, this is one of the largest suppliers of European sports cars, not only in the USA (the company is based in Los Angeles), but anywhere in the world. Furthermore, founder, Alex Manos, offers classic

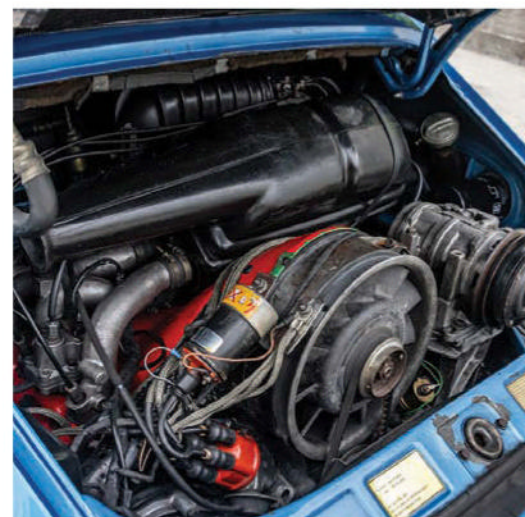
cars at a very attractive price point. He's open and honest about the fact a high percentage of his inventory focuses on doer-uppers. "If you are interested in recommissioning, restoring or fully rebuilding a classic European sports car, Beverly Hills Car Club probably has just what you need," he smiles. "There is little more enjoyable than buying a classic car and restoring it to its former glory, or personalising as you see fit, ensuring the car remains on the road for many years to come." You know, he might be right.

From Alfa Romeo to Volvo, Alex stocks it all, but his business is arguably best known for the high number of classic Porsches passing through its doors. With this in mind, we dropped in to see the variety of Stuttgart-crested sports cars currently in stock.

The earliest car we spotted is a 1954 356 Pre-A bent-window coupe. Left dormant for many years and in the same ownership since 1979, this 1.5-litre tin-top is in need of total restoration,

Above One of two 996 Turbos in the Porticraft showroom right now





Above Perhaps unsurprisingly, considering its position on the USA's West Coast, Beverly Hills Car Club always has a good number of 914s in stock

Right Patchy service history has forced Alex to price this stunning 911 S lower than he might otherwise have done

but presents an exciting opportunity for any passionate collector looking to embark on a long-term project. Pitched at \$92,500, it's certainly at the higher end of the Beverly Hills Car Club price spectrum, but early air-cooled Porsches don't come cheap, no matter their condition. Food for thought.

TRADING ON TRUST

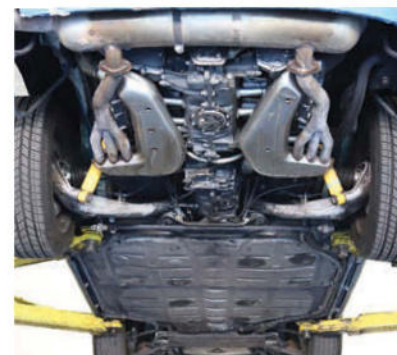
With this issue of *911 & Porsche World* focusing on transaxle models, we thought it a good idea to spend time looking through Alex's stock of 928s and 944s. Of the former, an original Californian car from 1980 takes the crown for Beverly Hills Car Club's cheapest offering, commanding just \$9,750. Described as "a non-runner with tremendous potential" and finished in grey, this stunning 'land shark' is one of eight 928s in Alex's custody, ranging from examples of the early 4.5-litre model through to the mighty GTS.

Calling for our attention is an unusual 1979 928 finished in what we discover is a factory coating of Opal Metallic (a kind of rich gold) with matching 'teledial' wheels. Receipts amounting to spend of \$34,000 between November 1994 and October 2023 form part of a large history file confirming this as an original 'blue plate' California car with rare manual

gearbox. Mechanically sound, featuring a black interior and in good cosmetic order throughout, this seventies smasher is yours for just \$18,750.

Two 944 Turbos are currently taking up residence at Beverly Hills Car Club. The first is a 1987 example finished in Burgundy complemented by a black interior. With service receipts highlighting \$5,000 spent between November 2021 and July 2023, this turbocharged transaxle is in excellent mechanical condition, but could benefit from cosmetic attention, not least a machine polish. The 'nostril' nose is an unusual addition, but certainly doesn't take away from the elegance of the Turbo's muscular shape, incorporating those fantastic polyurethane bumpers, which would go on to become standard equipment for the 944 S2 in 1989. Equipped with 911 Turbo-style 'twist' alloys and a MOMO steering wheel, this Burgundy belter is a snip at \$14,750.

At just \$10,750, the other 944 Turbo currently in Alex's possession is need of a lot of work (it's essentially a non-runner in need of recommissioning following extraction from long-term ownership and a long period of lying dormant), but with its striking three-colour paint job (a yellow, red and black design reflecting the look of the German national flag),





five-point safety harnesses, roll bar and staggered Fuchs alloys, this 1986 example is one of the earliest 944 Turbos produced and represents a great way for someone with a modest budget to get themselves into a Porsche.

Similarly, the various 912s and 914s at Beverly Hills Car Club represent a lot of car for the money, not least the 1972 Willow Green (L63K) 1.7-litre example catching our eye. Presenting an excellent opportunity to acquire a charming air-cooled Porsche in a captivating colour, this fully 'matching numbers' roadster is in need of bodywork attention, which is reflected in the asking price of \$16,750.

As you can tell, Alex isn't shy about buying classic cars in any condition, whether concours (evidenced by the many vintage Ferraris and last-of-line, investor-grade 1989 930 presently in the Beverly Hills Car Club showroom) or project-spec. He deals in plenty of Porsches falling somewhere in between,

however, as demonstrated by the bulk of his company's stock list, which features a gorgeous 1976 911 S in Metallic Blue (334) over black. Service receipts only cover the period May 1995 to August 2019, which has somewhat affected Alex's ability to price the car nearer to where one might expect a 911 of this

five 996-generation 911s, a stunning 2006 Forest Green Metallic 986 Boxster S (\$19,950) and a 2006 Basalt Black 997 Carrera in Alex's huge showroom.

This particular first-generation 997 is a tad more expensive than the majority of cars we've mentioned in this article. The \$64,500 price tag is dictated by

the unusually low 9,555 miles covered from new, as well as having a single owner ever since the car rolled out of its supplying dealership.

Featuring BOSE

audio, a sunroof and rolling on Sport Design multi-spoke alloy wheels, this spotless 911 carries its original manufacturer booklets, a clean Carfax report and even its original dealer window sticker (although we notice a fresh new Beverly Hills Car Club sticker on the front glass). In the very best condition, this 997 is sure to attract anyone looking for a virtually as-new example of what many enthusiasts consider the last truly analogue 911. Visit beverlyhillscarclub.com. ●

Above Unusual colour had us running across the showroom to drink in the detail of this early 928

EVEN EARLY WATER-COOLED 911s AND THEIR DERIVATIVES ARE CLASSED AS CLASSICS THESE DAYS, AS CONFIRMED BY PORSCHE

vintage to sit in today's marketplace. Consequently, at \$59,950, this stunning air-cooled classic is something of a bargain. Yep, that's a tad over £46,000.

The newest Porsche currently available to purchase at Beverly Hills Car Club is a 2006 987 Cayman S. Yes, even early water-cooled 911s and their derivatives are classed as classics these days, as confirmed by Porsche, which now considers the 997 eligible for inclusion on the Porsche Classic Register. At the time of writing, we count

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PORSCHE 356



£130,000. B T6 Coupe 1600S. This car was originally sold in the USA in January 1963, it was then in Canada for a period of time before being imported to the Netherlands, from where it was purchased to commence its extensive restoration. The focus of the restoration was originality, the car is presented in 'oslo' blue (bare metal respray) with the interior trimmed in the 'factory option' red leather to give a truly stunning colour combination. Please call 07967 260673, East Midlands. (T)

124072

PORSCHE 356



1955, £300,000. Continental. This 356, (pre A as they have come to be known as) is the Knickscheibe, or bent screen model. A complete restoration of this car, including braking system, suspension, mechanical, bodywork and interior was completed in 2023, finished in the original specification of silver with red leather interior as confirmed by a copy of the Kardex for the car. The dash is finished in Turkish Red with ivory switches and steering wheel. Please call 07967 260673, East Midlands. (T)

124073

PORSCHE 911T



1973, £134,995. Meticulously maintained and always garaged. Completely restored in California in 2014 covering around minimal since. Finished in its original colour combination of classic Aubergine with beautiful Beige interior and removable Black targa top. Porsche COA on file. Fitted with many rare options. Please call 01765 609798, Yorkshire and the Humber. (T)

124071

PORSCHE 911



1987, 48033 miles, £89,999. A highly original 1988 Porsche 911 Carrera 2, boasting a desirable factory specification. This Porsche 911 Carrera Super Sport Cabriolet is a highly collectible open-top performance car, combining its soulful air-cooled flat-six with an involving G50 transmission and the Turbo's bodywork, suspension, brakes, and spoiler. Having covered a modest 48,033 miles at the hands of just four owners from new, this example would make a fantastic addition to any collection as well as a stylish and involving weekend cruiser for any marque enthusiast. Please call 07999222999, Wales. (T)

123711

PORSCHE 911 996 CARRERA 4



2002, 73000 miles, £16,990. Finished in basalt black with contrasting graphite grey leather upholstery. Last owned for the past 11 years the previous keeper had the vehicle in dry storage and used purely on occasional weekend 911 club drives. The vehicle comes with the certificate of authenticity from Porsche UK also. www.kccarsales.co.uk. Please call 01322226766, South East.

122959

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PORSCHE 911



1969, 59000 miles, £79k. 2.7RS Lightweight Evocation. Built from a show quality 911T road car with zero corrosion. Freshly built 2.7 competition engine. Fitted with genuine 40 IDF Webbers. £28k + expenditure 2020-22. Built in 2020 this RS Evocation started life as a 911T, designated for the US market and resided in the US until it was re-imported in 2015. Its new German owner planned to convert it into an RS replica until an accident in another car left him with spinal injuries. After 18 months in hospital he was finally able to walk again and had every intention of completing his project. However, faced with a longer than expected recuperation the owner decided it wouldn't be possible to complete, and thus sold it in January 2020 to its current UK owner. Please call +447976440110, West Midlands.

122551

PORSCHE 911



2006, 117000 miles, £19,000. C2 997, manual. Fabulous car in great condition. No issues, ready to enjoy. Please call 07900374300, East Midlands.

122762

PORSCHE 911



1983, 8655 miles, £99,999. The 'Holy Grail', for any British Porsche enthusiast, is a sub-10,000 mile low-production C16 car. Fully matching number Porsche 911. The odometer displays an incredible 8,653 miles from new. Please call 07999222999, Wales. (T)

123710

PORSCHE 911



1984, 208000 miles, £32,500. Bright Red 3.2 911 Carrera, Left Hand Drive. MOT till April 2025. Previous owner was the editor of Porsche World. Please call 07871924318, East of England.

122960

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. Please call 07957212299, Greater London.

120815

PORSCHE 911



2004, £36,950. Turbo X50 (450 BHP) Cabriolet Tiptronic S with 4 wheel drive. Metallic Basalt Black with Black full leather interior and Black mohair power roof. Permanent All Wheel Drive, twin turbo fitted with the desirable X50 'Performance Kit for Turbo' delivering circa 450 BHP, Tiptronic gearbox with the optional steering wheel buttons, 18 inch factory alloy wheels, plus other extras. Really superb condition. ULEZ compliant. Please call 01277365415, East of England. (T)

124070

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

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



2000, 16246 miles, £29,999. An original right-hand drive 'C16'-code UK-market car. More usable all year round thanks to the hard top and all-wheel-drive system, this Porsche 996 Carrera 4 Cabriolet is a wonderfully capable sports car. Finished in the lesser-seen hue of Paladio Metallic and presented in excellent overall condition, it will make a fun daily driver or weekend cruiser for its next owner. Please call 07999222999, Wales. (T)

123709

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 996



1999, 145000 miles, £10,000. 3.4 Carrera 4, FSH, bore scored symptoms hence priced at £10k as it is. Has MOT and comes with 2 keys, additional Clifford Security. Full clean bill of health on the instrument panel with no loss of power at all. Plenty of factory options including xenon's, sunroof, rear wiper, etc, confirmed by the buildsheet. Lots of time and money spent maintaining this vehicle with stacks of receipts available in a folder. Lots of car here for a reasonable price. Ideally looking for a cash sale due to reducing fleet. Please call 07989961039, East Midlands.

122153

MOTORFREE ADS

PORSCHE 928

1987, £12,000. 4951cc immaculate 95k MOT recent service. Please call 07399144780, South East.

122480

PORSCHE BOXSTER



2001, 109500 miles, £5,500. Sadly it's time to let my much cherished 986 s go to a new home after almost 8 years of ownership. The colour is Lapis blue metallic complimented by Boxster red leather interior and hood in Fulham red. It comes with a 2 inch thick folder of every receipt since new and has a very good history, last serviced at 104,500 miles. Next MOT due 4.4.25. The private plate T11 EPB will go with the car (THE PB). Tyres are excellent Kuhmos and still have the checker flag imprint on the tread. A new clutch and flywheel were fitted at 106,500 miles and new genuine Porsche front springs fitted a couple of weeks ago along with new rear brake pads and new wear sensors on each corner. Just before lockdown I was about to have a new red hood fitted with a glass rear window but that didn't happen so in lockdown madness I dyed the hood myself, it's the one thing I would get done if I were keeping the car. Please call 07469713341, North East.

124233

PORSCHE BOXSTER 2.7



2005, 75000 miles, £10,995. With blue paintwork and tan interior, sports exhaust, recent service, full mot, genuinely immaculate condition. Please call 07500714593, Scotland.

123115

PORSCHE BOXSTER



2003, 82000 miles, £6,950. Arctic Silver paintwork, blue hood, leather seats, Porsche crest on seats, 18 inch Carrera wheels, 4 new P1 Pirelli tyres, polished new exhaust. Please call 07923105828, East Midlands.

122859

PORSCHE BOXSTER



2003, 51150 miles, £10,450. 3.2s-260BHP. Full history. All original. Last main service at 50k. Recent wheel refurb. Summer use only, garaged in winter. VGC in and out. Hard top and stand included. Please call 07530773273, Scotland.

123409

PORSCHE BOXSTER 987



2005, 67000 miles, £10,795. 2.7 5 speed manual, 67K with full main dealer and specialist service history. Arctic metallic silver with black leather partial electric heated seats. Bi Xenon lights, Sat Nav, Bose sound system, 19" Carrera "s" alloys in excellent condition, multi function steering wheel, wind deflector. Recent service and brake fluid change hence next service not due until March 2026, MOT till 23 August with no advisories. Please call 07845298551, North West.

122776

PORSCHE BOXSTER 987



2008, 44400 miles, £10,500. 2687 cc. Sport edition, 6spd. Blue. Sports seats. Bose audio. New blue hood 2017. Excellent condition with FSH. MOT October 2024. Private sale. Please call +447939528614 or 01603400971, East of England.

123261

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. 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. Please call 07850741438, North West.

121739

PORSCHE 944



1987, 95000 miles, £11,500. Dark Blue. Two previous owners. Current owner 18+ years. Summer use only. Always garaged, well maintained. Recent new cam belt. Excellent condition. Please call 07747020758, East of England.

122920

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 CAYENNE



2012, 80000 miles, £16,500. Here we have a very rare black Porsche Cayenne S that drives absolutely as new. Extremely good on fuel, just been used in a music video. Full service history, no oil leaks, lovely body work, pleasure to drive, sunroof, electric tail gate, no warning lights on the dash, SAT NAV. HPI clear and ULEZ Compliant. Please call 07355417118, South East. (T)

123263

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123556

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121884

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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

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£1200. 4x7x15 inch fuchs alloy wheels. Will split into pairs at £600. Please call 07379449114, Scotland.
121550

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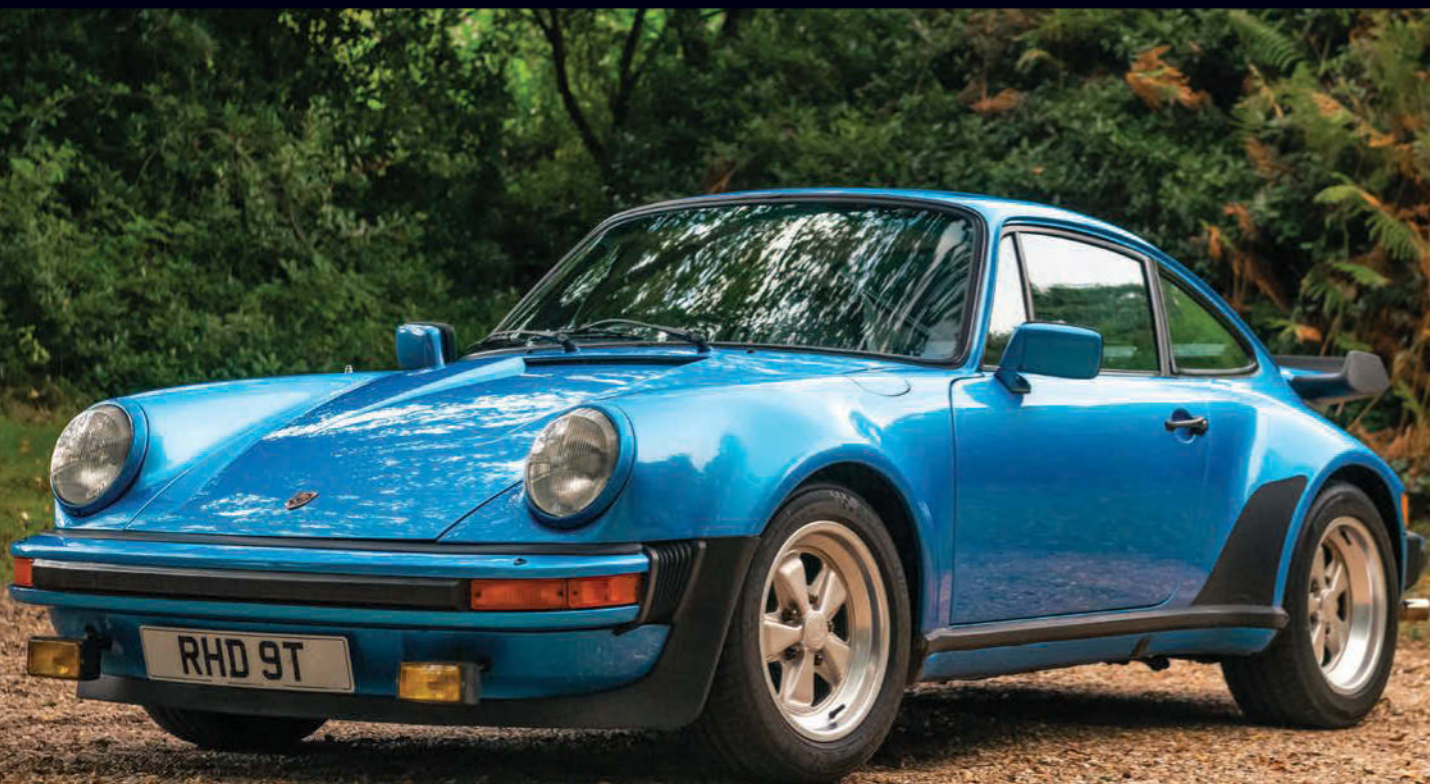
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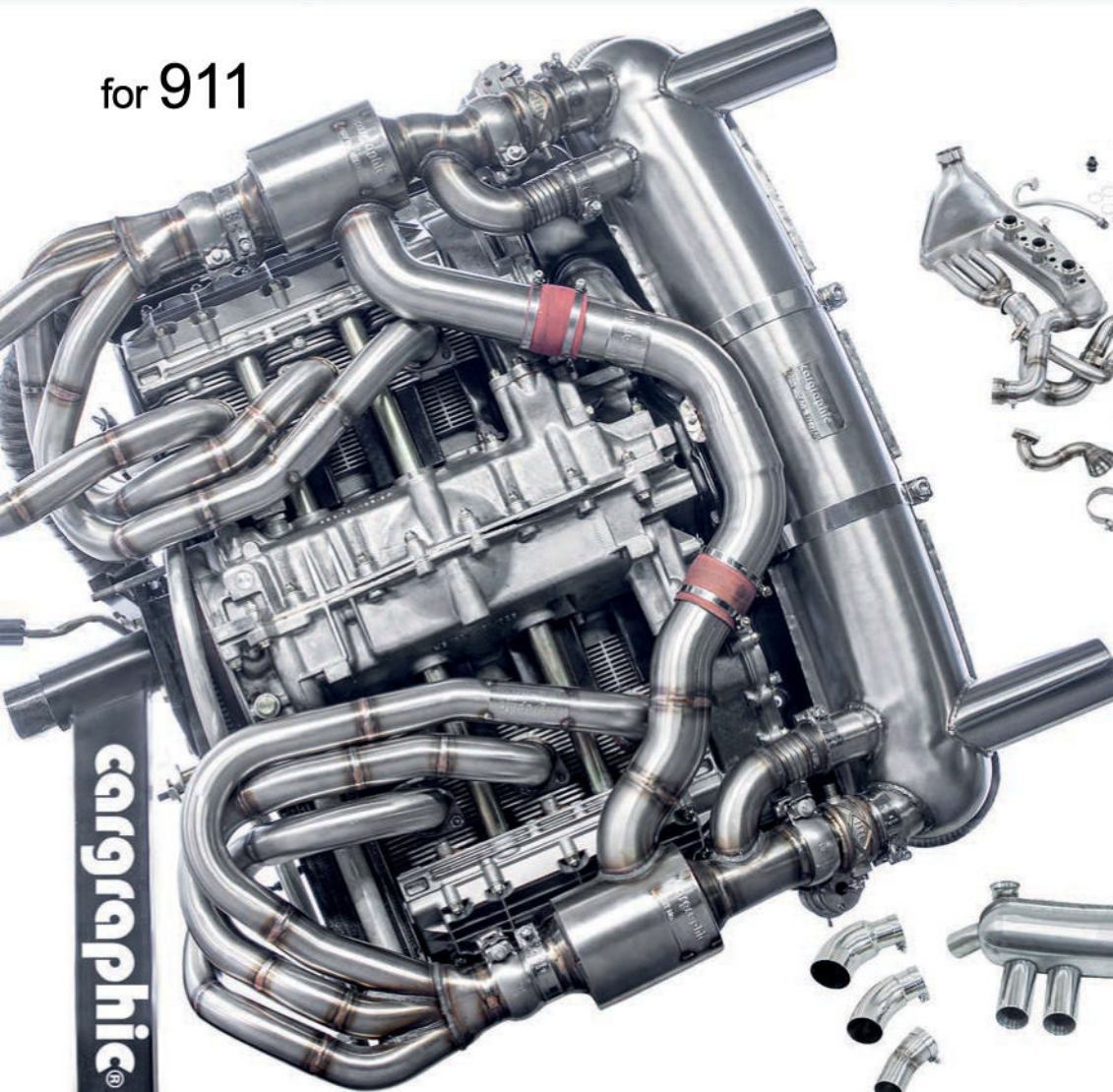


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