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Ignition

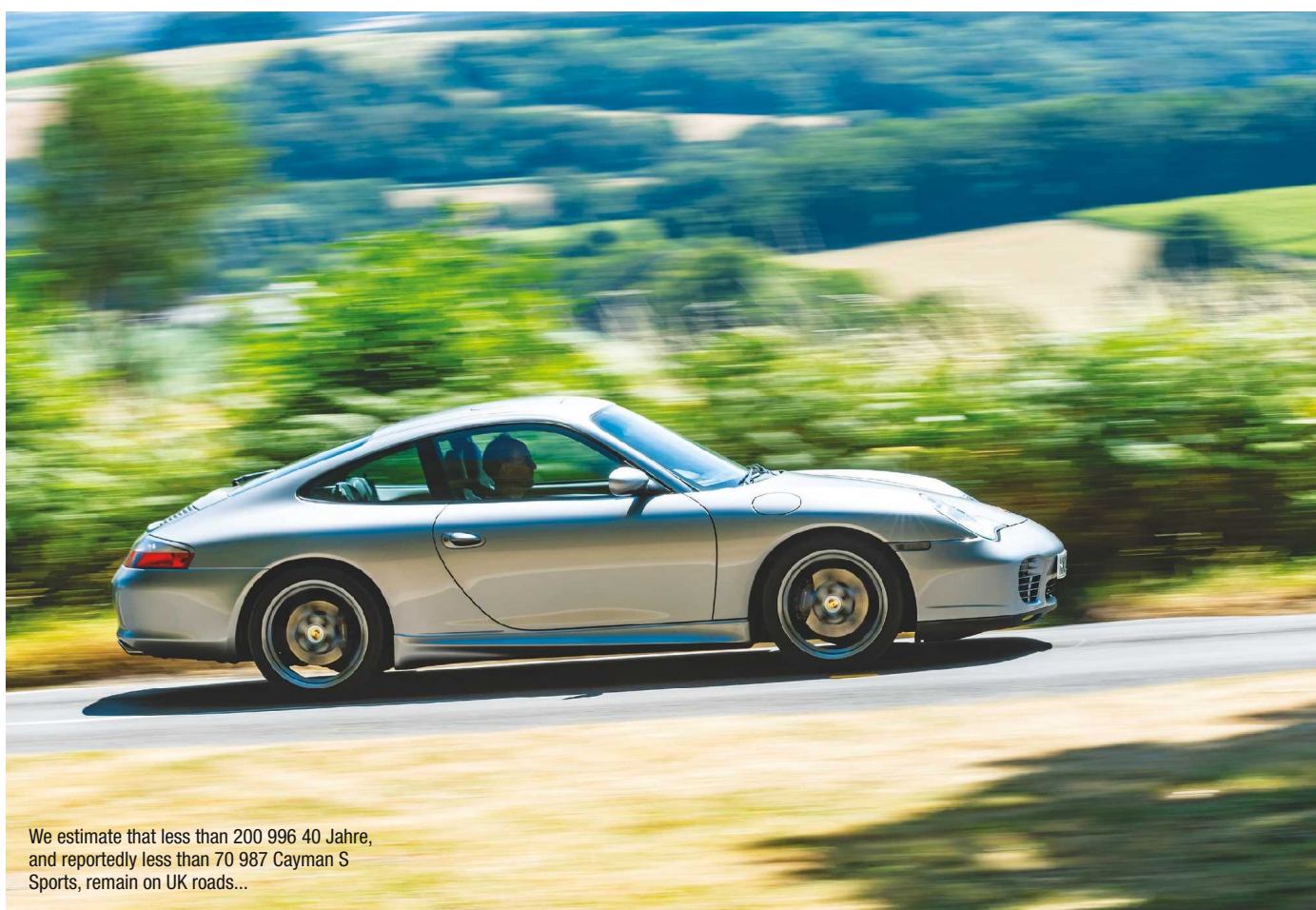


Simon Jackson
Editor [@retro_jackson](#)

You'd presume that driving a rare Porsche is reserved for the wealthy, but as we demonstrate this month that doesn't have to be the case. In this issue we take a look at two often overlooked limited edition Porsches; the 996 40 Jahre and 987 Cayman S Sport. Both of these modern Porsche vehicles are rare enough to feel special, and they are available for £30,000 and under – meaning they won't break the bank. Regular contributor Phil Raby makes the case that the 911 40 Jahre might actually be the best 996 you can buy today (p62). Meanwhile, with as few as 69 examples reportedly travelling around on UK roads, the 987 Cayman S Sport (p82) might actually be rarer than most coveted limited run 911s. These two cars should be on your radar if you're in the market for a usable Porsche in 2019 that's a little different, well specified and likely to appreciate in value in the coming years.

With the arrival of the new 911 and Porsche's proliferation

of various other new models throughout 2018 – the new 718 Boxster and Cayman T being a case in point, p12 – last year was an interesting one for the brand. Looking ahead, 2019 looks like it might be even more exciting. In the next 12 months we'll see the arrival of the Taycan, Porsche's first all-electric vehicle, based on what I saw and heard during a recent trip to Zuffenhausen (p35) it promises much. This month I also got a taste of the technology related to the Taycan by taking a current hybrid Porsche out for a blast – the Panamera Turbo S E-Hybrid Sport Turismo (p54). Practically as quick as any Rennsport 911, if the performance of the E-Hybrid Sport Turismo is a benchmark for the upcoming Taycan then we have nothing to fear from the transition to future mobility solutions. On a similar 'future' theme, for this issue I also sat down with Porsche Digital CEO, Thilo Koslowski, to discuss some fascinating digital adverts emerging from Porsche – p45. I hope you enjoy the issue.



We estimate that less than 200 996 40 Jahre, and reportedly less than 70 987 Cayman S Sports, remain on UK roads...

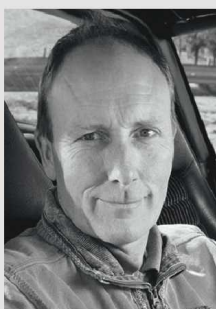
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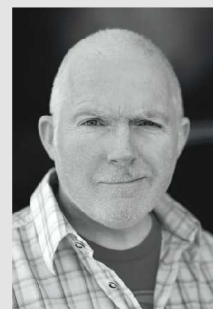
This month: Ben visits the Porsche Experience Centre Silverstone where Le Mans winner Richard Attwood teaches him, and his 996, a few tricks...



Philip Raby
[@RabyPorsche](#)

Specialist Porsche dealer and consultant, Philip has been driving, and writing about Porsches for more than 20 years...

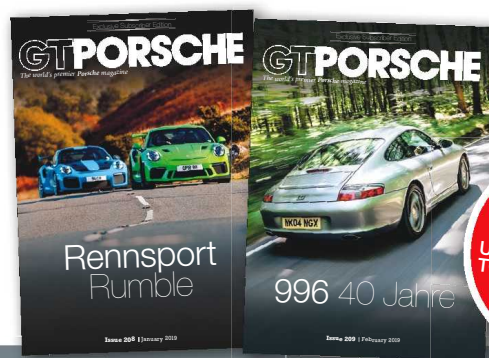
This month: Phil drives a 996 40 Jahre to give us his opinion on a limited edition 911 that you can afford to buy in 2019...



John Glynn
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The man behind Ferdinand Magazine and [porschevaluations.com](#), Mr Glynn has been writing about Porsches for more than a decade...

This month: In his regular column, John recalls a key figure head at Porsche in the early 1990s – Porsche CEO, Arno Bohn...



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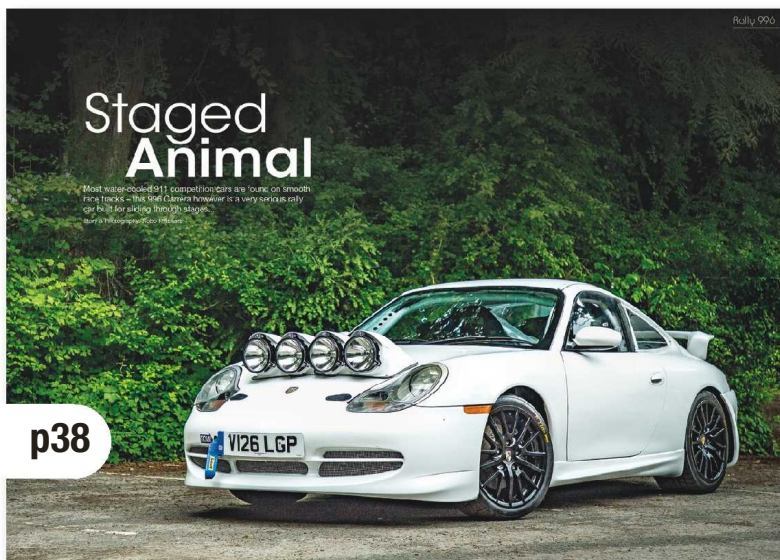
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PORSCHE



NEW MACAN S LAUNCHED

Porsche has revealed an 'S' variant of the new Macan SUV...

Porsche has launched an S variant of the new Macan to compliment the existing entry-level version of its

popular SUV, revealed in July. The more powerful Macan S features a new six-cylinder 3.0-litre V6 petrol

turbocharged engine producing 354hp and 354lb ft torque – it employs what Porsche calls

'enhanced combustion chamber geometry' and a particulate filter. The new Macan S features the same





distinctive styling cues as its entry-level counterpart, including an LED light-bar across its rump. In its most performance orientation with the optional Sport Chrono Package (£804.00), the S will accelerate from 0 to 62mph in 5.1 seconds (1.6secs faster than the 'normal' Macan), its top speed is 156mph – Porsche states that it will return 31.7mpg (combined cycle).

The new V6 engine is undoubtedly the biggest talking point of this new variant, it features a central turbo layout, meaning the blower unit is located within the 'vee' of the engine's cylinder banks. This is said to be advantageous as it shortens the path of exhaust gases between combustion chambers and turbocharger, the turbo unit itself is of a twin-scroll design known to provide high levels of torque at low revs. In addition comes refined combustion chamber geometry with the use of a central injector – in unison these advents have helped to reduce emissions (204 g/km). As you'd expect the Macan is available only with a 7-speed PDK gearbox.

Specific to the Macan S come larger front brake discs, increased in size by 10mm to 360mm, in addition, disc thickness has grown by 2mm to 36mm – Porsche has used all-new brake pads which are copper-free. Macan S customers can opt for Porsche Ceramic Composite Brakes (PCCBs) priced at £5,682.00. A new optional GT sports steering wheel, as seen in the 911, is also available featuring the familiar 'mode' switch for altering driving modes. It is also now possible to specify the new Traffic Jam Assist

option – integrated into the PCM, a heated windscreen and an ioniser which, in conjunction with the car's fine particulate air filter, are fitted as standard improving air quality inside the cabin.

The new Macan S is available to order now from Porsche Centres in the UK and Ireland, prices start at £48,750.00, that's £2,406.00 more than the 245hp 2.0-litre entry-level version. We will bring you our driving impressions in a forthcoming issue of *GT Porsche* magazine. The official online Porsche configurator for the new Macan S is live now.



MACAN AND CAYENNE **SKI BAG RECALL**

Porsche has issued a recall for 1,738 Macan and Cayenne vehicles fitted with a ski bag accessory...

Porsche is recalling 1,738 Macan and Cayenne vehicles worldwide fitted with its ski bag accessory, it states the recall is a purely precautionary measure. The affected ski bags include securing strap seams that have been found not to meet the required standards for robustness. This means there is a

possibility that the belt strap will tear when exposed to high levels of stress, and that the accessories inside will not be held in place. The affected bags were made between January 2017 to February 2018.

A free-of-charge visit to an Official Porsche Centre (OPC) should take place at individual

customers' earliest convenience, the checking process will take around half an hour. Porsche is also asking customers who bought a ski bag as a standalone after sales accessory to visit their respective OPC. The ski bags will be reviewed in the workshop and replaced if deemed necessary.





WALLISER TO REPLACE ACHLEITNER

Frank-Steffen Walliser will replace the retiring August Achleitner as Head of the 911 Model Series after almost two decades in charge of Porsche's icon...



Last month we interviewed August Achleitner (above left), Head of the 911 Model Series, about the new 911 – the 992 – in Los Angeles. At the time 63-year-old Achleitner was philosophical about the 992 being the last new 911 on which he would work as he approaches retirement age. We also spent time with Head of Motorsport and GT Road Vehicles, Frank-Steffen Walliser (above right). Shortly after meeting the pair it was announced that 49-year-old German, Walliser, will replace Achleitner as

the Head of the 911 – one of the most important job roles at Porsche. Since 2016 Achleitner has also been in charge of the 718 models. The handover of responsibility for both 911 and 718s between the two men will take place in the first quarter of 2019.

Achleitner started his career at Porsche in 1983, working on chassis development having trained as a mechanical engineer. He then led the Technical Product Development, Vehicle Concepts,

and Package department between 1989 and 2000, before taking over responsibility for the 911 model series in 2001.

Walliser was overall project manager for the 918 Spyder in 2010 before taking on responsibility for Porsche Motorsport in 2014, as well as becoming Head of Development for the GT road vehicles based on the 911, a role he will retain going forward. Fritz Enzinger replaces Walliser as Head of Motorsport.

"The radiance of the 911 always

fascinated me – its unique form and the concept. I have always been driven by the aim of preserving those aspects while nonetheless making everything better – and that approach has challenged me time and again," Achleitner said.

Achleitner's semi-retirement will enable him to dedicate more time to his family and hobbies – but there's no danger that the petrol head will be taking things slowly, as well as driving 911s, he enjoys motorbiking, mountain biking and skiing.





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PORSCHE LAUNCHES 718 T MODELS

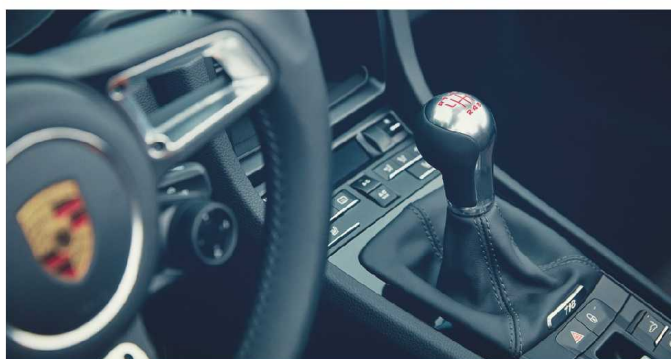
Porsche has launched a T version of both the 718 Cayman and Boxster...

Following the success of its 'back to basics' 911 T, Porsche has unveiled two 718 T models that follow the same principles. The 'T' typically stands for 'Touring' in Porsche speak, which translates to mean that these new models are focused on driving pleasure above and beyond anything else. The new 718 T models of Boxster and Cayman will run the same 300hp 2.0-litre turbocharged four-cylinder flat boxer engine found in the entry-level 718. Utilising 280lb ft torque, a 718 T will accelerate from 0-62mph in 5.1 seconds (4.7 secs with PDK) before going on to reach a top speed of 171mph.

For the first time the Sport Chrono Package (offering Normal, Sport, Sport Plus and Individual driving modes), PASM sports chassis (lowering the 718 by 20mm), short shift and 20-inch alloy wheels will be available on a model other than the 350hp 2.5-litre 718 'S'. The T makes use of all of these features alongside a six-speed manual gearbox which is fitted as standard (PDK is available as an option) and Porsche Torque Vectoring (PTV) with a mechanical rear axle differential lock intended to promote driving fun. A manual 718 Cayman T weighs 1,350kg, a 15kg saving over a 'normal' Cayman. Stylistically the 718 T is characterised on the exterior by high-gloss Titanium Grey wheels,

alongside come Agate Grey mirror shells and 'T' graphics on each car's flanks. From the rear aspect there's a central Sports exhaust on show with black chrome-plated twin tailpipes. Available exterior colours include Black, Guards Red, Racing Yellow and Carrera White, with Jet Black and GT Silver metallic colours. Porsche is also offering Lava Orange and Miami Blue as special option colours. Inside a 360mm GT steering wheel with 'mode' switch appears, subtle 'T' logos adorn the black instrument dials and kick plates – the centre console is finished in gloss black. Lightweight door pulls, Sports seats with electric two-way adjustment feature too. The PCM module has been deleted, replaced by a large storage compartment, though customers can reinstate it as a no-cost option. Porsche says that in combination these measures balance out the additional weight created through the installation of the now mandatory gasoline particulate filter fitted to every new Porsche for emissions purposes.

The 718 Cayman T costs from £51,145.00, the 718 Boxster T is priced from £53,006.00. That puts the T models in a very similar price bracket to the more powerful 350hp 718 S models, for which prices start at £51,853.00. We look forward to test driving the 718 T models soon.





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PORSCHE SIGNS JANI FOR FORMULA E

Porsche has signed its former WEC LMP1 racer, Neel Jani, as its first Formula E driver...



FORMULA E

Former Porsche World Endurance Championship (WEC) driver and Le Mans winner, Neel Jani, is the first driver signing for Porsche's 2019/2020 entry into Formula E. Jani has been a Porsche works driver since 2013, in 2016 the Swiss driver won the 24 Hours of Le Mans with Porsche's 919 Hybrid and became FIA WEC champion that same year.

Porsche will make its debut in the fully electric Formula E single seater series at the end of 2019 – the sport's sixth season. Importantly Jani already has experience of racing in Formula E, he made his debut in its fourth season with Dragon Racing, competing alongside former Formula One driver Jérôme d'Ambrosio for two races.

Though Porsche has yet to receive its first chassis (a new 'Gen2' Formula E car), it states that Jani will begin track testing in early 2019. Vehicle and battery units are standardised in Formula E, however powertrain components are developed individually – these partly road-relevant elements include the electric motor, inverter, gearbox,

differential, drive shafts, the structure and suspension components attached to the rear axle, as well as the cooling system and ECU. Porsche's in-house-developed drivetrain has already been trialled its test benches.

"Without doubt, Neel is the right man for our new technologically trend setting programme," said Fritz



Hartley (second in from right) and Lotterer (second in from left) raced with Jani in Porsche's WEC campaign



Enzinger, Vice President Porsche Motorsport. "Not only does he contribute speed, but he has a huge amount of single seater experience. He has already driven in Formula E and is well established in Weissach as a development driver."

Though Jani is the first driver to become part of Porsche's Formula E campaign it remains to be seen whether or not the 35-year old will actually race for the new squad, note the careful wording of Enzinger's statement... Porsche will field two

cars for season six, former Toro Rosso Formula One driver Brendon Hartley is a hotly tipped option for the second seat, 29-year old Hartley remained under contract to Porsche during his F1 foray. In addition, Porsche has a relationship

with 37-year old André Lotterer, the German drove the 919 Hybrid in LMP1 during 2017. Lotterer undoubtedly has greater experience of Formula E than Jani, he too currently remains on Porsche's books as a works driver.



PORSCHE TO BUILD 718 CAYMAN GT4 CLUBSPORT

Porsche will build a 718 Cayman GT4 Clubsport which will enter competition early this year...

Porsche confirmed in December 2018 that a new Cayman GT4 Clubsport would be revealed in early January. At the time of writing little was officially known about the new GT4 Clubsport other than the fact it will be based upon the 718 Cayman. The new car's front hood, doors and rear wing will be made from natural-fibre composite, making it the first Porsche with sustainable panels. The new car is slated to make its race debut at the 24 Hours of Daytona on 26th January 2019.

Without doubt a road-going 718 GT4 will follow the racing variant in

due course. It is slightly unusual for Porsche to release a racing version of a new model in advance of its road-going counterpart, however we understand that this is part of a wider plan by Porsche to create a greater racing pedigree for the Cayman – a move designed to bring the entry-level GT car further into line with the 911 which enjoys unrivalled competition heritage. We first spotted the 718 GT4 in testing during the summer at historic Monza (pictured). Visit our website in January for full official details of the new car: www.gtpurelyporsche.com



Picture: Marco Oltolini

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PORSCHE ESPORTS CHAMPIONSHIP LAUNCHED

Porsche is supporting a new eSports online car racing series with partner iRacing...

Porsche is putting its weight behind a new eSports computer racing championship, working with partner iRacing the Porsche iRacing World Championship Series will start in January 2019 and run over several months throughout the year. Some 40 professional sim racing drivers from across the world will race virtual 911 GT3 Cup cars online, competing for total prize money of \$100,000 (USD). The series will comprise ten weekends and will take place exclusively online.

"Porsche is more and more involved with eSports and racing simulations. Putting together a

world championship like this one is important evidence of our increasing commitment to the sport," said Dr. Kjell Gruner, Vice President Marketing at Porsche.

A leading provider of realistic online racing simulations, iRacing has been hosting online world championships for a decade. This new competition was announced at the Porsche SimRacing Summit which took place at the Porsche factory in Leipzig – where the likes of the Macan, Cayenne and Panamera are built. The Summit was the culmination of an online racing competition where racers qualified

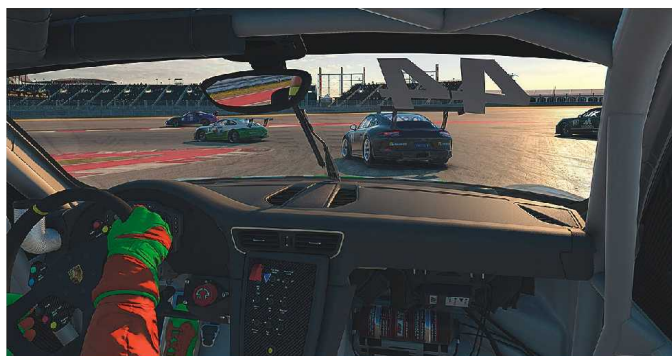
online through iRacing to earn invitations, the finals saw €30,000 up for grabs – 32 participants competed head-to-head for their share of the prize money. Amongst the 32 was Le Mans winner, Porsche works driver, and Carrera Cup GB team owner (JTR), Nick Tandy. Tandy is an accomplished sim racer and tweeted that he had finished the first day of competition in the top 16.

Porsche and iRacing have an existing relationship having collaborated on several live tournaments where racers compete from the same location, the Porsche SimRacing Trophy in September

2018 drew 40 participants to the Nürburgring.

Spectators can follow all ten rounds of the Porsche iRacing World Championship Series on YouTube (www.youtube.com/iracing-esports-network), with additional broadcast channels set to be announced.

Part of iRacing's USP is that it is accessible to all; 'to get started, all you need is a PC gaming computer, controller and a broadband internet connection' to join the tens-of-thousands already racing in its community. To learn more about iRacing visit the website: www.iracing.com



SUPERCUP



ELLINAS GRADUATES TO SUPERCUP

2018 Porsche Carrera Cup GB champion, Tio Ellinas, will race in the Porsche Supercup in 2019...

The 2018 Porsche Carrera Cup GB champion, Tio Ellinas, will graduate to the Porsche Supercup for the 2019 season. The Cypriot driver narrowly clinched championship victory over rival Dino Zamparelli in the final race of the 2018 Carrera Cup GB season as the title battle went down to the wire. Having secured top championship honours he is now ready for his next Porsche racing challenge on the international stage. Announcing the move on his social media channels, Ellinas said: "I'm proud and honoured to announce that next year I'll be participating in Porsche Mobil 1 Supercup with Lechner Racing.

"First of all I want to thank the guys behind the scenes that made this deal a reality and also to Walter Lechner for giving me the opportunity to be part of his team for 2019. Let's race..."

In 2018 Ellinas raced for the Slidesports Engineering squad in the Carrera Cup GB, in moving to Lechner Racing he will drive for the

team that took Michael Ammermüller to championship victory last year. Last season the Austrian outfit also ran Porsche Junior driver Thomas Preining together with 2014 Carrera Cup GB champion, Josh Webster. The Supercup announcement came less than a month after Ellinas made an impressive debut in the Porsche BWT GT3 Cup Challenge Middle East winter series (run by Lechner Racing) – taking overall victory in his first outing in Dubai.

Ellinas's 2019 Supercup campaign will see the 26-year-old return to the Formula One support package for the first time since 2014. During his junior career Ellinas spent time racing in GP3 and GP2 (now Formula 2) between 2012 and 2014 – he made the switch to sports car racing in 2017 with Nick Tandy's JTR team. Despite now racing in a different discipline, Ellinas has experience of competing on many of the tracks the Supercup circus will visit in support of F1 during the 2019 season which may prove advantageous.



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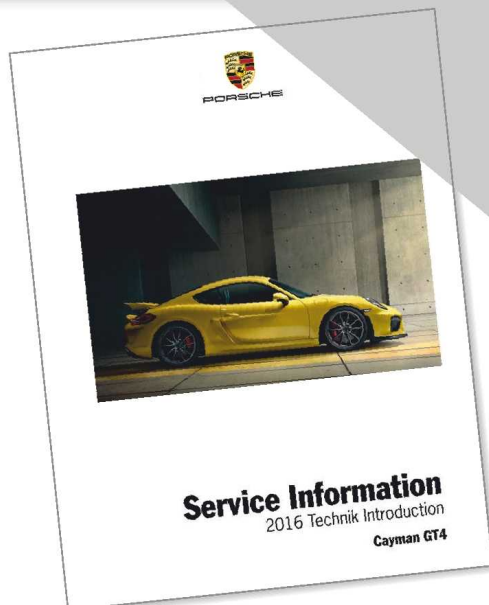
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Carrera Cup Germany
advertising poster, 1992

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Forest Racer

Driving an air-cooled Porsche built for racing is always special. We track down a unique 1970 911 S in Switzerland that was converted in period to S/T specification for FIA Group 4 racing....

Story: Wilhelm Lutjeharms Photography: Charles Russell

The 911 S/T is one of those early 911s lesser known to most enthusiasts in period, but today immediately identifiable. This can partly be attributed to the fact that firstly, these were race cars (the parts were an option from the factory) and secondly, that they were never really called an "ST". The "ST" moniker was the internal name given to the racing version of 24 factory-built cars based on the 911 S model in 1972. These cars have now reached iconic status in the Porsche world, revered as collectible items. In period a few privateers upgraded their racing cars in Group 4 to the S/T specification after 1972. This car is one of those.

Converting a 911 S to Group 4 S/T specification involved modifications to the body, engine and cabin. Apparently only around two dozen of these lightweight shells were produced straight from the factory. However, as was often the case during this era, racing kits could also be supplied to customers should they want to convert their 911 S to S/T specification themselves. This decision to allow customers to convert their own cars meant that no two cars were likely the same, as not all parts were fitted to all cars. The result is that, for instance, some cars featured the wider arches and some the slimmer body. Tastes differ, but those wider arches seem more fit for purpose and do add



some visual drama to a shape that we all adore so much!

At the business end, Porsche kept the 2.2-litre engine from the S for rallies (180hp at 6,500rpm), but for the S/T the engine was heavily modified. The cylinder bore was increased by 1mm to 85mm, resulting in a capacity of 2,247cc.

With a raised compression ratio of 10.3:1, the flat-six produced up to 240hp at a much higher 7,800rpm – a notable increase. To be able to reliably deliver this power a number of internal upgrades were done to the engine. This included a crankcase that was pressure die-cast in magnesium alloy, the cylinders had chrome-plated bores and the cylinder heads were made of aluminum alloy. Then, the forged-steel crankshaft ran in eight bearings. Lubrication of the engine was done by a dry-sumped system featuring a pinion mechanical oil pump.

This 1970 Porsche 911 S 2.2 (chassis number 9110300592) was first driven off the production line in January of that year. Its first owner was Andre Wicky of the Wicky Racing Team, based in Lausanne, Switzerland. Wicky himself was a Swiss racing driver who competed in motorsport for a number of decades. He was very active at Le Mans, his best result being an overall 17th place in 1971, at the wheel of a Porsche 908.

Shortly after delivery, the car was sent to racer Jo Siffert who at the time had recently opened Jo Siffert Automobiles in Fribourg. Here it was ultimately converted to Group 4 S/T specification. The conversion meant an increase in engine size to 2.4-litres (cylinder bore was increased to 89mm) and featured twin plugs. The FIA technical historical passport reflects the certification of this piece of history being upgraded from an engine capacity of 2,193cc to 2,466cc.

Interestingly, the car's records show that its second owner was a priest in Fribourg! Apparently, this priest was known for his passion for and love of fast cars. The priest sold the car after a small accident and found the lack of a heater in the car a little too spartan, considering those icy Swiss winters. Over the following years the car had many owners and during this time its original Tangerine colour was changed to Ivory.

In the early-2000s this car was restored by respected Porsche racer and restorer Marc de Siebenthal in Lausanne, Switzerland. Following the restoration (which included the body, interior, drivetrain and suspension) the car participated in numerous European rallies, ranging from Tour Auto and Ollon Villars to Tour d'Espagne and Modena Cento Ore Classic. In 2009 the car won a stage in the Gstaad Rallye in Switzerland, followed by a win at the Coupe des Alpes in 2011. That all these participation documents and trophies form part of the car's history folder makes this particular car all the more valuable. Subsequently the car was acquired at auction in 2012 after hefty bidding in a telephone







*The updates to this car have
totally transformed the way it performs...*





bidding exercise by its current owner, a South African Porsche enthusiast and amateur racer. Before the auction, the car was part of the world famous Milou Porsche collection.

Parked in the forest only metres away from the roads on which we are about to unleash an 8,000rpm flat-six howl, this 911 looks like no other early air-cooled model I've driven. This is partly attributable to two quaint-looking additional front lamps (with the number plate attached to the boot lid just below it) and those flared wheel arches front and rear – the rears reminding me of the later RS models. However, those extended front arches especially draw your attention. The wider arches were thanks to racing rules and regulations at the time that allowed for wider wheels. They give the car a zesty, purposeful look and frame the tyres that will likely provide surprising levels of grip in the corners.

I walk to the rear and notice the engine lid features a wide mesh for cooling, while the lid itself is kept in place by two rubber latches (very similar to the ones that keep the front lid in situ). Release the rubber latches, lift the lid and the special 2.5-litre, flat-six engine presents itself, showing off all of its stickers and the finer details of its mechanical fuel injection system. If you are familiar only with road-going 911s, the engine's odd capacity takes a while to sink in.

Walk past those teardrop-like rear side windows (in this case made from Perspex,) to the driver's door, and, as you open it, you are greeted by a very focused cabin, successfully blending basic road car architecture with just enough equipment for serious track or rally driving. The period correct Recaro bucket seats, four-point harness, Stilo headsets and roll-cage all vie for your attention while reminding you that this is no ordinary 911.

There is also a fire extinguisher mounted next to the open gate gearshift. The restoration during 2002 and 2003 provided all the correct period rally details, including the Halda trip meter, Halda speedometer, map light, and twin Heuer stopwatches.

Once seated in the comfortable and supportive (from your upper legs all the way up to your shoulders) bucket, it is the 10,000rpm rev counter that grabs my attention, providing a clue to this engine's capabilities. The steering wheel is slightly thicker and smaller in diameter than other first generation 911 I've driven. That being said, it feels perfect in your hands. As with all period 911s, the steering wheel is very close to the dashboard, if you are used to more modern cars it might come as a surprise. However even at six-foot one-inch tall the driving position is good, even though my head is close to the horizontal bar of the roll cage.

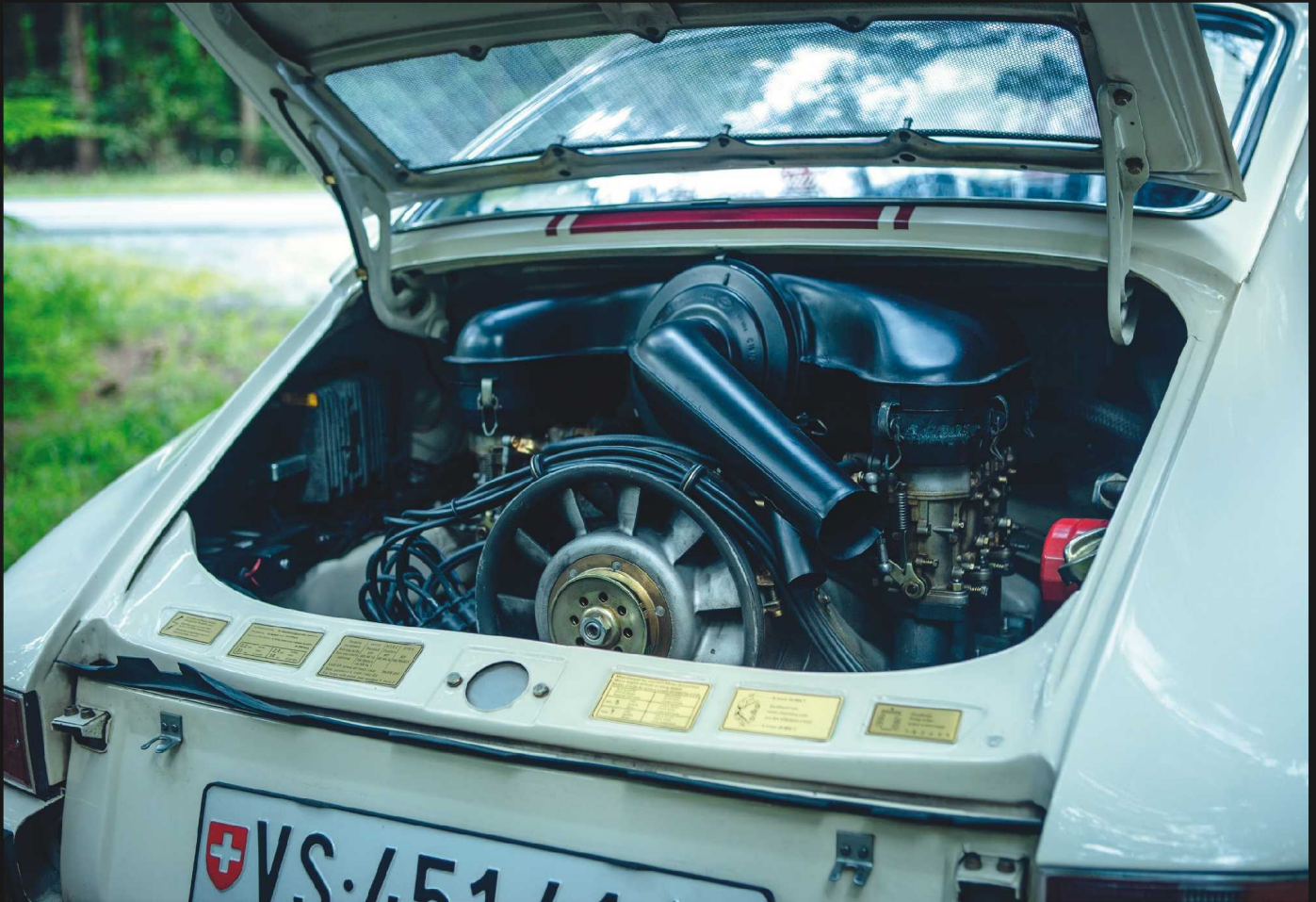
Peering through the windscreen and readying myself for the drive ahead, the thick red line through the middle of the car and the view of the back of the spot lights never leave you in any doubt that you're about to pilot something special. A quick final look around the cabin before we set off reveals the one nod to modernity: a luggage net which kept the owner and his wife's travel paraphernalia in place during a European trip in 2017.

The 2.2-litre engine from the 911 S is already a free-revving unit that is willing to spin with enthusiasm around the clock. However, the updates to this car to take its motor out to 2.5-litres have totally transformed the way it performs. Not only is there already some poke from just past 2,000rpm, but suddenly the engine feels totally unstressed at 5,000rpm or even 6,000rpm. In a standard S model, you would be approaching the redline at this



*You might wonder if the engine
can handle it, but then you
put your foot down...*





point but in this 911 you feel as if the engine is just getting into its stride, sounding and feeling like it has so much more to give. That is because there is comfortably another 2,000 to 3,000 of useful rpms before an upshift is required. If you have any mechanical sympathy for cars, you might wonder for a moment if the engine can handle it, but then you put your foot down to watch and experience how eager the needle runs past 6,000 then 7,000 and finally 8,000rpm! The sheer joy of the experience dispelling any mechanical fears. I press the clutch and change gear, and immediately the relentless acceleration continues.

There is a lightness and willingness from the engine to rev that can't be replicated in today's heavier, but much more powerful, engines. At these high revs the sound from the engine is not a high-pitch scream like that of modern units, but a rougher mechanical rumble, perhaps illustrating the more basic mechanical state of these engines. Once you're used to the wonderful engine, you notice that the ride is firm – if any loose items in the car are not firmly secured they will move around. Yet this firmness is to be expected when considering this car's *raison d'être*.

I soon realise that the clutch and 915 gearbox compliments a driver with quick foot work. A quick blip before a down change makes the process smoother (and faster). The shifter moves through the gears with ease;

don't try to rush the 'box though.

Apart from the safety benefits of the roll cage, it contributes to the rigidity of the car, and further encourages you to tackle corners faster and faster trusting the car ever more. This car tips the scales at under a tonne supporting a very convincing 'less is more' argument, the car is light on its feet and that allows the engine to provide some proper accelerative force.

Up the mountain ahead there are several corners stitched together by a number of straights. Here I can experience first-hand the needle running excitingly to 8,000rpm a number of times. Stand on the brakes and the speed is quickly and confidently brushed off, accompanied by a solid and positive feel through the brake pedal, the minimal weight of the car adding to the feel. Although it is currently fitted with old rubber, the grip levels for a classic car here are high, while the relatively modest power is just enough to make exiting corners playful and fun. Throttle inputs have an immediate effect on the engine but there is not a moment that the car feels intimidating, or that you feel you can't make the most of its performance – unlike some modern 911s...

Up front 205/60 tyres are fitted, at the rear slightly wider 225/60 – all on signature 15-inch Fuchs alloys with polished rims.

I pull over and open the door by pulling the long leather strap – similar to the later

RS specification 911s. I stand back and take a good look at the car. As with any classic 911 the cabin is compact, there is not an abundance of space around you. But, the car counters this by providing you with a feel so integrally part of the experience, especially once you are strapped in and have pulled the harness tight.

As there is no air-conditioning, we don't have a choice but to drive with the windows open. This contributes to the experience as the aural delights from that special engine now fill the cabin – such a highlight when you pilot it through rural Swiss forests such as these.

At the end of the day we travel back through a number of smaller villages, put some fuel in the car and head to our hotel, all the while quietly contemplating this wonderful machine. In my opinion the combination of a lightweight, air-cooled, 911 running a wider track together with a stiffer body and stronger engine, is a perfect mix. It encourages you to string a number of fast corners together to experience a truly thrilling classic Porsche at its best, and to learn the finer dynamic nuances of the car as quickly as possible. Progress is, of course, necessary, but not always more entertaining, as this 911 S/T convincingly proves. For me the current owner best described this car: "It is simply the most delightful lightweight Porsche I have ever raced. If there is one that I will take with me into another life, this is it." ○

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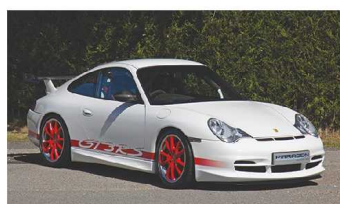
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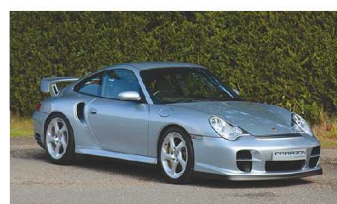
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The man behind Ferdinand Magazine, John has been writing about Porsches for more than a decade

This month John discusses Arno Bohn, Porsche CEO in the early 1990s...

I've just arrived in Lanzarote to kick back for a week with my eldest, who recently finished her first term at uni. The four-hour flight was a breeze, thanks to a great chat with my seat neighbour: a spritely 70 year-old from the sunny southwest. After early retirement from an engineering career at 52, he kept himself busy with voluntary work before joining a friend's local burger van business. They now run the bars at some of the world's biggest music festivals and sports events, living a life of excitement and engagement.

What struck me most through our conversation was not his success or the stories he told, but the enthusiasm and energy that shined when he spoke about his life. He was not giving up or slowing down and was still pushing hard. I aim to stay just as motivated over the next twenty years.

The meeting put me in mind of another energetic 70 year-old that I read about recently. Hat tip to fellow freelancer, Keiron Fennelly, who tracked down former Porsche CEO, Arno Bohn, for an interesting story in the PCA magazine.

Bohn was the boss from 1990 to 1992. While CEO, he famously wrote a letter to Ferdinand Piëch suggesting that Piëch (grandson of Ferdinand Porsche) should retire from the Porsche supervisory board. This was in response to a letter from Piëch calling on Ferry (son of Ferdinand Porsche) to resign, as the company was verging on bankruptcy. The interview contained several insights into Porsche culture of the time, including factors behind the mission creep which sent costs spiralling on projects like the 959, the cancelled 984 (924 replacement) and 989: the aborted four-door 996.

Bohn's predecessor, Peter Schutz,

extended the 911 line and presided over 944 development, while his successor, Wendelin Wiedeking, oversaw the combined Boxster/996 platform (developed by Horst Marchart, according to Bohn) and the launch of the Cayenne. Porsche history tends to rate CEOs and the cars they help launch on the grand scale of company saviours, but that's not how I see it.

As anyone who runs their own business will confirm, it is all about ups and downs. When things are up, you reinvest, ploughing resources back in to product development, training new people and adding new capabilities. The cost of this work takes a balance sheet down – often close to breaking point – but the rewards of clever investment pay off in the long run. Keeping said "long run" to the absolute minimum is part of the role of a good CEO.

It's easy to find stories on how the 924 and Boxster saved Porsche, but it was largely the work that went into these cars that caused the balance sheet falls which were later reversed when the cars came to market. These projects tend to start long before the tenure of the CEOs credited with the product successes.

Recruited from the IT industry, Bohn was used to quick product development times and tried to push the same through at Porsche, but his hands were apparently tied by longstanding inertia and in-house politics: no surprise to anyone who knows the company's story. While Bohn was not an experienced car making man, he's said to have been a very good listener and that letter to Piëch – a powerful figure who helped bring him to Porsche – shows he was true to himself and brave when it mattered. The politics may have stitched him up a bit but,

as commander-in-chief through a critical period, and the last CEO to leave Porsche as a fully independent operation, he's earned a place in its history books.

As the link between Schutz and Wiedeking, Bohn's experience through the final years of Porsche independence is a fascinating window into what was going on. Bohn notes that Ferry was keen to build a four-door Porsche and, while some 989 prototype angles make it look like the unholy union of a Ford

Mondeo with a 911 Carrera, there is perhaps a slight regret that the project never took off.

I recently sold a Panamera V6 for a friend of mine – a 2010 model in perfect condition with less than 50k miles for just over £20k – and that car at that price is a bargain. Had Bohn managed to introduce the 989 and helped to find it a place in the luxury market, giving the Panamera a slightly earlier start point, his legacy (and that of Panamera) might be rather more strident ○

Bohn was not an experienced car making man, but he was true to himself and brave when it mattered...



The views of the author are not necessarily shared by the magazine.



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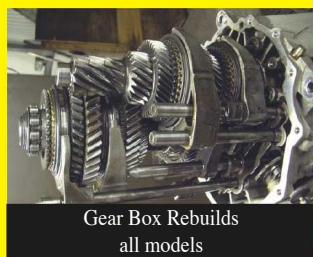
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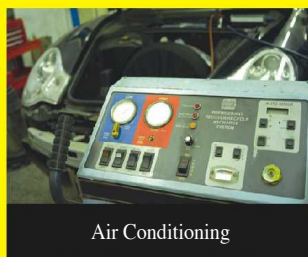
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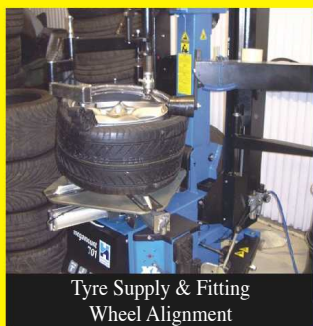
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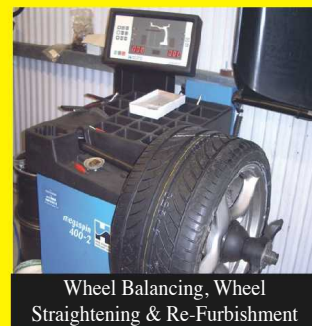


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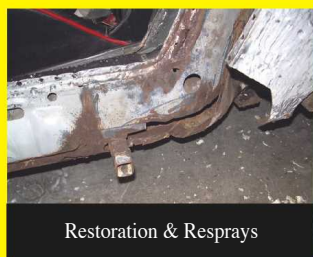
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Simon has worked across several automotive publications for more than a decade

Porsche has been finalising the expansion of its facilities in Zuffenhausen ahead of the start of Taycan production...

At the time of writing I've just returned from a trip to Stuttgart where, amongst other things, I was lucky enough to see the production line for the new 911 – the 992 – in action. The same building in which this takes place is receiving the finishing touches before the start of Taycan production – Porsche's first all-electric vehicle. In order to build the Taycan in Zuffenhausen Porsche has undertaken the largest redevelopment of its historic site in some 80 years.

Porsche history with the Zuffenhausen area of Stuttgart dates back to the late 1930s when Ferdinand Porsche's design office moved there from Kronenstraße in the city centre. Fast forward several decades and, as part of a €700 million project, the firm has now created what it is calling a 'factory within a factory' built for Taycan production. The building is spit across four floors and groundworks started as far back as 2015, since then 28 thousand truckloads of earth have been excavated from the site in order to allow for the building of a new body shop, paint shop, conveyor bridge, assembly halls and electric drive, and axle production areas to be built. In total 112,000 cubic meters of concrete have been delivered, all of which has been transported through the heart of Stuttgart's busy streets – around Porsche's original surrounding sites including its old red-brick buildings. All this directly adjoins residential areas, industrial units owned by other companies, and train tracks so it's been a logistical nightmare that has called for ingenuity. The result is

that the new Taycan's assembly line and paint shop are separated by a four-lane public road. Porsche has literally bridged the gap with a new conveyor bridge measuring 890 meters in length (making it one of the longest of its type in the world) set 20 meters above the main road. It will transport overhead drivetrain components and painted shells from paint booth to assembly line.

Production of Porsche's first all-electric car is set to start this year, the project has created more than 1,200 new jobs. At the same time

Porsche will continue production of the 911, Boxster, and Cayman, as well as its engines at the same site (it builds bits for Audi here too). Importantly the works have also involved a shift to a CO2-free plant – the goal being to produce zero-emission cars in a CO2-neutral plant. These plans require 42 thousand square meters of green roof cover and for trees to be planted around the new factory halls. Porsche plans to demolish older buildings that are less environmentally friendly.

During a rare glimpse inside the factory, I witnessed 992 bodies being joined together by a synchronised team of robots – quite frankly it was mesmerising (I posted a short mobile phone video on my Twitter account if you want to see what I'm talking about – @retro_jackson). Robots play a major role in new car production at Porsche, but humans remain involved. The stage of production that I witnessed is exclusively undertaken by robots,

but later stages do involve humans and robots working side-by-side – some elements remain exclusively undertaken by human hands. Inside the new building some 280 robots help create the 992, Taycan and future 718s. Some of the heavy-duty robots which can pick and fit parts feature what is termed 'capacitive skin', when this comes within range of human skin it shuts down to ensure there are no robot-human collisions or accidents.

All this expenditure and expansion brings into context the emphasis Porsche is placing on electric mobility, automation and zero emissions production. It also makes obvious Porsche's desire to produce the Taycan alongside the rest of its two-door sports cars, undoubtedly a move designed to ensure that we all view the new car as a true Porsche – one built in the centre of the firm's historic heart, staying true to the principles of every Porsche sports car ever created ○

I witnessed 992 bodies being joined together – it was mesmerising...



The views of the author are not necessarily shared by the magazine.



Philip Raby looks back at the Porsche market during 2018, and forward to the trends he foresees for 2019 and beyond...

Well, that was 2018 done and dusted and here we are with 2019 to look forward to. It was a great year for us, 2018. It started off busy and, on the whole, remained so. In fact, despite the best intentions of the politicians to bring the country to its knees, we had our most successful year yet, in terms of sales. I'm not saying it was easy – it was anything but, yet we managed to prove the gloom mongers wrong and keep selling Porsches.

I'll be honest, though, and admit that the classics weren't flying out of the door the way they once did and, at long last, have stopped going up in value every time I blinked. Now, I for one was pleased to see values level off, as I've always maintained that classic Porsches should be bought to own, drive and love, not to view as an investment to wrap up in cotton wool. My mantra has always been, 'Buy it and enjoy it, and if it goes up in value, that's a bonus'; advice which our customers have always embraced. That said, I

am sure that, once the politics settle down and people start having the confidence to spend again, we shall see prices of these older Porsches begin to go up again. A classic 911 is still remarkably good value compared to many of its contemporaries from Italian stables – and far easier (and affordable) to live with too.

Don't get me wrong, we were selling classics (and still are) but it was taking longer for the buyers to come forward. Ironically, though, once a car did sell, we'd then get more enquiries for the same one. What is it they say about buses?

Meanwhile, modern Porsches, such as 996s, 997s, Boxsters and Caymans, were flying off the shelves. It's easy to see why, too. A 996, in particular, represents fantastic value for money and will get you into the 911 lifestyle for as little as £15,000. The problem is finding good ones and we've seen values of decent (read rare) 996s increase in the last while. Conversely, 997s seem almost two a penny (it's by far the most common 911 for sale in the UK) and prices have dropped a bit.

However, in 2019, I reckon that the 997 will go the same way as the 996. We're noticing that there are more and more tired 997s that haven't been looked after and these are driving down values. That will lead to increased demand for cherished and well maintained 997s – especially early Gen 1 cars –

In 2019, I reckon that the 997 will go the same way as the 996...

and, just like we've seen with the 996, those will go up in price.

In fact, the 997 is a classic in the making. People are now starting to appreciate that 996s are, in fact, true 911s and great ones at that. The 997 is essentially a restyled 996, with the same underpinnings but with none of the controversial looks of its older sibling. As the 991 and

now the 992 have dragged the 911 – rightly or wrongly – further from its roots as a pure and somewhat flawed sports car, that leaves the 997 as, quite possibly, the last of the true 911s. Yes, I know that's a controversial statement and I know that the 991 and 992 are superb machines in their own way, but if you like your 911s with a dash of imperfection then the story ends with the 997. And, as such, that makes the 997 one to watch.

It's the same with Boxsters and Caymans of the original 986 and 987 varieties. Small, fun and – by today's standards – simple, they have become an affordable and attractive entry into Porsche ownership. You can pick up a good (and that's the key word here) 986 Boxster for as little as £6,000, while worthwhile Caymans start at around £14,000. Each is a true Porsche and a serious alternative to a 911 if your budget is tight. They are also cars that we love having in stock, as they are a pleasure to sell.

With the 996 and 986 Boxster now over 20 years old, these have become the affordable classic Porsches – today's equivalent of the 911SCs and 924s that I drove and wrote about when I first started off in this game, rather more years ago than I care to remember. Back then, it was hard to imagine that 996s would become sub-£20,000 Porsches. I guess one day, we'll be saying the same about today's 992.

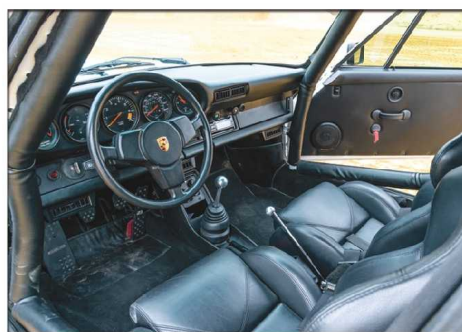
That's all far too far into the future for now, though. So in the meantime here's to a great 2019 to you all and do get in touch if you want to chat about Porsche ownership – we're always happy to talk about these great cars! ○



M471



1980 911SC - ROTHMANS DAKAR TRIBUTE



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SOME OF THE OTHER PORSCHEs WE HAVE AVAILABLE

1991 964RS NGT
107.000Km
Maritime Blue

1973 911RS
Lightweight
Light Yellow

1992 964RS
Rubystone and
Maritime Blue

1976 930/934
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Grand Prix White

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 [kobus_cantraine](https://www.instagram.com/kobus_cantraine)

Staged Animal

Most water-cooled 911 competition cars are found on smooth race tracks – this 996 Carrera however is a very serious rally car built for sliding through stages...

Story & Photography: Robb Pritchard









Just like most people reading this magazine I like Porsches in pretty much whatever guise in which they appear. Growing up in the early 1980s, my November weekends were spent in Welsh forests following the RAC Rally. For me there is something special about seeing a Porsche slithering around on gravel, getting airborne and power sliding around tight corners. That's why when I came across some shots of Keith Anglesea's recently completed tarmac rally-spec 996 it cried-out to me for further investigation.

Firing the engine up to pull it off the trailer in a quiet country park, the sound actually sent a shiver of excitement down my spine. As it bumped down off the ramps with its rock hard suspension, with the lattice of a fully welded MSA specification roll cage visible through the back window, it was evident that it's not just a 996 with a cool-looking lightpod on front, this is a very serious rally car.

In 1984 a young Keith was standing somewhere not too far from me watching the same rally cars power through the trees on that year's RAC Rally. However, it wasn't Ari Vatanen's new Peugeot 205 T16 that impressed him the most, but Roger Clark in a Prodrive prepared Rothmans liveried 911 SCRS that caught his imagination. With cold feet and his steaming breath hanging in the air, Keith decided that one day he would himself

rally a Porsche.

Even though Keith had many, many years of experience being involved with motorsport, with a career that included working for championship winning teams while still a teenager, and a 10-year stint as engineering manager of the Oulton Park Rally School, his dream was a long time coming true. When Keith could afford the cost, and find the time to prepare and run his first competition car, he used his skills to build a Ford Escort Cosworth (from scratch) before moving on to a BMW 3 Series which he drove for many years, always sticking to a tight budget as he had a young family to support. With a recent family bereavement came an inheritance that somewhat expanded Keith's options. With enough passed on to his sons for them to put down deposits on houses, Keith felt that with the remainder, the time had come to finally fulfil his childhood dream.

It didn't take too long before Keith came across an advert for a half-finished circuit racing project, a 2000 3.4-litre 996 C2 with 115,000 miles on its clocks. It already had a fully welded FIA-spec Custom Cages rollcage installed, and another huge plus was its major Hartech engine upgrade, with the work done coming in at £12,000. Forged pistons, special cams and lightened and balanced heads give only a 15hp power increase from the base 315hp, but makes the engine much stronger,

higher revving and more responsive.

"It was the right car at the right time and at the right price," Keith said, although at first he wasn't too sure that turning a 996 into a rally car was the best idea. "There was no one else in the UK that had built one before, so there was no information or resources to read up on. I knew that there'd be a lot I'd be doing from a blank sheet. But I suppose when you do something completely new like that it's normal to feel a bit daunted at first."

A couple of things helped persuade Keith that rallying was the way to go. First was that he didn't really enjoy the last few circuit races he'd run in the BMW, so he converted it into a tarmac rally car and, in just his third event, he won his class. This served as a demonstration that he was a good enough driver to handle the Porsche at competition speeds. The other was when he came across a lightpod on eBay. The mental image of it mounted to the 996 convinced him of which direction to take.

Apart from the engine, as Hartech have a deserved reputation for being second to none, Keith didn't take it on faith that everything on the car was done correctly. "I'm an engineer and don't trust anyone else's work apart from my own, so the first thing I did was to take it all apart again."

The strip down included all of the interior trim coming out, as well as all the surplus wiring and switches.

With no sound proofing at all it delivers a very nice noise from inside!

The rebuild included a self-made switch panel below the dashboard, the huge lever for the quick release handbrake, aluminium alloy sheets to cover the inside of the doors and Perspex windows. As rallying is much tougher on cars than circuit racing, the fuel and brake lines had to be fed inside the body and, to protect the cooling pipes underneath, Keith fabricated a three-quarter length (3mm thick) aluminium bash plate, and fitted a 10mm thick sump guard from a Mitsubishi Evo VIII. A set of Gaz Gold tarmac rally shocks and springs (designed for both circuit racing and tarmac rallying) were installed, and the car currently sits on a set of Pirelli Wets, 225/625/18s on the front and 265/645/18s on the rear.

Despite the glorious sound echoing off the trees as Keith manoeuvred the car around for our photos, the exhaust system is standard, its gorgeous note is all from the Hartech work. "Rallying has a 90 decibel sound limit, so although I love the bark of a flat-six it's as loud as it can go," he shrugs. With no sound proofing at all it delivers a very nice noise from inside!

Other standard 996 items include the six-

speed manual gearbox and clutch, as well as all the suspension geometry (not including the shocks and springs). The GT3 body kit was a replica found on eBay which really helps with the car's special visual aspect.

The first fire-up was in early spring 2018 and the first test drive and diagnostics test showed no faults, the car was almost ready for its first serious outing. A few rally track days to test settings for the suspension are planned and then the last item on the MSA (Motor Sport Association) 'to-do' list is the fitting of the required mudguards.

"Because it's a tarmac-spec car obviously you want it as low as possible, but the engine sump is only four-inches off the ground so I need to raise the body about two inches," Keith says. That point is ably demonstrated with a horrible grinding sound as the front splitter grates on the ground as Keith drives through the (pictured) ford at speed during our photoshoot.

Keith is not in a rush to get the 911 out on the stages. "My name is on this car and, therefore, so is my reputation as an engineer, only when I am completely confident that it is fully fettled am I going to take it to its first

proper event."

Oh, and it won't be bright white when it is finally unleashed. As a nod to that boy watching Roger Clark in his SCRS, something similar to the iconic Rothmans livery is what Keith will aim to replicate. However, he has been told by the wrapping company that if he was to have an accident the lines of the Martini scheme would be much cheaper to repair than the full blue Rothmans one! The only Martini livery seen on a rallying Porsche was that of the 1979 Safari Rally cars, but it would surely look stunning on this 996 as it tackles some local tarmac rallies in Wales later this summer for a proper shakedown.

And, maybe this car will be seen a little further afield too. Keith's co-driver Martin Pendlebury is saving up to ship the car over to Barbados for the Sol Rally. "It's famous for being a fun party rally, and apparently they love unusual cars there," Keith smiles.

And Keith's personal ambition with the car? The first rallies he watched were the Manx Internationals on the Isle of Man in the early '80s. In 1984 he saw Juha Kankunnen in an SCRS and, 35 years later, he wants to take his 911 to the island for a blast over the moors ○







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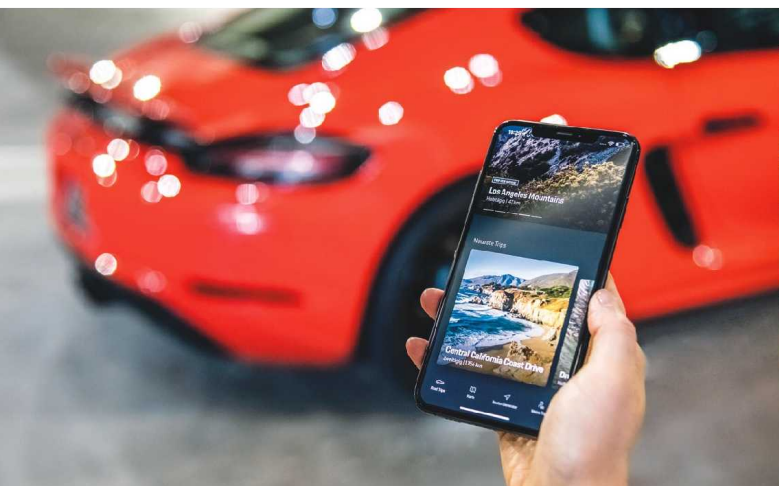
Virtual Reality

We sit down with Porsche Digital CEO, Thilo Koslowski, to discuss Porsche's programme of digitalisation and three fascinating new apps...

Story: Simon Jackson Photography: Porsche

Porsche Digital is not yet three years old so you'd be forgiven for a lack of understanding about precisely what it is, and what it does. Its official mission statement to 'further develop Porsche into the leading provider of digital mobility solutions in the premium automotive segment' sounds a little like dry technical jargon. Porsche Digital is actually both interesting and exciting. This new virtual arm of Porsche is already responsible for some pretty cool digital adverts, some of which are entirely related to Porsche cars, some more concerned with the modern 'lifestyle' many owners lead. The man in charge is Thilo Koslowski, a German who arrived at

Porsche having spent two decades years working for a leading IT consulting company in Silicon Valley. Koslowski's energy and enthusiasm for both Porsche as a brand and the digital world in which we all now exist is infectious. Clearly a 'car guy', Koslowski has a typically Germanic (typically Porsche) level of expertise and knowledge about his subject matter, tempered by an easy-going Californian coolness that is clearly a result of years spent living on the US West Coast. We met in a back room on the Porsche stand at the recent LA Auto Show to discuss three new apps, all launched in parallel with the 992. The first is the Porsche Road Trip app – one of the most exciting for driving enthusiasts...



PORSCHE ROAD TRIP

"We wanted to give people a reason to take their Porsches out," Koslowski smiled. "Before I joined Porsche I was in that position myself quite a few times; I lived in the San Francisco Bay Area and I would want to take my car out along the coast road. That got pretty old after a couple of months and I wondered how I could find other routes, maybe taking in a nice restaurant or hotel for a longer trip – I had to look that all up myself. We thought 'there must be other people who are in the same situation?' We interviewed people and indeed, that was the case."

Ultimately the Porsche Road Trip delivers to your phone a set of what Koslowski calls 'curated routes', it's a 'Route Generator' sending you along driver's roads specially selected for Porsche fans (but available to anyone) – it gets you from A- to B- the most thrilling way, not necessarily the quickest way. Free and available for download from the App Store to an iOS device, the application initially covers Germany, Austria, Switzerland, and the United States with more territories (including the UK) in the works.

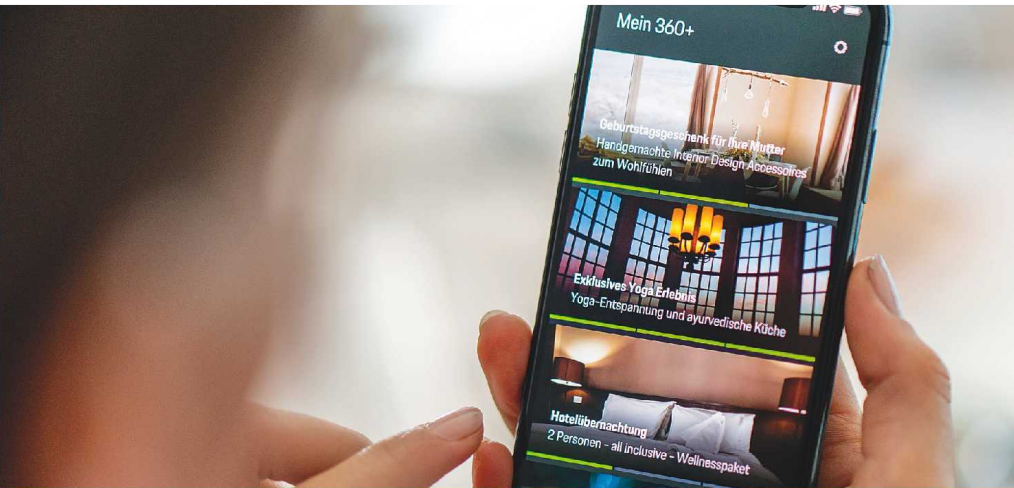
"We decided to come up with an application that focuses on the planning aspect of a trip, to explore places and give you the freedom you need to explore the road and the route, but with the planning taken care of. We did this on a phone app because we want to offer it to all kinds of Porsche owners, including those with older cars who don't have the technology integrated into their cars," Koslowski explained. "It's part of our bigger mission at Porsche Digital: to think about what Porsche should be doing to make its cars more attractive but also to think about mobility and lifestyle."

So far the app contains a number of hand-picked routes and points of interest together with recommendations for restaurants and hotels arrived at with partners such as Open Table. Porsche and its partners actually drove the majority of these routes and talked to local people (and Porsche fans) before arriving at its definitive (for now) list in each county. But 'the curated experience', as Koslowski terms it, is more than just a sat-nav system:

"It's really a planing tool, it gives you a choice to make a restaurant reservation and it will tell you what time to leave in order to make that booking, it's the same with the hotels."

It's smart too, it knows that routes for example in Switzerland might be closed in winter for snow and informs its user accordingly, and it'll soon be smarter still. Rolling-out next year will be a version which integrates into the 992's PCM system, working much like Apple Car Play does now, and in time users will be able to add their own recommendations for inclusion (subject to review by Porsche). Paid-for additions, such as special routes, restaurant recommendations or activities might follow in future as bolt-ons, too, which somewhat links with the next app – 'Porsche 360+'.





The Road Trip app assists enthusiasts in finding interesting driving roads...

PORSCHE 360+

The Porsche 360+ app is a paid-for service launching first in Germany and initially restricted to 911 users only, but we expect it to expand quickly. It acts like a digital PA – this is the kind of thing Porsche Digital means when it talks of ‘lifestyle’.

“The 360+ app is your digitally enhanced personal Porsche lifestyle assistant, it’s with you even when you’re not with your vehicle,” Koslowski explained. “You can ask the assistant about anything you need, it doesn’t need to be car related – it could be that you need a gift for your wife, you want to book tickets for a restaurant... You can call and talk to a person on the phone, or you can text in-app, or email. If you find a poster of a concert for example you can take a photo of it and send it asking for two tickets and they’ll do the rest – 24/7.”

During setup there’s a call to discuss your preferences where you’ll be asked questions about you and your lifestyle; Do you have kids? A food allergy? Once you have submitted a given request you can track its progress in the app through status updates, but it goes further still. Porsche 360+ builds a picture of you and your lifestyle in order to curate things of interest and offer them as ‘Inspirations’. It’s intelligent, adapting the kind of thing it offers based on its learnings – much like a ‘recommended for you’ playlist on Spotify or Apple Music.

“Concierge services already exist but they’re expensive, we wanted to find a balance so we can offer all this for 99 Euros per month,” Koslowski told us.

Need winter tyres fitted to your car? A hire car while you’re away or fancy a visit to a Porsche Experience Centre? Porsche 360+ can take care of the arrangements, it’s all designed to save you time and hassle.

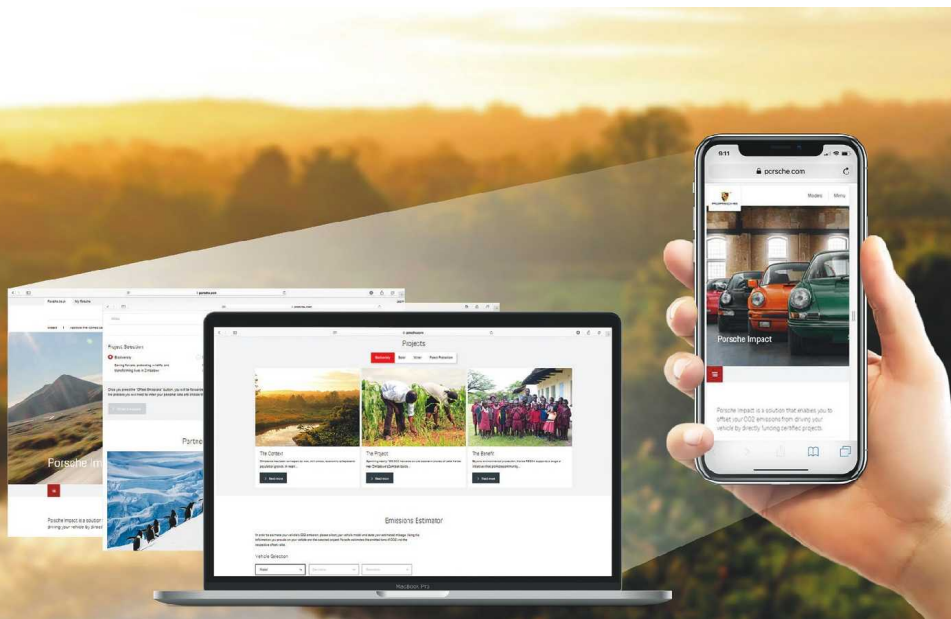
Porsche Digital is in the process of working with partners, like Shell, to get discounts for Porsche 360+ members, it’s hoped that will extend to shopping, activities and even on-demand services soon.

“You get the Porsche experience, but also value for money,” Koslowski said. “In testing people were using this to get gifts, we had someone shopping for an engagement ring – he used the service to setup an online video conference session with a jewellery shop and went ahead and bought a ring that way.”

Porsche Digital is working on new things all the time, 360+ being just the first step...

“I’m a big believer that going forward technology has to adapt much more to what we need, rather than you initiating a request and then things happening, we want things to just be there – whatever you are looking for, we call it the ‘internet of me’, and Porsche as a brand can play a big role by doing things in a Porsche way.”

Porsche 360+ can be downloaded from the App Store for iOS and you’ll find more information online at the dedicated website: www.360plus.porsche.com



Koslowski has some exciting plans for Porsche Digital...



PORSCHE IMPACT

The environment, especially when it comes to the use of fossil fuels, is a hot topic – perhaps more so now than ever before. Porsche is focused on CO₂ neutral production of its vehicles, and that's partly where Porsche Impact was born. Koslowski says Porsche "learned from customers, but also from itself" on this one, which is available now in the UK.

"It's a tool that allows you to compensate for your car's CO₂ emissions, you go onto the website, input your car – say a 997 Carrera S – and how many miles you drive in a given year and it will calculate what your CO₂ emissions are for that period, it then translates that into an amount in pounds or euros. Then you can donate money to approved projects in different areas, say solar or wind energy, to plant trees, to actually offset your CO₂ emissions"

Whichever Porsche you drive, be it old or new, the chance to offset your carbon footprint – to compensate for your impact on the environment – is likely to appeal and this method makes sense. The website's Emissions Estimator is easy to use, you simply scroll down a list of vehicles and select yours, enter your annual mileage, after which you are presented with a figure for the CO₂ your car produces in tons per year. You are then given an option to offset this by donating money to a certified project in one of four areas; Biodiversity, Solar, Water and Forest Protection.

I tried it for my own 987 Boxster by way of an example (see right), based on 6,000 miles per year the cost was, as Thilo had told me, surprisingly inexpensive, allowing me to offset the 2.41 tons of CO₂ my car produces each year. A range of prices were presented depending on which project I selected, from water at £23.62 rising to £53.67. In addition to peace of mind, Porsche Impact investors receive a certificate detailing their expenditure.

"This is not something that just looks good on paper, that money is actually being invested in these projects," Koslowski passionately stated.

According to the website, Porsche Impact has already offset 14,053 tons of CO₂, included in that figure are some 6,000 Porsche Germany internal fleet vehicles, the Porsche Cars Great Britain press fleet and all of Porsche's motorsport vehicles – including the works 911 RSRs raced in the WEC series.

To learn more about Porsche Impact and the projects it is supporting, visit the website: www.porsche.com/uk/aboutporsche/responsibility/porscheimpact





Porsche Club Great Britain is the only official Porsche Club in the UK and belongs to the worldwide community of Porsche Clubs recognised by Porsche AG.

Founded in 1961, the Club operates for the benefit of its 21,000 members and warmly embraces every model of Porsche.

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Single Life

Pioneer's range of single DIN headunits and accompanying audio equipment is perfect for those looking to upgrade the sound system in their older Porsche...

You don't have to compromise on a superb car stereo system just because you have the fine taste to run an older Porsche with its traditional single DIN head unit slot. Thanks to Pioneer's minimal, clean design philosophy you can have the best of both function and form without having to chisel a double DIN size hole in your car's dash. Here's our quick rundown of what's hot in the current Pioneer range – allowing all of the functionality of a modern double DIN units within the convenience of a single DIN chassis. As always, the smartphone now dominates and improves in-car life, so connectivity is the key to entertainment, navigation, audio and video. Once hooked-up with your Apple or Android device, there's a whole new world of in car possibilities to explore.



AVH-Z7100DAB

How much? £699.00

If a single DIN unit is required can we recommend the sensational AVH-Z7100DAB. This all-singing, all-dancing motorised seven-inch unit packs almost all of the functionality of Pioneer's revered double DIN units into a handsome and sleek single DIN chassis. Perfect for the no-compromise modern day classic Porsche owner who wants to retain the good looks of a period dash without settling for second best. The true colour touchscreen means this unit is a joy to scroll

through, while smartphone connectivity is possible via USB cable or Bluetooth and Apple CarPlay and Android Auto are also both supported. Audiophiles will also be pleased to hear about the 13-band EQ and time alignment to ensure that the music arrives at your ears in a perfectly coordinated way, particularly handy for making it seem as if voices and instruments are projecting from a central position as if on stage. Both Waze and Spotify are also supported as third party apps, both of which can be controlled from the head unit itself.



SPH-10BT

How much? £119.00

It's rare that head units come along that can be considered game changers, but the SPH-10BT is revolutionary in its own lifetime. Best of all, it's surprisingly budget-conscious as well. This smartphone docking receiver is a bare bones system that relies upon any mobile phone to become its docked user interface in place of having an actual screen. You can then use a variety of popular apps for each task – so for messages there's WhatsApp, Messenger and Facebook and for navigation there's Google Maps, Apple maps (on Apple) and Waze.

Obviously music from your smartphone is catered for too, with 4x50w RMS power onboard. Up to four of your favourite apps can be controlled via the buttons on the front for a smarter driving experience. There's voice control, a dedicated Pioneer Smart Sync app, 31 band EQ and even optional parking sensors available. You can connect your phone via Bluetooth or USB connection, there's provision for two phones to be paired concurrently and you can have instant access to multiple audio sources as well as navigation via your smartphone device. In a nutshell, this single DIN unit might just change your life.

DEH-X7800DAB

How much? £149.00

A next-generation CD tuner with next-level performance, the DEH-X7800DAB comes equipped with Bluetooth and USB compatibility and connects to both Apple and Android devices for seamless connectivity and integration when making hands-free calls or streaming music via a 4G phone connection. High-end audio features, such as lossless FLAC compatibility, a 13-band Graphic EQ, 4 x 50 Watts MOSFET amplifier and Time Alignment make sure you'll get the very best sound quality from any vehicle the unit is installed in. Don't let that simple, conventional fascia and modest price fool you this is packed with all of the modern tech to make a smart life even smarter.



DEH-S410DAB

How much? £120.00

For entry-level smartphone connectivity and digital radio, this really is the best of both worlds. Think that just because you only have limited space and require a 'normal' stereo fascia that it will be lacking in connectivity? Think again. The DEH-S410DAB car stereo lets you enjoy the convenience of digital radio thanks to the integrated DAB/DAB+ Digital Radio tuner, whilst Auto DAB Tuning makes it very easy to use.

For more music playback, you can play your favourite CDs or simply hook up your iPod, iPhone, or USB stick to the front USB or Aux-in. With iPod & iPhone Direct Control and Android connectivity, you will enjoy your favourite tracks in superior sound quality, whilst still being able to charge your phone battery.



Speakers

If you've sorted your head unit – how about the speakers? Many of these will fit tastefully behind Porsche's OEM grille surrounds for the best of both worlds. Also, if you want to keep your OEM headunit – here's how to make it better!



TS-A1600C

How much? £99.95

Upgrade your OEM sound with a simple plug-and-play component tweeter and bass solution from Pioneer. Suitable for the vast majority of front and rear installs, these 16.5cm new A-series speakers rely upon carefully selected materials to improve bass response and high frequencies, whilst delivering Pioneer's famous open and smooth sound concept, all in an easy to install package. Specific models also include a custom fit adaptor for quick and easy installation. If making the most of your OE head unit is still an option, then look no further.



TS-A1670F COAXIALS

How much? £64.99

Another sweet solution to improving a factory stereo system without having to rely upon an additional amplifier for Pioneer's famous open and smooth sound. Featuring a three-way array of woofer, mid-range and tweeter speakers in a traditional coaxial layout it's the space saving solution you need to inject some additional aural pleasure into your Porsche. In conjunction with some specially made 16.5cm mounting rings you should see a huge improvement with this upgrade path over the flimsy, factory offerings ○



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Perfection

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The background of the entire page is a photograph of a scenic landscape. A paved road curves through rolling hills covered in dry, brownish vegetation. The sky is a vibrant blue with scattered white clouds. A large, light blue ampersand is superimposed over the upper half of the image, serving as a design element for the title.

Past, & Present **Future**

With astonishing GT-esque performance from its futuristic drivetrain, bold styling, practical and comfortable interior, could the Panamera Turbo S E-Hybrid Sport Turismo be the best all-rounder currently available from Porsche?

Story: Simon Jackson Photography: Dan Bathie





*The Panamera stuck with both
RS 911s with ease...*





I spoke of a 4.0-litre, 680hp, Porsche with 627lb ft of torque, a vehicle capable of reaching the time honoured 62mph benchmark from a standstill in 3.4 seconds, one that could carry on pulling until it hit a top speed of 192mph, you might presume I'd be banging on about a Rennsport 911. And with good reason. Instead, the Porsche I am illustrating here will stick like glue to the bumper of all but the most insane of those RS Porsches up to at least 100mph. At the same time it will seat four or five passengers in utter opulence, has room aplenty for their luggage and can return a staggering 97.4mpg on the combined cycle. It is the Panamera Turbo S E-Hybrid Sport Turismo which, despite having a rather long name, might just be the best all-round 'real world' Porsche currently available. Yes, I am aware that is quite a bold statement...

It's true that Porsche is ever keener to underline the performance credentials of its expanding range of hybrid vehicles. The brand's PR and marketing folk will tell you that today's electric Porsches are directly descended from the Le Mans-winning 919 Hybrid prototype, that the lessons learned on the track are relevant to your daily commute in a hybrid Porsche road car. Undoubtedly that link between track and road is at least partly true, and may well prove to be more so when Porsche enters Formula E at the end of 2019, taking into account the sport's use of manufacturer specific road relevant components such as electric motors, gearboxes, differentials, drive shafts, cooling systems and ECUs. However, it's a little unclear how true that presently is, though I guess it matters little when Porsche is able to build all-conquering hybrid racing cars and crushingly capable class-leading petrol-electric road cars. The car you see here fuses Porsche's latest lessons in hybrid technology with the unbeatable, focused and exciting essence of its most accomplished performance cars. In that regard it offers the perfect balance and a window into the manufacturer's future.

The aforementioned 680hp that this Panamera Sport Turismo develops from its hybrid power unit is just 11hp shy of the output of the 991 GT2 RS – the most powerful 911 yet created. Furthermore the RS runs a deficit of 74lb ft of torque to its capacious relation. This Sport Turismo achieves such heady numbers through the mix of a traditional 550hp, 3,996cc, V8 combustion engine which works in conjunction with a 136hp (295lb ft) electric motor. In isolation the e-power alone can whisk you up to a speed of 87mph and/or cover a distance of 31 miles without the assistance of its petrol drinking companion. Admittedly though you'd struggle to do both at once. While the 97mpg (combined) it claims might be a 'best case' scenario, it most certainly puts the 24mpg (combined) offered by the GT2 RS – and taken with the same pinch of salt – into rather rude perspective. Yes, there's a weight difference of course – at 2,325kg the Panamera

is a full 855kgs heavier than the featherweight 911, but at (from) £139,287.00 it's also £68,219 cheaper than it – or in another way the price of a new Macan S with the best part of £20,000 change.... Now, let's get real. Of course I'm not suggesting that anyone would weigh these two opposing Porsche vehicles for purchase, but there is a reason for my statistical comparison...

Regular readers will know that our previous issue had us hacking around the finest roads in South Wales in two modern Rennsport Porsche masterpieces; the GT3 RS and GT2 RS. Playing a supporting role in that photoshoot was the Sapphire Blue Metallic Panamera Turbo S E-Hybrid Sport Turismo that you see here. If nothing else the Sport Turismo makes for a first-rate camera car... In convoy throughout the exercise I jumped between the two 911s in order to put together the aforementioned comparative feature (GT 01/19), but I also completed miles at the wheel of the Hybrid chasing down spirited colleagues in the two RS cars. Without doubt, in the real world, by which in this instance I mean up to 60/70mph on a mix of roads in equally mixed conditions, the Panamera stuck with both RS 911s with ease every time. Furthermore it did so seemingly without breaking a sweat and, moreover, while affording levels of comfort and tranquillity that surpass a British Airways Executive Club Class cabin by some margin. The Turbo S E-Hybrid's quiet composure was simply astounding. Unlike the GT cars it flattens every road surface, at the same time managing to send to its driver a detailed enough level of communication while delivering astonishing grip throughout – in many ways it defies logic and physics. That an estate car, a Hybrid one at that, could not only keep up with a RS 911 but do so with such dignity is mind-blowing, don't you think? It also bodes extremely well for Porsche's electrified future which begins with the upcoming Taycan – its first all-electric car. But, GT-rivalling performance aside, the Panamera Turbo S E-Hybrid Sport Turismo has further strings to its double bass sized bow.

It's true that very few will buy this Sport Turismo for its ability to give a track-ready 911 a run for its money, though I'm sure none would dislike the fact it can do just that. Rather, a spacious Panamera is likely purchased for its ability to carry people and things in comfort and with ease, in those two regards there is more good news – we already know that every variant in the Sport Turismo model range does that supremely well. What makes this Porsche stand-out too however is its ride. Some of the reason it can stick like glue to the bumper of an ultra quick 911 is its composure through the bends, that's partly down to its all-wheel drive system, Porsche Dynamic Chassis Control (PDCC Sport) roll stabilisation (active front anti-roll bars which are designed to keep the front end stable and as flat as possible) and adaptive three-chamber air suspension including Porsche

Active Suspension Management (PASM). Working alongside (and of particular use in mixed conditions like those you see here) are PTV Plus torque vectoring and PTM traction control, rear limited slip differential, Ceramic Composite Brake (PCCB) system, and if you specify it, rear-axle steering. That means this car corners like any Porsche worth its salt should, well, any Porsche weighing over two tonnes, at least. But of course there is more. Away from the frantic fast roads there comes what you might consider the model's real party piece, the reason for this car's weight gain (290kgs over the normal Turbo Sport Turismo) – the batteries for the hybrid system it carries around, this e-mobility comes into its own in town.

There's a familiar 'mode' switch on the steering wheel; Sport and Sport Plus employs the combined power of the two motors, petrol and electric (the Sport Chrono Package is

fitted as standard incidentally). Then, subject to charge (more on that shortly), this can be twisted to kill the petrol motor and put the car into solely electric driving mode. Alternatively simply leave it in 'hybrid auto' to let the car determine which system of propulsion is best utilised at any one moment in time. Hybrid Auto links with the car's navigation system, input your destination and it will decide when you're most likely to make best use of the available electric power. So, let's hypothetically say that your route involves a motorway stretch followed by a drive through a town or city. The car will know that you're most likely to use electric drive in the city, so it will conserve its e-power for that section of the journey. It might also know that there is a part of your motorway route with slow moving stop/start traffic, here too electric power might be useful, so it'll factor that in. In electric mode the car is exceptionally slick. It's worth

noting that E-Hold mode enables the driver to conserve the existing a level of charge for further use, too. Unlike Porsche Hybrids of old, upon start-up there is an audible 'bong' to confirm that the car is alive and ready, then on the move in zero emissions mode the accelerator pedal has a clear two-stage feel to it – push beyond the first and the petrol V8 motor kicks into life. The technology is lifted from the 918 Spyder hypercar, that link extends to what Porsche describes as the 'boost strategy' which, in translation, means that the two motors deliver peak torque as low down the rev range as 1,400rpm. The car's batteries recharge themselves while it is on the move, or in 2.4 hours via a Porsche charging system or six hours through a domestic plug.

In a real world situation eking a full 31 mile range from a full electric charge is a little ambitious in my experience, but I fully appreciate that driving style plays a huge



role and, no doubt, further familiarity with how best to drive the car over time would help to gain greater range. Added to this the car's ability to recharge on the move is very dependant on the type of roads you travel along – motorway use for example does not promote recharging as well as say, an A- or B-road. Then once the electric power is spent, there's a feeling in the back of your mind that you're lugging around all these heavy lithium-ion batteries for little point. In lower powered Panamera Hybrids this is more concerning as there's a tangible difference in handling dynamics and performance, but in this powerful variant you never feel compromised, such is the raw pace available even without electric assistance. In the same way that achieving a 31 mile might be a touch optimistic for most drivers, hitting 97.4 mpg might be unrealistic too – regardless this car is far more economical than anything else in the



*Away from the fast roads there comes
the model's real party piece...*



Porsche range with this level of performance.


Comfort and convenience features are certainly high on any Sport Turismo's list of benefits, being the range-topping model the Turbo S E-Hybrid is bursting with desirable features and it'll swallow plenty of people and clobber too. This is the first '2+1' Panamera meaning that the rear bench can accommodate a third passenger (two electrically adjustable individual seats for the rear are available as an option). With the seats up there's 425-litres of storage space, that rises to 1,295-litres with the seats folded (they operate in a 40:20:40 split) which is more than useful when coupled with the wide opening electrically-operated tailgate fitted as standard. From the driver's seat comes the contemporary Porsche family vista – the Porsche Advanced Cockpit – with haptic touch surfaces and the latest PCM

system broadcast in widescreen. As you'd expect the driving position is perfect, the assistance systems seamlessly integrated.

On the outside the model's 21-inch alloy wheels are of a distinctive 911 Turbo design, the raked roofline leads the eye to the automatic roof spoiler, the pitch of which has three different angles determined by driving situation. Fully extended when the car is travelling at 56mph (or when it is in Sport and Sport Plus driving modes), it can generate 50kg of additional aerodynamic downforce over the rear axle. But those elements aside you won't need me to tell you that this is the best looking iteration of Panamera yet – frankly that's all that needs to be said here in my book...

Stepping into the Panamera Turbo S E-Hybrid Sport Turismo I was expecting an experience that differed little from that offered

by other versions of Sport Turismo. What I found was a car which highlights Porsche's current moment in time – this car neatly encapsulates Porsche's past, present and future. The roaring twin-turbocharged V8 sings the virtues of traditional Porsche powerplants, the electric motor and its lithium-ion batteries speak of the future, its handling, balance, performance and comfort of everything which is so impressive about a modern day Porsche. Add to this massive practicality and the stylish, sweeping looks of the Sport Turismo's body, and this version of the Panamera Turbo S E-Hybrid seemingly has a genuine case for being considered the best all-round Porsche currently available. And, in the current absence of a similarly powered performance Porsche SUV (watch this space), I'd say that it might be just that... ○

A front-facing view of a blue Porsche Panamera Sport Turismo driving on a two-lane road towards the viewer. The car's headlights are on, and its license plate reads 'RX18 ODB'. The background shows rolling hills under a sunset sky with orange and yellow clouds. The road surface is blurred to indicate motion.

*The roaring twin-turbocharged V8
sings the virtues of traditional
Porsche powerplants...*

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911

NK04 NGX

A silver Porsche 911 is shown from a low-angle, rear-quarter perspective, driving on a dark asphalt road that curves through a lush green forest. Sunlight filters through the trees, creating dappled shadows on the road and the car's body. The car is in motion, as indicated by the blurred background and the motion blur on the wheels. The overall mood is serene yet dynamic.

996 40 Jahre

Silver Anniversary

The rare and often overlooked 40th Anniversary special edition 911, the '40 Jahre', might just be the best 996 you can buy today – here's why...

Story: Philip Raby Photography: Antony Fraser

The Porsche 996 has always been the source of controversy and, as the first all-new 911 since the original 1963 car, that was bound to be the case. Even more so if you factor in the point that it was the first 911 to have – shock, horror – a water-cooled engine, not to mention those re-imagined headlamps. Thankfully, 20 years after its launch, the Porsche world has got used to the 996 and the majority of enthusiasts embrace it for what it is – a true 911 and, today, a modern classic in its very own right.

Although the standard 996 Carrera is good in isolation, it spawned some stonkingly great 911s. Think of the Turbo, GT2, GT3 and Carrera 4S and you'll understand what I mean. However, I'm going to throw a fresh bit of controversy into the mix and suggest that all these are eclipsed by another, lesser known and often misunderstood 996. And that car is – wait for it – the 911 40th Anniversary.

At this point you're probably thinking "Really? Surely a GT3 or Turbo is a better car than some special edition?" Well, fair point

but do bear with me on this.

Let's start by finding out what the 40th Anniversary really is. In 2003, the Porsche 911 celebrated its 40th birthday so, just as it did ten years earlier with the 964, the company released a special edition 911 to celebrate. Although, in a most un-Germanic way, Porsche ran a little bit late and the majority of 40th cars were sold in 2004.

Just 1963 were built, in a nod to the year that the 911 was launched and, of those, it is believed that around 200 right-hand drive examples came to the UK. Each Anniversary had a unique number, stamped onto a '911 40 Jahre' plaque positioned on the centre console, just in front of the gearlever.

Every 40th Anniversary 911 was, as far as I can determine, finished in GT Silver Metallic a colour which, up until then, had only been offered on the Carrera GT supercar. This is a deeper, greyer shade than the rather more usual Arctic Silver of the day and, it has to be said, looks stunning. Possibly rather less impressive were the original 40th Anniversary wheels which, for some unfathomable reason,

Porsche decided to finish in a chrome effect. It is perhaps these blingy wheels that led to many people misinterpreting the 40th as being nothing more than a tarted-up standard 996. Thankfully, today many of these glitzy 18-inch Carrera alloys have been refinished in a standard silver or, as in the case of the car I'm driving today, a tasteful gunmetal grey.

The other big visual change to the 40th Anniversary is the Turbo front spoiler with its massive intakes which, uniquely, are finished with body-coloured slats. These look the part and the colour coding certainly distinguish the car from the Turbo, but I just wish Porsche had blacked-out the upper inward quarters of the intakes where they're blocked off – take a look at the photos and you'll see what I mean. Additionally, there are stylish Aerokit sill extensions while, out back, is a '911 40 Jahre' tail badge. There's no doubt that this is a great-looking Porsche.

There are more treats inside. As well as the aforementioned numbered badge, the centre console is finished in GT Silver, while the hard-backed Sports seats are clad in dark



Natural Grey leather which has a unique perforated pattern. The leather extends, not only to the dashboard and door panels, as per normal, but also to the beautifully stitched steering wheel boss. Add a Bose sound pack, silver bezel surrounds, plus unique 911 sill plates, and this is a very plush place to be, indeed. Speaking of that leather, the 40th Anniversary was sold new with a set of matching leather luggage but, sadly, I have yet to find a car with this still intact.

However as nice as the interior and bodywork additions are, these are not the things that genuinely set the 40th Anniversary apart from other 911s. No, the really exciting aspects of this car can't be seen. First of all, it has the rare the X51 Power Pack which takes the engine output to 345hp; 25hp more than standard. This was an option on other 996s but, with a book price of around £8,000, it was a box that buyers rarely ticked.

The X51 Power Pack was expensive because it was far more than a simple remap. It consisted of an intake manifold with a modified cross-section; unique exhaust





*Why do I think that the 40th is better
than a GT3 or Turbo?*





manifolds with a larger cross-section to optimise gas flow; cylinder heads with optimised inlets; camshafts with larger inlet valve stroke plus modified inlet and outlet timing; uprated inlet valve springs; modified partition box in the oil sump; plus a modified ECU map.

The other upgrade is Sports suspension which is lowered by 10mm and firmed-up to improve the handling, which is further aided by Porsche Stability Management system (PSM to its friends).

To put that 345hp into perspective, that's second only to the 381hp GT3 in terms of naturally-aspirated 996 power, while the mighty 996 Turbo produces 420hp. Of course, numbers don't tell the full story; you need to drive the 40th Anniversary to appreciate it fully, so we'd best do just that.

As soon as you start it up, it's apparent that this engine is different to that in a standard 996 Carrera; it has a deeper, fruitier burble. On the move, there's noticeably more torque and power, even at surprisingly low revs. It's eager to be let off the leash, though, and once you hit 6,000rpm, the power really kicks in and you're rewarded with a true 911 wail. Being a two-wheel drive 996, all the power is pumped to the rear wheels so you get the pure 911 feel, just like with a GT3. Now, I'm not one of those purists who insist that all 911s should be two-

wheel drive, and as much as I like the four-wheel drive 996 Carrera 4S, there's no denying that this car feels noticeable lighter and more nimble, thanks to its simpler drivetrain and narrow body.

It's partly that compactness which makes this 911 so much fun to fling through corners, and partly the Sports suspension. This is firm but not overly so, remaining much more compliant than a GT3's chassis, so it's ideal for our less than perfect UK back roads. The handling is predictable and controllable; turn off the PSM and you can get the back end out when it's safe to do so. This is a 911 that wants you to play with it.

Couple the handling with the extra power and you have a winning formula. But why do I think that the 40th is better than a GT3 or Turbo? Don't get me wrong – these are both fantastic machines, but there are things that make the 40th a more complete package.

Let's start off with the GT3. Yes, that gives you more power but the suspension is overly hard for road use (certainly in the UK) and you can find yourself getting knocked off line if you hit a bump mid-bend, not to mention the discomfort to you and your passenger. And that's 'passenger' singular, as there are no rear seats in the stripped out GT3. Although a near-perfect trackday weapon, even the most dedicated enthusiast would be hard-pushed to

use a GT3 as a daily driver, whereas the 40th is an incredibly usable car. It's also at least half the price of a GT3...

But what about the 996 Turbo? With 420hp and a fully specified interior, surely this is a better car than a 40th Anniversary? Well, it all depends on what you are looking for. If you want outright power and acceleration, or a transcontinental luxury missile, then of course the Turbo is unbeatable. However, if you're looking for a fun car to hack around winding country roads and perhaps take to the odd trackday, then the 40th is the better choice, as the narrow body and rear-wheel drive, combined with the uprated suspension and engine, undoubtedly give it the edge in terms of 'thrashability'.

The 40th Anniversary also has the edge in terms of collectability. Around 200 came to the UK but it's fair to assume that less than that number remain (we know of at least one that's been exported), so it's a rare Porsche, indeed. That surely makes it a good long-term investment – just look at values of the 964 30th Anniversary edition which have rocketed in recent years.

So, rareness, power, handling, looks, practicality and a high specification – the 40th Anniversary has it all. And that's why, in my mind, it's one of the greatest 911s of all ○



Rareness, power, handling, looks, practicality and a high specification – the 40th Anniversary has it all...



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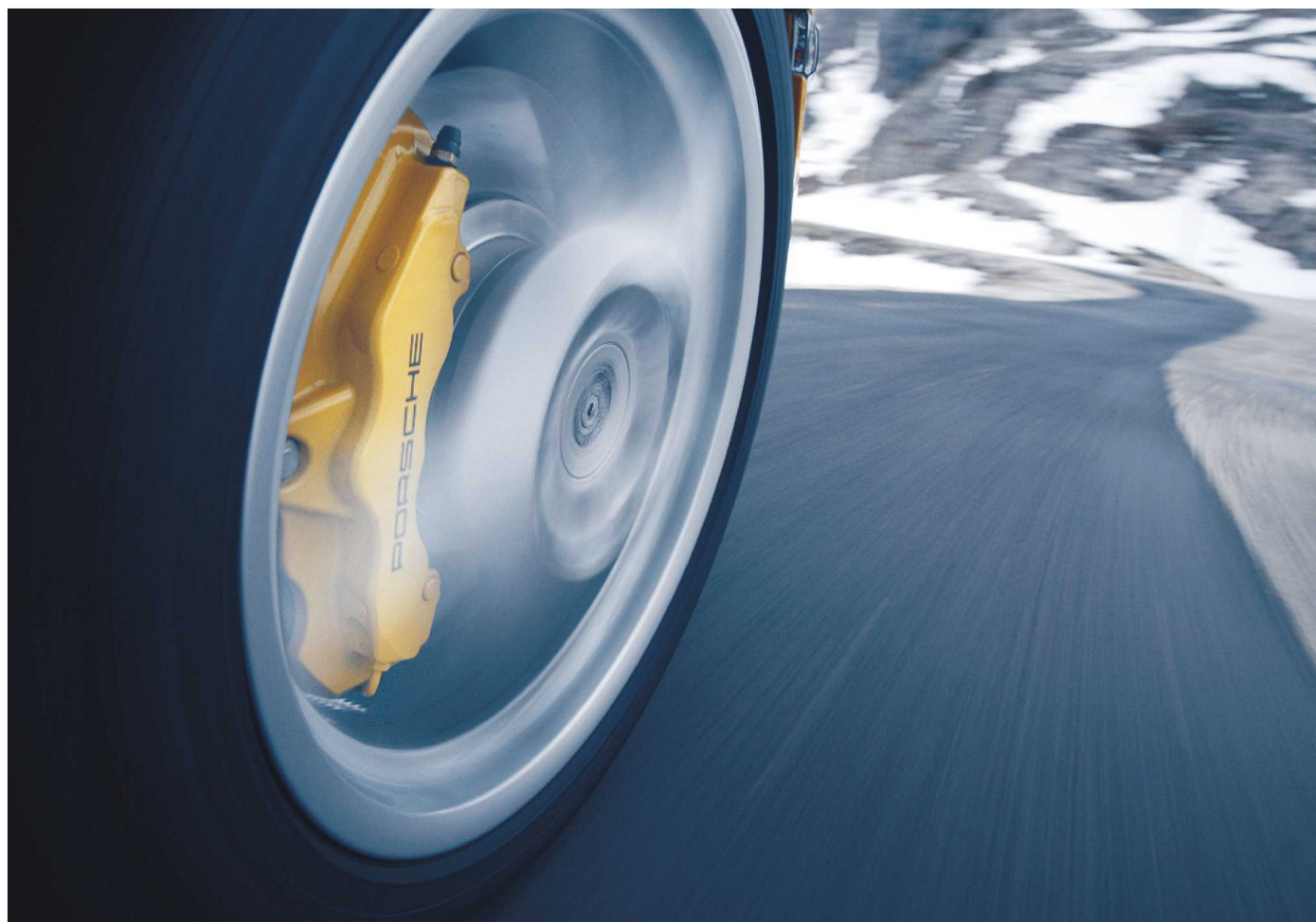
Disc Brakes

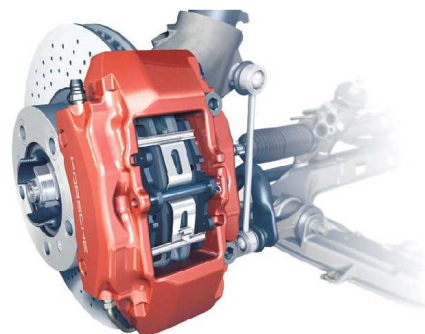
We now take them for granted, but how has the disc brake evolved over time – in particular for Porsche drivers?

Disc brakes are almost as old as the automobile itself. While it's common knowledge that the technology became mainstream in production cars in the 1950s, the original development of the format actually dates way back to the 1890s. The principle is simple: the brake disc ('rotor' to our transatlantic friends) is a rotating part of the

assembly, mounted to the wheel hub. By virtue of its mounting, it turns at the same speed as the wheel, and there's a calliper positioned around part of the disc which contains the brake pads. These pads clamp against the disc when you push the brake pedal – the act of doing so transmits a force hydraulically through the brake pipes to force the pads, which are made of heavy-duty

friction material, to clamp either side of the disc. To remove the car's kinetic energy (i.e. to slow it down) the braking system's function is to convert this into thermal energy – essentially turning motion into heat. It's the friction between pad and disc which slows the car, resulting in two things you'll probably be keenly aware of: firstly, that the surface of the pad wears down ever-so-





Slowing a car even from modest speeds produces a lot of heat



slightly with each use, and sprinkles a fine mist of filth over your wheels (particularly the fronts; the nature of shifting forces means that the front brakes do the majority of the work, that's why rear brakes are almost always noticeably smaller), and secondly, if you're a fan of endurance racing, you'll have spotted race cars' front discs glowing in the dark. Slowing down a car even from modest speeds produces a lot of heat. For this reason, the materials involved have to be very hardy – discs are commonly made of cast iron, with pads being made of a variety of adhesive and abrasive materials including Kevlar, ceramics, and assorted plastics... although thankfully they no longer contain asbestos, as they once commonly did!

The first calliper-type disc brakes were used on Lanchester cars in 1902, although the materials were yet to be developed that could sustain effective function for any length of time; it took World War II to really advance the technology, with tanks and airplanes using the tech to good effect. Daimler's armoured cars used a Girling-developed disc brake system simply because the all-wheel-drive layout left no space for traditional drum brakes, although it was an American sports car that went on to take the title of the world's first production car with disc brakes: the Crosley Hotshot of 1950 had Goodyear-developed discs on all four wheels – but an inability to make them reliable caused the firm to quickly revert back to drums. The following year saw the first racing

application of the technology, with the BRM Type 15 bringing Girling discs to Formula One, and the Jaguar C-Type's Dunlop discs helped it to take victory at the 1953 Le Mans 24 Hours.

The biggest 1950s success story for disc brakes was the Citroën DS, the first mass-production model to offer them, going on to sell over 1,500,000 units over a twenty-year run and really proving the system's effectiveness and reliability. The floodgates were open by this point, and manufacturers were seeing discs as a reality not just for sports cars and racers, but for mainstream daily drivers too.

The discs themselves can vary widely in design. Basic setups simply employ a solid disc of iron, but it's far more common to find vented discs – these are hollowed-out with the two outer surfaces held together by a series of vanes to optimise airflow and cool them down. This, naturally, makes vented discs far more efficient; anyone who has ever overheated their brakes coming down a mountain road will tell you how hair-raising it can be when you can't sufficiently cool down your stoppers...

For performance applications, it's common to find discs that are drilled or grooved, or both. The drilled holes are good for heat dissipation (as well as water dispersal and noise reduction), while the grooves quickly channel away dust and gas to make the pads' contact more effective, although the latter does accelerate pad wear.

Two-piece discs are popular in racing and

aftermarket tuning – these are discs where the outer friction ring and inner mounting assembly are separate; with, for example, an alloy centre and iron friction ring, heat dissipates much faster. This design can also markedly reduce unsprung weight. Two-piece discs are sometimes referred to as 'floating' discs, as the respective elements are able to expand or dilate according to heat levels; one-piece discs are therefore 'fixed', as they're all one part without the room for expansion. However, floating discs are prone to rattling and collecting debris – so there are advantages and disadvantages either way.

There are two types of calliper: fixed or floating. Fixed ones don't move relative to the disc, whereas floating (or 'sliding') callipers can slightly travel along a line parallel to the axis of rotation of the disc. Either way, the calliper will contain pistons which are moved by hydraulic pressure when you apply the brakes, pushing the pads onto the discs. On simple setups there will be just two pistons, one each side of the disc. You'll have heard of four-piston or six-piston arrangements (or more) – the more pistons pushing the pad, the more evenly it's applied. And the pads? These vary massively in compound, from soft and aggressive ones that don't last very long (ideal for racing) to harder and more durable ones for day-to-day use.

Cast iron isn't the only material used for brake discs however, and Porsche are at the forefront of pioneering technological advancement with

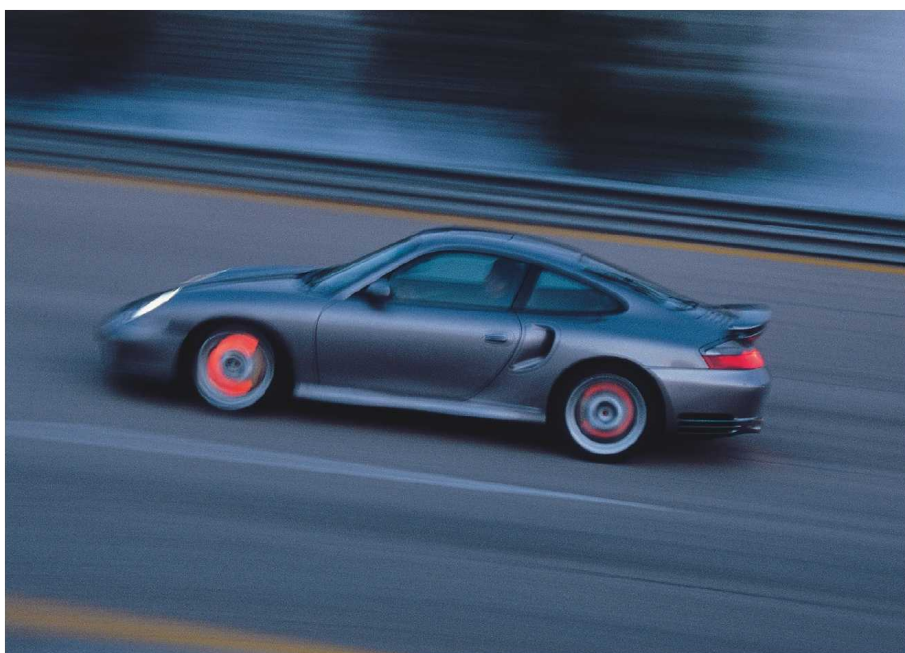




the PCCB system. Standing for Porsche Carbon Ceramic Brakes, the technology was developed in conjunction with SGL Carbon and debuted in the 911 GT2 in 2001. Ceramic discs were first developed by British engineers for France's TGV locomotives in the late-1980s, with the aim of reducing mass as well as providing stable friction at extreme temperatures, and over and over again from high speeds. The Porsche/SGL system applied this thinking to road cars, with the PCCB discs being made of a carbon fibre-reinforced ceramic core coated in further ceramics. The manufacturing process is extremely labour-

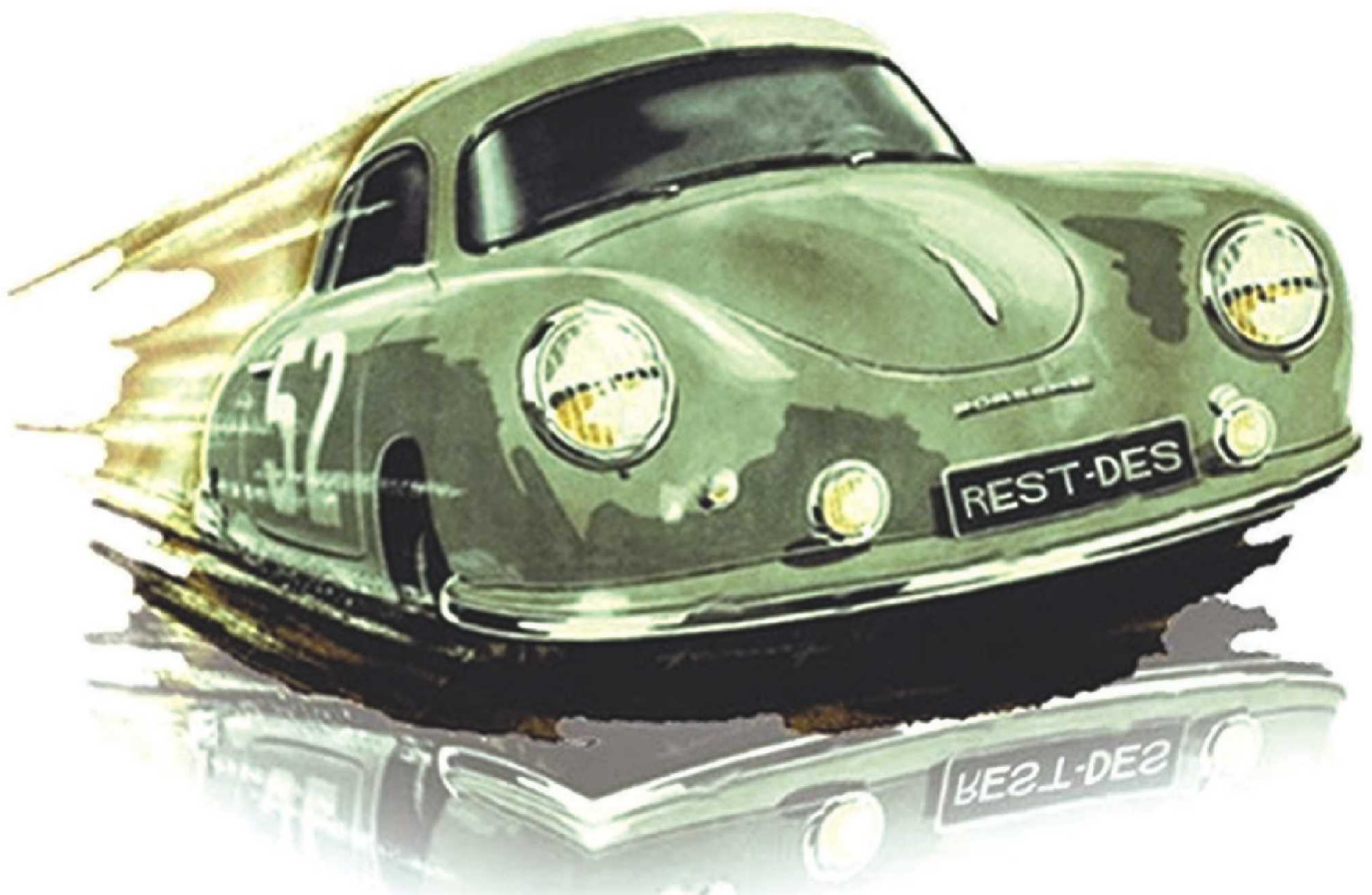
intensive, which partly explains why ticking the PCCB option box is such a relatively costly choice; the discs take around three weeks to produce, but the results speak for themselves. They're 50 percent lighter than the equivalent iron discs, which means the car's handling is more responsive and agile, while the ceramic coating provides noticeably more bite from the moment you press the pedal, even when cold. Another key benefit is that combining carbon fibre with silicon carbide and metallic silicon results in discs that are far more hard-wearing than stock cast iron items; this makes them markedly more resistant to brake

fade, and also means that they should last longer and shouldn't warp. So the benefits are economic, in the long run at least, but also noticeable in more ways than simply braking effectiveness. As the brakes are superior in operation, have better feel and more consistent pedal response, you have the confidence to brake later and harder, and in addition the car will accelerate better and respond more keenly to steering input thanks to the reduced mass. What PCCB has done is to take technology that's over a century old and rework it for 21st-century applications. Which is a very Porsche way to go about things...o



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As a Le Mans winner at the wheel of a 917, Richard Attwood is pure Porsche royalty. What few people know is that the 78-year-old legend is also a driving instructor at Porsche's Silverstone Experience Centre...

Story: Ben Barry





Right: Attwood won Le Mans with Porsche in 1970.
Here: He puts Ben's 996 through its paces

Every buyer of a new Porsche in the UK gets a half-day driving course at the Porsche Experience Centre Silverstone. You can also pay to experience other models, or bring your own car, Porsche or not. It makes a great day out, where you can learn to get the most from your car safely on a number of different surfaces, from high to low grip, all with one-on-one tuition. It's pot-luck as to which pro sits alongside you, but each instructor can drive to an exceptional level, and many have impressive racing CVs to boot; in short we can all learn something from every one of them.

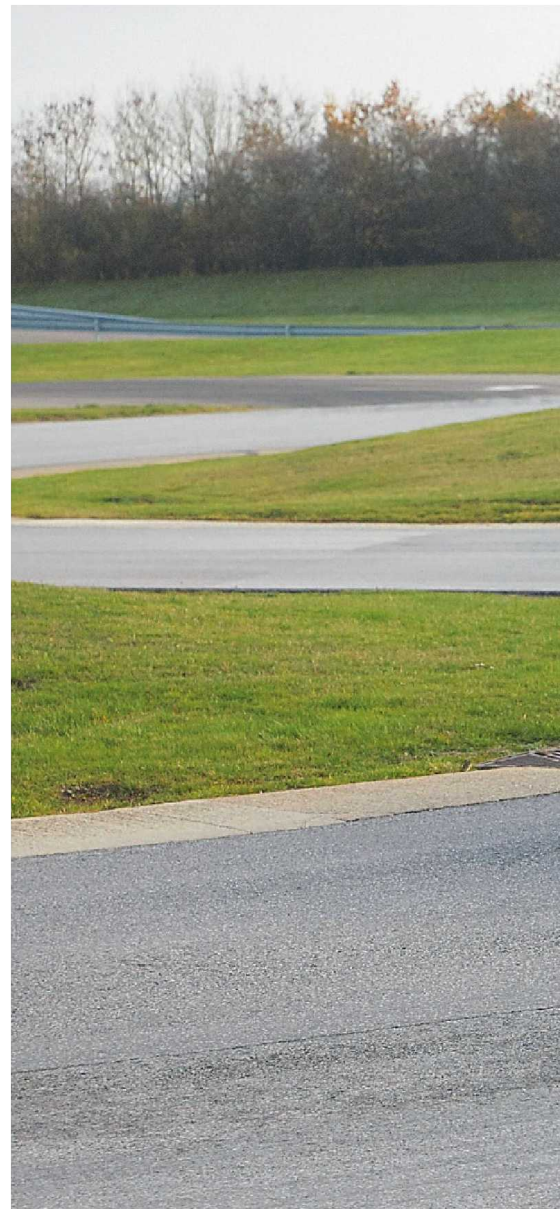
However, there's one instructor on Porsche's books who's reached greater heights than most: Richard Attwood, a 78-year-old whom the average punter might imagine is the short straw for the passenger seat, given the other young hot-shoes available. As Porsche

aficionados will know, however, nothing could be further from the truth: Attwood famously won Le Mans in 1970, partnering Hans Herrmann in the fearsome Porsche 917, the flat-12-powered sports prototype that could reach 246mph at a time when tyre technology and aerodynamics were pretty rudimentary.

I last met Attwood at the 2007 Rennsport Reunion at Daytona, Florida, where I interviewed him in-between frequent autograph requests from fans. Today is rather more low-key – Attwood greets us at the centre's front door with a big smile, and breezes about the place like it's his second home – all first names and laughs with the other instructors, receptionists and catering staff alike.

Over a cuppa, Attwood reveals he's paid no more than any other instructor, never lets on about his incredible past to participants





Most of Attwood's pupils at Silverstone have no idea of his racing achievements...

unless explicitly questioned, and instructs here at Silverstone typically twice a week. "Most people have no idea who I am and I'm happy with that," he says. "They don't need to try and show off! But I genuinely enjoy instructing people here – I wouldn't do it if I didn't."

I've brought my own 3.4-litre 996 Carrera along to get some tips from one of motorsport's greats – and to see if he still thinks it handles like a 911 should, given the not insubstantial 143,000 miles it's covered in the last 19 years.

I invite Attwood take the wheel first, talking me through the twists and turns of the Handling circuit. Located just off Hangar Straight, it's on the site of the Rally GB special stage used in the late 1990s, and now makes an impressive layout, basically a compact circuit made in the image of a British B-road. The road is authentically narrow, with grass run-off, marker posts and some Armco, and it even manages to throw in a bit of elevation change round the back, with some late-apex, off-camber turns to punish the over-eager too.



Attwood is smooth and mechanically sympathetic – making confident, minimalistic inputs

The only things missing are a lumpy, potholed surface, a few sheep and a caravan.

Attwood is smooth and mechanically sympathetic – traits that earned him that Le Mans victory – making confident, minimalistic inputs at the wheel, progressive pressures on the pedals and clean, positive inputs to the gear lever. The calm, measured approach and the lack of squealing complaint from my 996 underplays the serene momentum we're maintaining. It's just all very effortless.

Happily, he also approves of the car, commenting that it feels tight given the mileage, something I attribute to a standard suspension overhaul carried out before I bought it. He does, however, note how much more subdued it sounds compared with the 991s and 997s he's more familiar with these days. That was a common complaint from 996 road testers in period, but mine has a Dansk sports exhaust, the only upgrade. Then again, this is the man who was almost deafened by the 917's four exhaust pipes, two of which exited under each door – everything must sound quiet after that! "But," he says, "it's a

nice clean car, it drives nicely, you've done well." I'll take that.

After a few laps looking and learning, it's my turn with the Le Mans champ alongside. We start off slowly and build up.

"We don't teach fastest laps here," cautions Attwood. "Some people turn up thinking it's a track day and I quickly convince them otherwise – it's all about being smooth and safe here and enjoying your car's performance at good speed."

Attwood focuses on my lines and steering at first: "We want nice, smooth constant inputs at the wheel, not lots of corrections," he says. The first corner after entering the circuit is a real challenge, a long and fast right-hand double-apex that drops downhill into a hard stop. Following Attwood's advice, I take quite a wide line into the turn, trying to keep the 996 nice and settled with a constant arc of steering and steady throttle, making the car easy to get back under control during braking. The track then weaves left and right as it climbs uphill – Attwood encourages me to power out and maximise all that rear-biased traction –

before disappearing over a right-hand brow, the camber falling away as the turn plunges downhill. "Not too early on the turn-in here," comes the advice. "Turn it in with the brakes on to keep weight over the nose and stop any understeer, nice constant steering, then feed in the power quickly but smoothly when you get that late apex."

The engine spins eagerly round towards 7,000rpm in third gear, then it's a squeeze on the brakes, another sweep of steering for the right hander before we're down the straight, flat-out. I catch the amber digital figures below the rev counter at 76mph before focusing on the braking zone. "The new cars are seeing 90mph there," says Attwood. It's a measure of the progress of two decades.

Attwood also reveals that participants occasionally argue against some of his instruction – always those who don't know his background – so he likes to turn to his favourite piece of equipment for objectivity: a G meter that bleeps beyond a certain threshold, which can be tuned to requirements. It's a bit like the old Institute



of Advanced Motorists challenge of driving without spilling a drop of water from a cup, just without the risk of a soaking.

"I tell them they need to stay within those limits to drive quickly and smoothly," he says. "It'll bleep when they push too hard, the car might wobble and lose speed, and they usually get the message."

After a few laps of the main circuit, we move to the infield low friction track. Attwood was involved in the original design over a decade ago, and remembers how the low grip Tarmac 'rally' stages at Oulton Park provided inspiration for this section. Attwood jumps back behind the wheel, carving the 996 through the twists and turns effortlessly. From the passenger seat, I'm surprised how high the grip level seems, certainly higher than I remember when I drove it in a 997 eight or so years back. Turns out the surface has gripped up substantially since then.

"Sometimes we dust it down, that works for a while, but your car is very neutral, and the old 911s don't have the oomph down low of the new ones to really kick the rear out. I remember with the switch from the 997 to the 991, they basically took all the understeer out of the 911, so it drives like a normal car, and the new turbo cars have all the low-down torque – it's quite a different feel to your car."

I take the wheel and the 996 definitely feels far keener to understeer than oversteer, but Attwood encourages me to go in slower, get the car turned in on the brakes to keep weight balanced over the nose, and then feed in the throttle confidently. I also use the direction changes to get the weight swinging about, though I'm worried about chucking such a legend about and tell him so: "Don't worry about me, go for it!" he says.

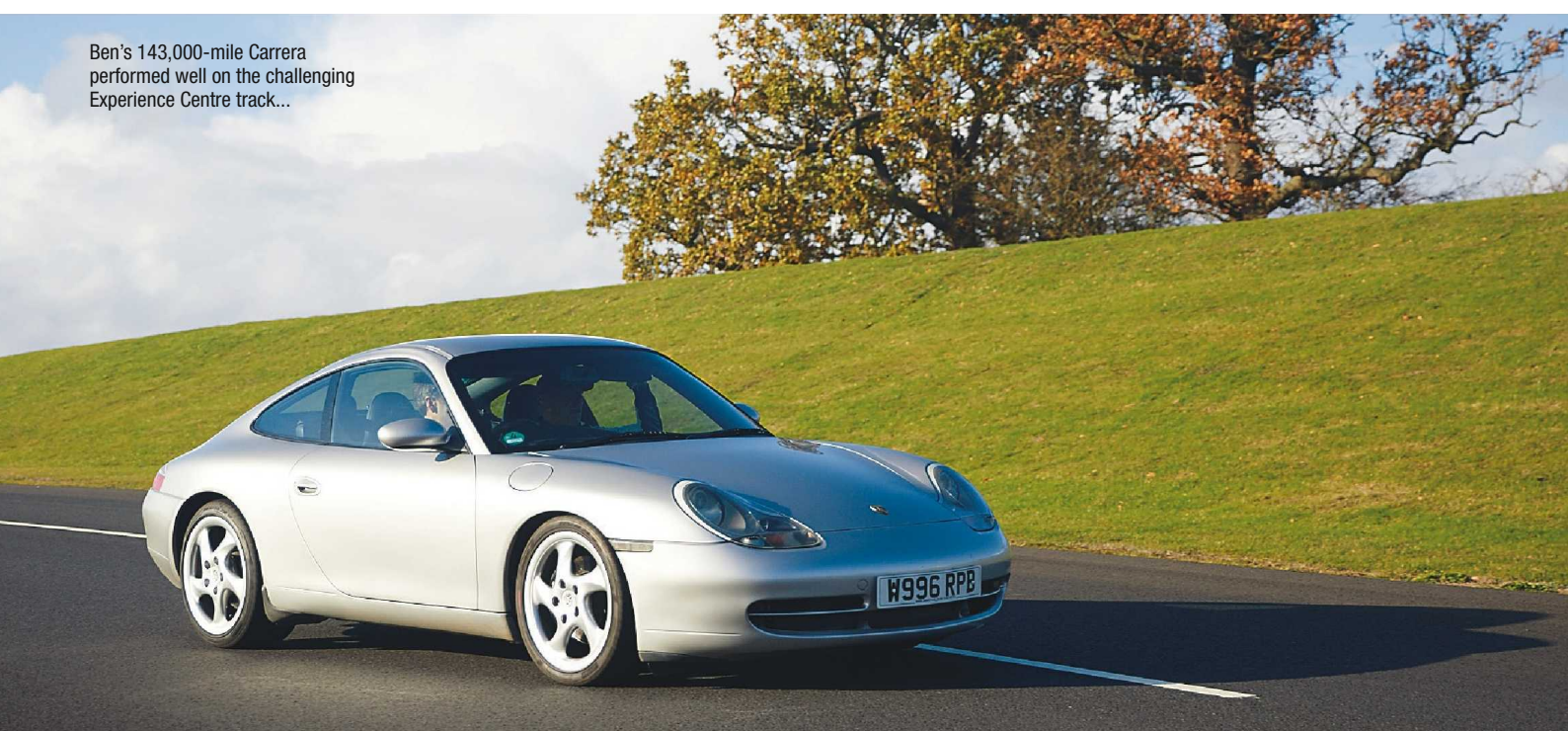
It's a satisfying feeling as we power out of the corner on opposite lock, Attwood laughing

as much as I am, but the second-gear slide is relatively mild. "I wouldn't be able to slide it any more than you are, but in the wet it's a different matter," he says.

After an hour playing around, we head back to the staff area to grab some food. It's a complete pinch-yourself moment as Attwood invites me to help myself then chats happily through his career and what he's up to now, alongside his instructing. It instantly puts to bed any notion that Attwood's fast days might be long behind him. He shared Porsche's historic 'Project 70' 911 with Anthony Reid at Donington, the pair starting from the back of the grid after a mechanical problem, but tearing through the field to finish first.

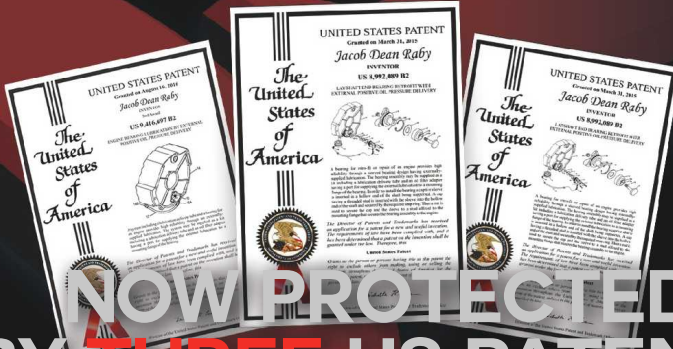
So, if an old boy jumps in your car at Silverstone, do exactly what he says. Richard Attwood might have won Le Mans before some of us were born, but he can still teach us a thing or two driving a Porsche properly ○

Ben's 143,000-mile Carrera performed well on the challenging Experience Centre track...



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Buying a limited edition
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for those with a big budget,
however the often forgotten
987 Cayman S Sport is not
only rare, it is affordable too...

Story: Simon Jackson
Photography: Matt Woods





Thanks to the explosive nature of the Porsche collector market, special edition vehicles, both air- and water-cooled, have become highly sought after. In particular 911 models, those versions produced in limited numbers, are a sure-fire hit with those either wishing to squirrel away a rare car, or to drive something slightly different from the norm. As you'd imagine some of these cars command a buying premium on the open market, so you'd be forgiven for presuming that getting behind the wheel of any limited run Porsche, no matter its shape or size, would be prohibitively expensive. Well, that might not necessarily be the case. Porsche has long been a fan of building unique run-out models, some limited in their ultimate number, others not, but either way cars which often boast desirable specifications designed to bolster sales of an

outgoing model. In part that's what you're looking at here, the 987 Cayman S Sport – it might just be the forgotten special edition Porsche that you can afford in 2019...

Towards the end of the first-generation 987 Cayman's run in the 2009 model year, Porsche was preparing to reveal the second-generation 987. The final 987.1 cars rolled off the production line in the early part of 2009, but slightly oddly just as Porsche was in the process of launching the 987.2 Boxster and Cayman two special limited edition 987s emerged – final runs of first-generation cars. The Boxster came in the form of the Porsche Design Edition 2, just 500 would be built all being finished in Carrera White with Sport Design alloy wheels, a grey convertible roof, all-red rear light clusters, and a Sports exhaust good for an additional 8hp. Inside the trim was colour coded with Alcantara and a

bespoke nameplate. Customers also received a white wrist watch. Launched in parallel was a special Cayman.

The 987 Cayman S Sport was priced at €69,942, some €4,303 dearer than the aforementioned Boxster (£49,890 in the UK), which you might consider a little unusual given that Porsche planned to build 700 – 200 more than the Boxster. However, the Cayman's specification was rather attractive. Fitted as standard was the Sport Chrono package, Porsche Active Suspension Management (PASM) – lowering the car by 10mm – and a Sports exhaust which served to increase power slightly. The party piece of the S Sport though was perhaps the fact that it was available in six stand-out colours, the most exciting of which were the bright orange and green pinched from the paint gun on the 911 GT3 RS production line. Alongside this came four more subtle



colours, including Carrera White and Arctic Silver as no-cost options. The side intake grilles were painted black, so too the door mirrors, this colour-matched with the 'Cayman S' graphics down the car's flanks which in-turn tied-in with the black 19-inch Sport Design alloys wheels. Though staggered in their sizes like all 987 alloy wheel options, this time the wheels were fleshed out to the car's arches with spacer plates. Bi-Xenon headlights lit the way ahead for the driver. The interior was equally well considered, those cars equipped with manual gearboxes received a short-shift kit, Sports seats held passengers in place, the strip across the middle of the dashboard and the top section of the centre console were not colour coded but rather were shot in gloss black. This contrasted with Alcantara which was used liberally throughout, most notably on the handbrake, gearknob, and 911 Carrera

S steering wheel – key touch points. An RS60 Spyder instrument set with silver dials was produced alongside special kick plates and, like any self-respecting Porsche special edition, a unique build plaque.

Just 100 Caymans were allocated to North American customers, and, while the Boxster Design Edition 2 wasn't made available in the UK, the Cayman S Sport was, UK customers could buy a Boxster Sport Edition if they so wished in either 2.7-litre or 3.4-litre guises, priced at £36,450 (2.7) and £43,110 (3.4) respectively – the latter being £6,780 less than its coupé equivalent. There are believed to be just 69 UK Cayman S Sport cars on the road...

The car you see here, number 056, was offered for sale at the time of writing by independent specialist Pie Performance in Suffolk, is an immaculate six-speed manual example of the rare Cayman S Sport. Finished

in Carrera White, it boasts a low mileage of just 35,000 miles, and there's no denying that it looks mega. Adding to its appeal this particular vehicle boasts a full Porsche Centre service history, having been looked after by Porsche Centre Wilmslow and subsequently Porsche Centre Guildford.

"These were launched in 2008 as a run-out special for the first-generation of 987 Cayman. Power was up slightly to 303hp and PASM dropped the car by 10mm," Pie Performance MD Chris Lansbury told us. "This stunning example is believed to be one of only 69 UK cars of the total 700 made, the Cayman has been well cared for by all its owners and supporting this is a full main dealer history. It's a great car that truly should not be missed!"

It's no exaggeration to say that even hardened Porsche fanatics might well allow their minds to fix onto the later Cayman





This model is one of the forgotten heroes of the 987 range

R if they were asked to think of a special and rare 987 coupé, and admittedly the R is undoubtedly a more focused offering. However, the S Sport is potentially rarer, boasts a decidedly impressive specification, and it is more affordable. Of course the Cayman R was a lightweight affair, but that aside the S Sport has an equal appeal thanks to its impressive setup. On the road in a typical situation you'd be unlikely to feel a great deal of difference between the R and S Sport, the latter's 3,392cc flat-six motor providing peak power at 6,250rpm and 251 lb ft torque at 4,400rpm – plenty for a 987 which is not a particularly heavy car let's not forget. The S Sport was available with both manual and automatic, though note that PDK was not available until

the second-generation of 987, so this car's six-speed gearbox is the preferred option – its short shift throw is noticeably improved over standard and very welcome for it. The factory-fitted Sports exhaust ensures this car sounds great, the naturally-aspirated six-cylinder flat engine coming on song just under 5,000rpm and singing all the way to the redline – as an aside 62mph is reached from a standstill in around five-seconds, which ensures that there's no slouching around.

Modern limited edition Porsches are undoubtedly hot property, but for some reason the Cayman S Sport flew under the radar of even the self-confessed Porsche fanatics when it was launched, perhaps the result of receiving little press or publicity in the shadow of the

arrival of the second-generation 987 Boxster and Cayman around the same time. Today this model is one of the forgotten heroes of the 987 range, well specified, great to drive and unlike to depreciate like a 'normal' Cayman S of the same vintage. Pie Performance had this car advertised for £29,450 at the time of writing which, admittedly, is 997 Carrera money. However, this special run-out first-generation 987 likely offers far more in the way of features than a Carrera of the same age, its performance is not a million miles away and, without doubt, it is an awful lot more unique – especially if it is one of only a handful of cars on UK roads. Those looking for a unique Porsche purchase in 2019 should start their 987 Cayman S Sport search now... ○





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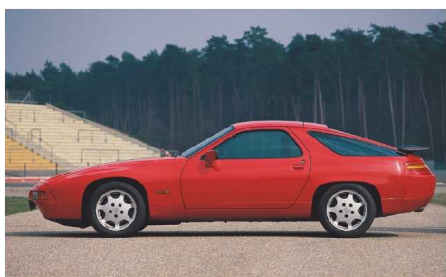
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928 Upgrades

The 'Land Shark' celebrated its 40th birthday in 2017, a middle-aged feel can easily be prevented with a few choice brake upgrades...

BREMBO

Brembo GT Series Curved Vane Brake Upgrade Kit

With over 50 years' experience, Brembo has secured itself an enviable reputation for high quality brake components, and it supplies many OEMs with model-specific parts. The GT Series brake upgrade kit starts with lightweight two-piece, floating, slotted and curved vane brake discs. Fashioned from a proprietary cast iron alloy, a zinc coating gives a corrosion resistant finish. The disc is attached to a precision-milled billet aluminium centre section which allows it to 'float' in both radial and axial directions, and the callipers are made from lightweight aluminium alloy and come in a range of colours. Mounted in a fixed position over the discs, multiple-opposed pistons offer further precision, alongside a specially-designed pad friction material. Billet and anodised calliper mounting brackets add the finishing touch. A set of Goodridge braided stainless steel hoses complete Brembo's upgrade package, which is guaranteed for two years from the purchase date.

Fits: 928 S4 and GT (1987 to 1991)

Approx Price: From \$3,643.20



DESIGN TEK

Design Tek Four-Piston 'Big Red' 993 Turbo Brake Callipers

The same as the OEM-specification 'Big Red' items fitted to 993 Turbos, the Design Tek pair of brake callipers are ideal for owners of early 928s who wish to modify their cars' standard set-up. Sold in pairs of two – there's one calliper handed for each of the left and right sides – the upgraded callipers can take pads of up to 18mm thick, and discs up to 322mm in diameter. Cast with a Fission body, the 'Big Red' upgraded callipers have a mounting offset of 55mm and a piston size of 36/44mm, and are available in red or yellow finishes. A bracket kit will also be needed to fit the bigger set-up.

Fits: 928 (all models 1977 to 1995)

Approx Price: £399.00 (+ £86.35 brake calliper bracket adaptor kit)

EBC

EBC Yellow Stuff Brake Pads

UK manufactured and intended for racing but also suitable for fast road use, EBC Yellow Stuff brake pads are made from a race-specification, high-friction material. Claimed to be capable of high temperature use with an improved wear life, and reported to be one of few aftermarket brake pads that match or beat OEM-spec components, even cold 'bite' levels are said to be impressive. Featuring EBC's 'Brake-In' red-coloured mild abrasive coating to reduce 'bed-in' time, it also lightly scrubs the disc after new pad installation, allowing for braking performance to be improved faster. Built-in noise-reducing shims also feature along with chamfered edges to reduce contact against the brake disc lip to help eliminate squeal. Sold in sets of four pads for one axle, in both front and rear applications.

Fits: 928 (1977 to 1979), 928 S (1979 to 1985)

Approx Price: From £52.08



HAWK PERFORMANCE

Hawk Performance High Performance Street Brake Pads

A direct replacement for the stock parts, Hawk's High Performance Street brake pads offer a 40 percent increase in stopping power in addition to less brake dust over the standard OEM items. The HPS pads are 0.65 inches thick, and also enjoy a higher resistance to brake fade. Hawk claims that, unlike some other harsh performance pads, their compound won't damage brake discs either, and the company says that they are reliably quiet in action and also benefit from a constant friction output whether the brakes are hot or cold. Hawk also offers its Performance HP Plus pads aimed at track use, as well as its range of Performance Blue pads solely for racing use, in addition to its Performance Ceramic pads for 1986 to 1991 cars.

Fits: 928 (all models 1978 to 1991, 1993 to 1995)

Approx Price: \$88.63



MTEC

MTEC Braided Brake Hoses

A UK-based supplier of brake components, MTEC has been specialising in the machining and supply of performance brake discs and brake pads since 2004. The company's stainless steel kits feature a quality hose made with a PTFE inner allied to a stainless steel outer braid. This combination eliminates the spongy brake feel sometimes felt under strenuous conditions, giving greater braking efficiency. Guaranteed to be leak-free, a superior resistance to abrasion and corrosion is also a key MTEC selling point. The company additionally reports that as well as offering good looks, the braided kits provide both the reliability and safety demanded of high performance car drivers. One hundred percent pressure tested and TÜV, DOT, ADR and ISO approved, the MTEC kits are manufactured in the UK and are designed and made to fit specific applications, negating the need for extraneous fittings.

Fits: 928 and 928 S (1978 to 1983), 928 S2, 928 S4, 928 GT (1986 to 1992)

Approx Price: from £69.95



MOTUL

Motul RBF 660 High Performance Brake Fluid

An important part of an improved brake performance recipe is the fluid in the system itself. A 20-year veteran in the brake industry, RacingBrake is the performance division of TPM Products Inc, and states that its high performance Motul RBF 660 synthetic brake fluid performs over and above DOT 3 and DOT 4 specifications. Extremely high wet – 401°F (205°C) – and dry – 617°F (325°C) – boiling points help prevent vapour lock and brake fade, and the non-silicone-formula RBF 660 is compatible with other Glycol-based fluids, too.

Fits: 928 (all models 1978 to 1995)

Approx Price: £18.66



STOPTECH

StopTech Sport Drilled And Slotted Rear Brake Disc

Hot from the US, the Sport range of drilled and grooved rear brake discs were formerly known as StopTech PowerSlot or SportStop products. Only the name has changed, though, and these vented discs are made from high-carbon iron and measure 289mm in diameter. Black e-coated for corrosion resistance, both sides of the hat, the interior of the cooling vanes, as well as the outside edge of the disc all feature the electro-statically applied finish which has been designed to withstand 400 hours of salt water exposure without rusting. The slots both clean and deglaze the pad surface for optimum coefficient of friction, while the

upgraded StopTech rotors are claimed to improve the initial bite of the pads themselves and wipe away any debris which forms between the pad and the disc.

Fits: 928 (1978 to 1985)

Approx Price: \$145.35 each



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Guards Red w/Black, 112k miles. £36,995



1997 Porsche 993 Carrera 4 Varioram
Black w/Black Interior, 65k miles. £71,995



1981 Porsche 924 Carrera GT
Guards Red, 75k miles. £59,995



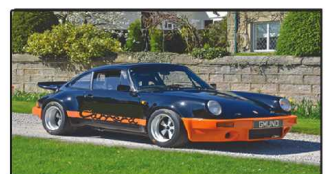
1986 Porsche 911 3.2 Sport Cabriolet
White w/Grey, 141k miles. £39,995



1977 Porsche 911 S 2.7 Targa
Metallic Silver w/Black Leather. £74,995



1980 Porsche 924 Turbo
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1988 Porsche 911 3.0 RS Homage
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Mythbuster: 961 – A Four Wheel Drive First

Up until the late 1980s Le Mans was home to two-wheel drive racers. All that changed when a track-focused version of the 959 supercar introduced four-wheel drive technology to the endurance classic...

Batman and Robin, Superman and Lois Lane, Tom and Jerry. Dynamic duos all. One more perfect pairing is Porsche and Le Mans. With 19 victories and countless class wins over six decades, the trophy cabinet at Zuffenhausen is bursting with La Sarthe spoils. From the light but tough 356 SL through to the all-conquering 956/962 and legendary 917, Porsche's most nostalgic Le Mans prizes have been achieved with two-wheel drive cars. In 1986 however, Porsche decided to do things differently.

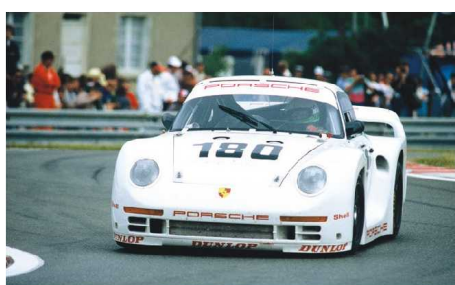
Although the technological tour de force that was the 959 was originally destined for Group B sports car racing, a regulation switch by the FIA towards Group B rallying saw development and potential customer team sales plans for the four-wheel drive wündercar halted. The progress was not be in vain, though, with a works motorsport car to show off the potential of Porsche's new all-singing, all-dancing, all-grip supercar. Four-wheel drive was permitted in the Group B regs and while it was rarely

seen in the world of sportscar racing, Porsche pushed ahead and modified the 959 to become the 961. With more power sent to the rear than the 959, and the driver-adjustable damper and suspension systems made modifiable solely by the pit crew, the 961 ran the same twin-turbocharged 2.8-litre six-cylinder engine as the 959. A key difference was the higher boost which resulted in a massive 680hp power output – 230hp up on the 959. Brakes from its contemporary Group C racer relatives also found their way onto the 961, and a modified front apron and rear wing helped with aerodynamics and downforce. Specially-developed Dunlop tyres wrapped 10.25-inch wide front and 11-inch rear wheels.

Based on 959 chassis 10016, only one 961 was ever built and it only ever competed in a trio of races. Its potential was clear from the outset. Driven by 1986 Dakar Rally winner René Metge (Jacky Ickx completed a 959 1-2), the 961 was faster than some of its C1 and C2 competition in 1986 Le Mans testing.

In the eventual race, Metge and Claude Ballot-Léna qualified in 26th place and the pair crossed the line in seventh place overall, taking class honours in the IMSA GTX category. Ferocious and formidable, the circuit-racing 959 returned in 1987 for another crack, this time helmed by Metge, Claude Haldi and Kees Nierop and wearing distinctive Rothmans livery. Sadly, all hopes literally crashed and burned, as rear driveshaft, clutch and gearbox woes saw Nierop spin the car, and it burst into flames as it limped back into the pits. An appearance on the banked curves of Daytona also yielded little, the car finishing 24th in the final round of the 1986 Camel GT Championship.

Classed as an IMSA prototype, the endurance 959-based racer's debut Le Mans appearance actually preceded the road car's official homologation. And while the 959's competition career may be more fondly remembered for ploughing through sand dunes, the super-powerful and monstrous 961 proved that four-wheel drive was at home on the track, too ☐



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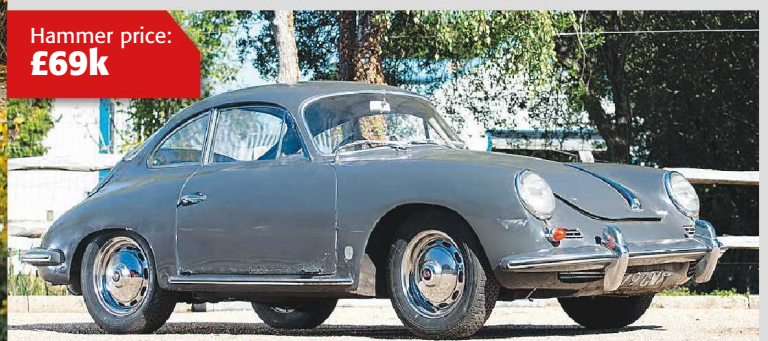
Dan Bevis takes a unique look at the current Porsche market trends...



*London Olympia presented
a typically eclectic board of fare*

Bonhams' early December sale at London Olympia presented a typically eclectic board of fare. Nestled snugly within the colossal lot list we found a triumvirate of disparate Porsches, the first being a 1962 356B Super 90 coupé. Looking artfully dishevelled with door bottoms you could poke a finger through, this right-hand drive twin-grille example, with coachwork by Reutter, was supplied new to a buyer in West Yorkshire and has had only two owners since. It only has 3,300 miles on the clock and, while a little tired, this unrestored car is complete and original and ripe for improvement! The room spotted the potential, and it sold for £69,000.

Another 356B featured, this time a '61 1600. A matching-numbers car, it was restored in 2010 and is still flawless today. Ready for concours entry, it went for £80,500. And last but not least, was '9 POR' – a 1989 911 Carrera Super Sport Cabriolet. Only sixteen of these were sold in the UK and, with a mileage of just 24k and a robust service history, this drop-top deserved every penny of its £78,200 selling price.





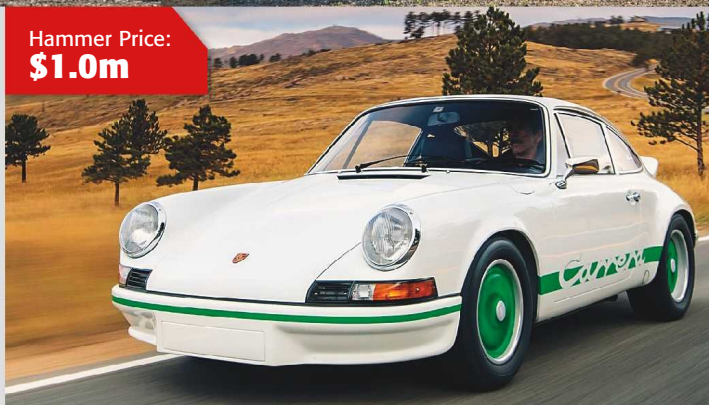
Hammer price:
\$53,760

The most seismic waves in the Porsche auction world in recent weeks were emanating from Atlanta, as RM Sotheby's once again rocked the sphere of flogging old motors by posting some frankly staggering numbers. In fact, when the global auction rankings are totted up for the month of October, the top-four highest global auction prices were all Porsches, all from the same Atlanta catalogue at the Porsche Experience Centre. Topping the leaderboard at an eye-watering \$5,945,000 was the 1985 Paris-Dakar 959 – one of three works cars entered in the rally and the only one ever to come up for auction. An incredible amount of money, but there will never be another opportunity like this. Naturally the car has appeared at a lot of high-profile events, and its new custodian will presumably be similarly obliged!

Hot on the 959's heels was the 2015 918 Spyder, which crossed the block for a juicy \$1,407,500. A true collector's example, this one-owner car has only 225 miles on the clock, and is just crying out for a fresh set of fluids and a thorough session of hardcore abuse on track (which obviously won't happen – it'll go into a Carcoon in a speculator's secret batcave). Boasting all the options, this was the most expensive non-Weissach 918 ever ordered – pays to tick those spec boxes, huh?

And the fourth biggest money-spinner of the lot? That was the 1973 911 Carrera RS 2.7 Prototype: the second ever 911 Carrera RS built, and the fourth of such prototypes, it can be spotted in period literature for the model and boasts numerous unique features. It also doesn't have a ducktail! \$1,325,000 was the price for this unique slice of history.

Appearing elsewhere in the monthly top-ten was the '73 Carrera RS 2.7 Lightweight, one of just 200 Sport versions. Originally owned by Swiss racing driver Eugen Strähle, it's got an extensive period race history and has now been restored to an impeccable standard. \$1,022,500 sounds bang on the money. And how does the idea of a 959 prototype grab you? Selling for an even million dollars, this museum piece is the seventh of the dozen development cars; only three or four are said to survive, and this one's history has seen it transported all over the world.



Hammer Price:
\$1.0m



Hammer Price:
\$1.0m

The top-four highest global auction prices were all Porsches...

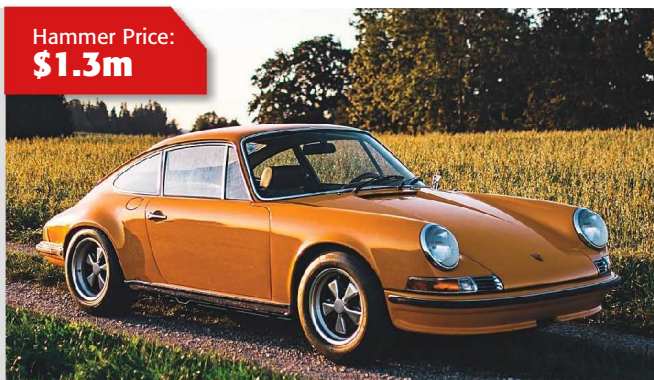


Hammer price:
\$885,000



Hammer Price:
\$1.4m

Hammer Price:
\$1.3m



It's also just had a £25k service...

With such a stellar line-up of lots, it's hard to pick favourites from the best-of-the-rest without filling the entire magazine, but a particular highlight for us was the 1980 935 K4. This race car, derived from the Moby Dick 935, was one of four cars built by the infamous Kremer brothers; an utterly ferocious machine with a beguiling competition history – something that it's new owner (who paid \$885,000) will hopefully continue, as we'd love to see this being used as intended for a while longer.

And finally, the big surprise of the auction was the 1980 924. Now, these dainty little things have always looked a bit weird in USDM-spec, with their clownish round corner markers, chunky bumpers and oh-so-period heckblende; nevertheless, this one was well-optioned from new (complete with pinstripes and 8-track stereo!), is in remarkably original condition and has only covered 11,000 miles. The owner never took it out in the rain, fastidiously maintained it, and even made notes of every fuel fill-up. Fast-forward 38 years, and RM Sotheby's sold it for \$53,760. That's a world record for a 924 – and it's not even a Turbo!

Hammer Price:
\$5.9m



Hammer Price:
\$33k



Hammer Price:
\$49,500



Hammer Price:
\$37,400



Barrett-Jackson's recent Las Vegas auction presented some interesting stuff, as you'd expect from a company who specialise in high-end custom fare as well as automotive curios, at an extravaganza held in the world capital of glitz. Take the 1956 356 recreation, for example: this hand-built custom was fresh from a big-budget build, low-slung over 17" wheels and extensively smoothed. It's got a custom interior, discs all round, AccuAir air-ride... alright, it's registered as a 1967 Volkswagen, but who's nitpicking? The sale price of \$37,400 certainly shored up the quality of the project.

If you prefer your 356 to actually be a 356, perhaps the 1965 356C would be of more interest. It's enjoyed a 17-year restoration (yes, you read that right!), but purists look away – its roof has been scythed to fit an electric sunroof, and there's a Japanese air-con system. Still, it netted \$77,000.

The wide-body 911 slant-nose on sale here actually started life as a narrow-body non-turbo, and now boasts a 3.3-litre Euro-spec flat-six with an aftermarket turbo, wastegate, intercooler and exhaust system. So by no means authentic, but \$49,500 justifies the effort. And for the wideboy gangster in your life, how about a murdered-out Panamera? Largely stock and with average miles, but sporting a 3M satin black vinyl wrap and 22" wheels, this represents the fate of a fair few Panameras now prices of early examples are starting to fall. This 2011 car fetched \$33k.

Hammer Price:
\$77,000



BUYING GUIDE: 987 CAYMAN S

The Cayman is one of those good ideas that's panned out to become a massive sales success; taking the Boxster platform and adding a fixed roof played well for the 987, offering something credible in its own right that was way more than simply 'not-a-911' (and anyone who dares employ such a hackneyed phrase can be safely ignored). The third-generation Cayman has already passed into the pantheon of memorable greats for many collectors and enthusiasts – much like the 993-generation 911 will always be revered as the last air-cooled version, so the 981 is admired as the last Cayman with a flat-six. While the box fresh 718 is rightly celebrated as a phenomenal driver's machine and an engineering marvel, the flat-four motor does throw up a bit of a mental barrier for some. But if the budget doesn't quite stretch to the 981, you can find much of its charms within the 987 Cayman S.

Built from 2005-11, the first model to be launched was the Cayman S – Porsche taking the characterful move of releasing the hot one first, then sneaking out the cheaper

one a year later. The Cayman shared much of its architecture with its Boxster sibling, including the platform, powertrain, suspension (slightly stiffened) and basically everything forward of the front bulkhead as well as the forward part of the interior. The back end is made of stainless steel and has a handy hatchback. The Cayman S boasted the M97.21 3.4-litre flat-six (291hp), while the base model had the M97.20 2.7-litre (241hp); the latter had a five-speed gearbox while the S got a full-fat six-speeder (although six ratios were an option on the 2.7), and options across the range included PCCB brakes, Tiptronic transmission, PASM, Bi-Xenon headlights, and the Sport Chrono Package. An LSD could be had from 2009 onwards, and that year saw a facelift that increased the base Cayman's engine to 2.9-litres, added direct injection (and 25hp) to the Cayman S, while bumpers and lights were redesigned. The engines also lost the controversial Intermediate Shaft, and the Tiptronic option was replaced by the seven-speed PDK gearbox.



PRICE GUIDE:

Project: n/a

Usable: £14,000

Excellent: £28,000



BUYING TIPS:

- Forum 'experts' will gleefully tell you to be scared of the IMS failure so dreaded by 996 owners, but the reality is that it's not a major concern for the 987 Cayman. Stronger IMS bearings were introduced during 2006, and facelift (post-2009) engines ran a different design, so you needn't concern yourself too much. Similarly, the notoriously leaky RMS in the 986 models was largely resolved by the time the 987 was released – and if you do find yourself looking at a car with a leaking RMS, use that as a bargaining chip – later-spec seals will cure it.
- Don't be at all surprised to find that the nose has been resprayed – some dealers do this as a matter of routine, as they're often stone-chipped. Just be sure that it's a factory-quality colour match with no unsightly overspray.
- Be wary of modified cars, as their residuals will be dented by their very nature. However, cars that have been well modified (e.g. quality aftermarket suspension and exhaust upgrades, rather than blingy wheels and questionable vinyl wraps) can be a canny route into paying under the odds.
- Correct servicing is imperative, so carefully check the history to see that the right work has been done at the right time by the right people. If it feels wrong, walk away – there are plenty of others on the market.
- Bear in mind that the air-conditioning condensers have a life of around 6-8 years, at which point the system will require a £1,000+ rebuild – so check whether this has been done.
- Brakes can be another useful bargaining chip. It can cost well over £500.00 per axle to replace discs, pads and sensors, so see how much meat they have left and get haggling.

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Rod Emory

A classic Porsche restorer and Outlaw builder, Rod Emory, has been tinkering with Porsches from a young age. At Rennsport Reunion VI he drove an iconic Stuttgart superstar...

It had been ten years since American Rod Emory, famed for his classic Outlaw Porsche builds, got behind the wheel of a full-bloodied racing car to compete in anger. That all changed at Rennsport Reunion VI at Laguna Seca late last year when the Californian Porsche enthusiast made his comeback in style – at the wheel of an iconic Porsche 935.

Emory struggles to find the words to describe how he feels as he grasps the wheel of the 935 and listens to its 3.0-litre engine rumbling away right behind him, the sound barely masked by his crash helmet. He needs a few seconds to compose himself. You can tell through his eyes what he's feeling: whilst he's tense with adrenalin rushing through his body, his child-like joy at getting back behind the wheel of a Porsche racing car is clear.

"I've waited for this moment for ten years," the 44-year-old explained. "I can't quite believe that my first race here at Laguna Seca is taking place on Porsche's 70th anniversary – and that I get to race this 935..."

The crescendo in the driver's paddock around Rod increasingly resembles the thunder of an earthquake. Alongside his Porsche 935, a whole host of other racing legends are warming up: there's the legendary 917 in both the short- and long-tail guises, then a rare 904 and various 911 S/Ts, all are waiting to be released onto the famous circuit near Monterey. The Rennsport Reunion is a classic meeting of Porsche race cars, taking place every three years it is quite simply a 'must do' event for anyone wanting to experience Porsche's motor racing history up close. Rod feels quite at home in the midst



of all the metallic noise and the hustle and bustle of the racetrack. Whilst he checks the stripped-back cockpit of his 935, he provides an insight into his life with Porsche.

Rod's passion for Porsche started from a very young age. In fact, he made it into a 911 before he was laid in his crib. In May of 1974 his father, Gary Emory, picked up his newly born son with his mother in his treasured G Series 911 to take them home from hospital. Whilst Rod was growing up he spent his Sundays washing his dad's 911, his father and grandfather dedicated their days to building cars and to their parts business. The two sometimes created the most extraordinary bespoke vehicles: racers, desert speedsters, and even typical hot rod show cars.

At just 14 years of age, Rod modified a 356 under the watchful eye of his grandfather, Neil. He wanted to use it for private races – and it is still in his garage to this day, 30 years later...

"Whilst other boys his age went to American football or baseball training, I increasingly found Rod deep within the bowels of his 356," remembered Rod's father, Gary.

Two years later, aged 16 and now with his official racing license, Emory Junior was finally able to drive the sports car he had always dreamed of as a child. Looking back on his racing career, Rod explained: "I certainly wasn't a winner, but in every race I started I was able to make it into the top 10."

At the end, a real racing spirit was instilled in Rod and driving became his

*"I increasingly found
Rod deep within the
bowels of his 356"*







passion, both on and off the race track. Although he had initially hoped to pursue a professional racing career, he ultimately gave it up to look after his family and his business. "Instead of loading the trailer and putting the pedal to the metal at a race track somewhere in America at weekends, I preferred to be there for my wife Amy and my children," he commented.

Rod soon transformed the former family workshop on the US West Coast into a real mecca for Porsche enthusiasts: Emory Motorsports. Despite having officially retired from motor racing, his yearning for the race track never quite disappeared entirely, and this is evident in his Porsches and his manner. So it comes as no surprise that at Rennsport Reunion VI, Rod saw a chance to finally get behind the wheel of a racing Porsche again and to inhale that familiar smell of burning rubber and fuel – not to mention the spirit of the race track.

However, when Florida-based Porsche customer racing team, Gunnar Racing, needed a reliable driver for its 1977 Porsche 935 for the sixth Rennsport Reunion, Rod did not immediately think of himself as a potential candidate. It wasn't until Kevin Jeannette, who launched Gunnar Racing in 1978, spoke with Rod that he could picture himself behind the wheel. The 935 that Rod was set to drive has the chassis number 930 770 0904, it was supplied by Porsche more than 40 years ago specifically for use in customer races. Various teams have run it on race tracks in Germany, Belgium, the UK and France, from the Nürburgring, Hockenheim, the Norisring in Leipzig, at Zolder or later on at Brands Hatch, Silverstone and, of course, Le Mans. Even the former engineer and Porsche institution, Günther Steckkönig, sat behind the wheel of this particular 935, competing in two races with it.

"It's crazy that I get to drive this very 935. It's been a part of so much racing history, not to mention the noise it makes and its immense power. I'm going to ask my wife to pinch me afterwards so that I know I'm not dreaming!" added Rod, before he disappeared with flames spitting from the hot exhaust of the iconic 935... ○



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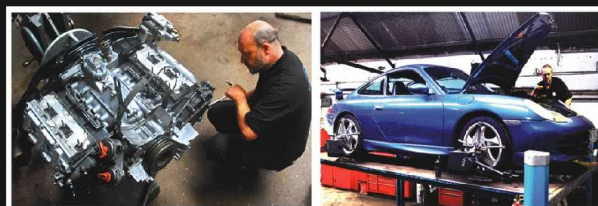


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1978 911 SC

I've written more in these pages on the 915 gearshift and my ongoing battle to refresh and adjust it than I wrote for my final year dissertation at university. I've had other 915 'box protagonists drive my car to check the shift and they have confirmed "this is a good one". Positive confirmation that it's worth continuing to improve things and it's not a basket case only fit for making into a bachelor pad glass-topped coffee table.

Having changed the bushes in the linkage the only un-touched component was the shifter itself. There are a few options on the market but I opted to go for a J-West engineering Rennshift. The key decider here was the "engineering" aspect of the company name, this shifter is very much "engineered": machined from aluminium, bronze bushed, adjustable spring gates, 20-33 percent adjustable reduced throw, adjustable over-shift stops and even an automatic or manual

reverse lock-out. The kit comes with everything you need to fit it, plus a short RS shift boot, brushed or anodised gear stick (available in two lengths) and weighted gear knob. Comprehensive then and also a work of art. Available for all 911s up to '86 with 901, 911 and 915 transmissions and, thanks to Porsche engineering commonality, it even fits the '70 to '72 914 with tail-shift transmissions including the 914/6 so a massive range of Porsches are catered for.

J-West's engineering focus comes from James, company owner and operator, passion for cars as well as his degree and experience in Aerospace engineering. Since 2003 when the company started the Rennshift has been the flagship product, a product that goes back 20 years and was borne out of necessity. James' first car was a VW Beetle which he modified and converted to a 901 four-speed transmission gifted to him by a family friend. This was

soon upgraded with a five-speed core and he made his own spring-gated shifter to improve the shift, the evolution of which is the Rennshift. From hot rods to Lotus', engine builds, restorations and bespoke EFI conversions James has worked on everything from his own workshop. Today, alongside the Rennshift, J-West also stock a number of other transmission, body and electrical parts for your Porsche, all designed and developed in-house.

Fitting the kit itself is pretty straightforward with full instructions supplied. The only note of caution I'd say from my experience is you're in for a fight with the factory gear knob. Held to the gear stick with a split collar, it's this collar that you need to overcome and if, like mine, it's not been removed before, it's not going to want to come off. Start gently with a 15mm spanner and a hammer... if this isn't moving it it's time to get brutal and let go of any

chance of saving your gear knob. I had to cut mine off with a Dremel; heart-breaking as it's a lovely thing, but omelettes and eggs right? Once you have the old gear knob off the rest of the install is simple. I took the seat out to make crawling about and taking photos a bit easier, but you don't have to. With the carpet pulled back you can access all the fixings: the five to remove the shifter and that's basically it. Clean out, check and re-grease the shift coupling cup and you're ready to install the Rennshift. I won't go into detail as the instructions are so simple and comprehensive. What I will mention is the need to adjust the shift coupler: as the Rennshift is so fine and accurate in its throw I was able to adjust up the coupler as I was no longer compensating for all the slack in the old shifter. This is trial and error with a bit of feel. There is no quick fix for this, but you get to know your own car and

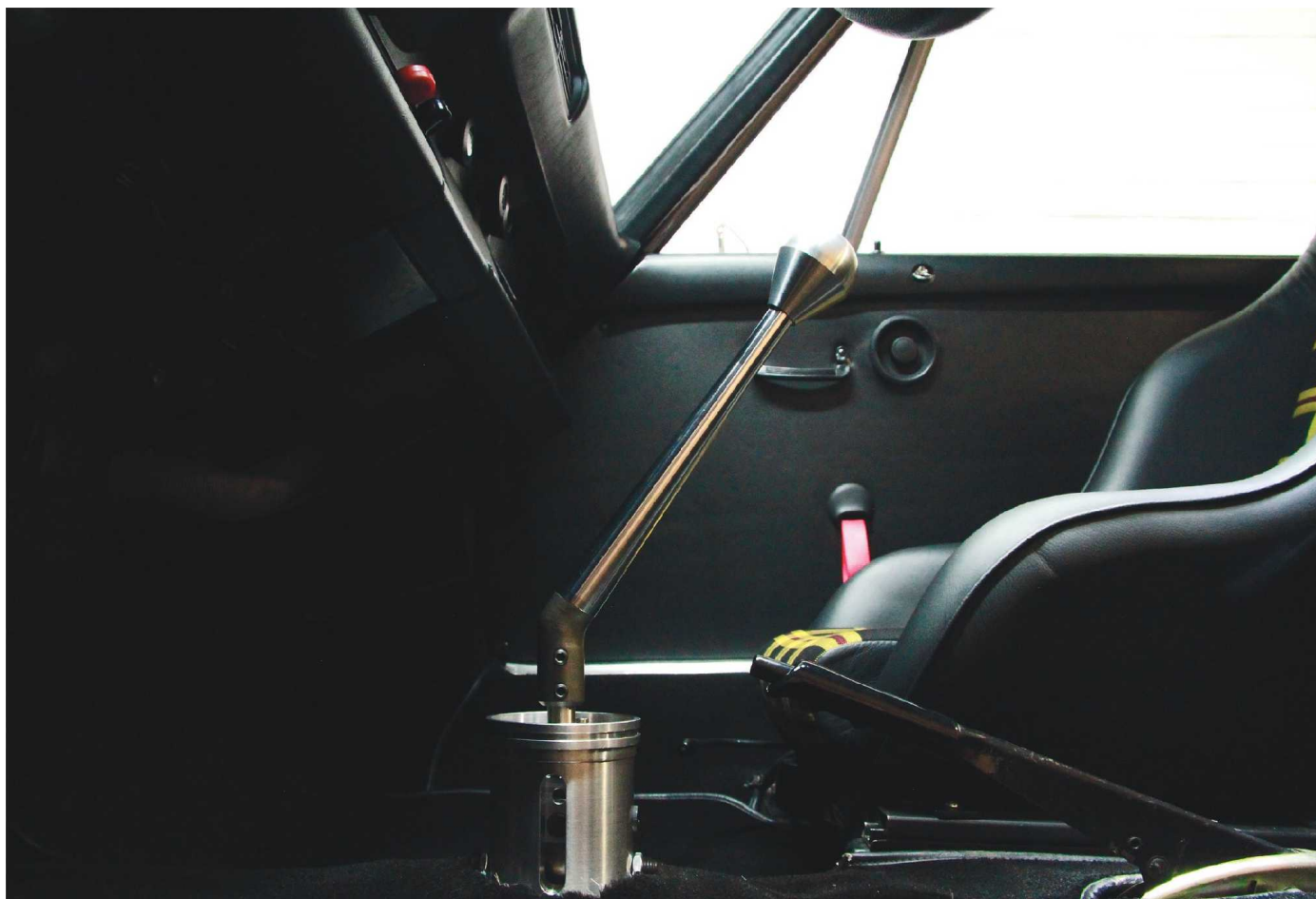


have a feel for where it needs to be from moving the shifter through the gears so you can adjust to be in the mid-range of the joint's travel. There are some good 'how to' videos on YouTube that are worth a watch and explain things better than I can. With the throw and coupling sorted I could fit and adjust the over-throw stops which screw in to position the plane of third and fourth. With that complete the shift lever can

be fitted, boot threaded over and finally the gear knob screwed on. I opted for my OEM boot for now as it covers the raggy carpet around the base of the shifter. I'll see if I can trim it neatly and not run a boot, or run the provided RS boot in the long run; the more you can see of this thing the better.

So how does it drive? Well, with the 911 off the road for winter and currently on axle stands for some





other work I'll have to wait for spring to find out. I'll do a full drive report as soon as the sun shines, but for now I can tell you it feels incredible: solid, accurate, beautifully weighted and with a rich "click-clack" between the gears. The gear shift on this car has been one of my least favourite things; already, and without driving it, I'm confident the Rennshift has transformed it. G50? No thanks, I'll stick with my once flawed, but now sharp 915; maybe we should start a 915 appreciation society? I'm a convert at least.

Rob Richardson

Rob Richardson
911 SC

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1982 911 CABRIOLET FLATNOSE

Over the years I've bought and imported a ton of cars from dry American states. What's not to love, really? Sitting in a Nevadan sun, or basking in a Californian winter is always preferable to languishing in a damp European climate to me, and if you squint underneath any cars you import from iconic places like this, it always seems to be notably kinder to the cars, too.

While California cars like my Flatnose generally come off the boat with rust-free bodies (always a great thing on an old 911) they do suffer from problems elsewhere. Interiors often lead a harder life, especially on convertible and Targa models, as they've usually seen levels of UV exposure that us Brits can only dream about.

My '82 is a classic case in point. Throughout the interior, it suffered from dryness, cracking, discolouration and damage. Add in a few decades of knocks, scrapes and marks and it

wasn't really the place you'd expect to be sitting if you were trying to pretend you were a successful, Filofax-toting stockbroker with perfect, gelled hair.

Thankfully, in these cases, I have a superb 'go to' guy, and one that's been helping me out and literally saving my sorry hide, in every possible sense, for almost a quarter of a century now. Dave Hedges, and his talented Auto Trim Systems outfit in Leicester may be the darlings of the prestige dealer world, removing imperfections from Astons, Ferraris and Lambos as their bread and butter, but they also have a significant Classic Car division, not only fully re-trimming, restoring and customising literally any old motor, but also tivating the gently careworn stuff like mine.

In addition to the obvious damage to the seats, the dashboard also had a fair amount of issues along its top edge. Looking as if one of the previous owners had perhaps been

tapping a large ring on it at regular intervals, the resulting pits and marks were really spoiling the otherwise perfect vista of that disappearing 'flat' nose.

Dave started by thoroughly cleaning every single part of the car that was to be repaired. Using a top secret mix of various cleaners and solvents, he not only removed any previous cleaning products and dressings, but fully prepared each surface ready for paint. It's funny to think of leather being a 'painted' surface, but that's exactly what it is. After all, cows don't really come in the finish or colour that we find in our cars...

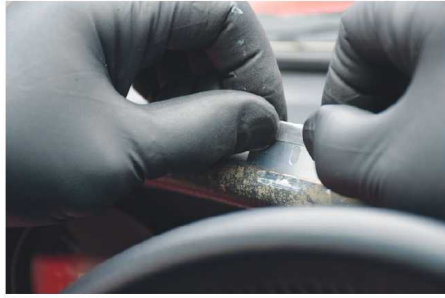
The next step of the process is one I've seen hundreds of times, but is still one that never ceases to slightly alarm me – and that is the sight of your friend taking a sheet of fairly abrasive sandpaper to various leather surfaces of your car. You know it's going to get a lot worse before it all gets better! In

order to fully key the surfaces ready for the flexible fillers, Dave needed to remove all of the cracked top finish and get down to the original hide beneath. This would then allow him to effectively recreate the whole process from scratch. Most of this was done outside, as Dave prefers to work in natural daylight wherever possible. It offers a truer light source when matching colours, which, believe it or not, Dave does entirely by eye! And always with the kind of accuracy that would make a Renaissance artist weep with envy.

With a very sorry looking set of seats ready to go we moved inside to beat the ever-changing weather. Dave also attended to smaller marks and damage on the door cards before repairing the dash with a combination of sanding, filling and reshaping. All clever stuff.

After several hours of diligent graft, we had some fabulous surfaces ready to paint. The significant cracks in the seats had been made almost





long term fleet

invisible by the gentle application and smoothing of an ultra-flexible filler, which will certainly give me a few more summers before we need to attend to this all again. With significant damage like this, you're always better to put a repair panel in for a truly permanent fix, but this quality repair from Dave will certainly be a quality 'stop-gap' for now.

With everything cleaned again,

it was time for Dave's legendary airbrush skills to come to the fore. Not only is he able to mentally obtain most trim colours in a few moments, but his skills in finely applying the colour to only the places it needs to go are no less impressive. Masking carefully around the cabin, Dave soon had the damaged pieces looking as good as new, rewinding over 30 years of Cali

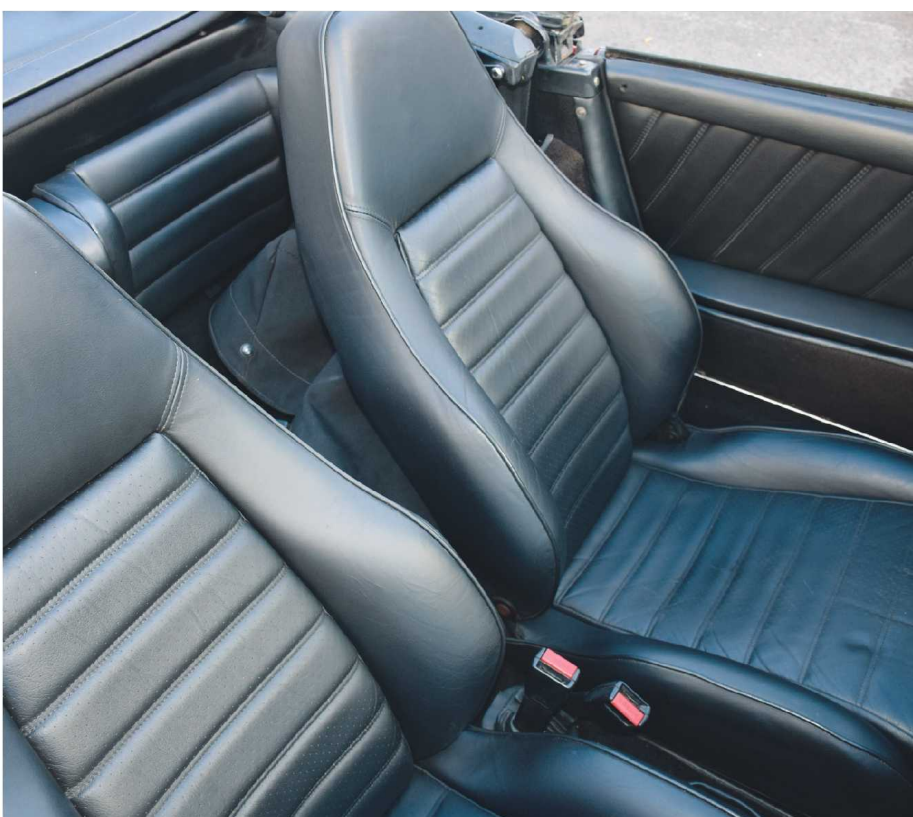
sunshine, salt and sea air.

The end result is fantastic. The car looks and feels much fresher inside, yet still has the aura and feel of a factory original interior. I'm keen not to over-restore this car, so the slight patina that we've managed to leave feels much more genuine to me. Another job well jobbed, Mr Hedges! Until next time!

Paul Cowland

Paul Cowland
**1982 911 Cabriolet
Flatnose**

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Porsche 911 997 "4S" 3.8
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PORSCHE 911 (997) "2S" 3.8
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Basalt black with black leather
62,000 Miles (57 - 2007).....£32,000



Porsche 911 997 "4S" 3.8 Tip
Basalt black with black leather
57,000 Miles (07 - 2007)..... £33,000



Porsche 911 997 "2S" 3.8
Basalt black with black leather
45,000 Miles (07 - 2007)..... £33,000



Porsche 911 997 "2S" 3.8
Basalt black with stone grey leather
53,000 Miles (07 - 2007)..... £32,000



Porsche 911 (997) "2S" 3.8 Tip
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65,000 Miles (57 - 2007).....£32,000



porsche 911 997 "2s" 3.8
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Porsche 911 997 "2S" 3.8
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Porsche 911 997 "4S" 3.8
Meteor grey with black leather
63,000 Miles (07 - 2007).....£32,000



Porsche 911 997 "2S" 3.8
Silver with black leather
59,000 Miles (57 - 2008).....£32,000



Porsche 911 997 "2S" 3.8 Tip
Silver with black leather
53,000 Miles (07 - 2007)..... £32,000



Porsche 911 997 "4S" 3.8
Silver with black leather
52,000 Miles (06 - 2006).....£32,000



Porsche 911 997 "4S" Cab 3.8 Tip
Lapis blue with grey leather
68,000 Miles (06 - 2006).....£32,000



Porsche 911 997 "2S" 3.8 Cab
Silver with ocean blue leather
36,000 Miles (05 - 2005)..... £32,000



Porsche 911 997 "4S" 3.8 Tip
Cobalt blue with ocean blue leather
65,000 Miles (07 - 2007)..... £32,000



Porsche 911 997 "4S" 3.8
Basalt black with black leather
65,000 Miles (06 - 2006)..... £32,000



Porsche 911 997 "4S" 3.8 Tip
Silver with ocean blue leather
51,000 Miles (56 - 2006)..... £31,000



Porsche 911 997 "4S" 3.8
Basalt black with black leather
63,000 Miles (56 - 2006)..... £31,000



Porsche 911 997 "4S" Cab Tip
Silver with black leather
66,000 Miles (56 - 2006)..... £30,000



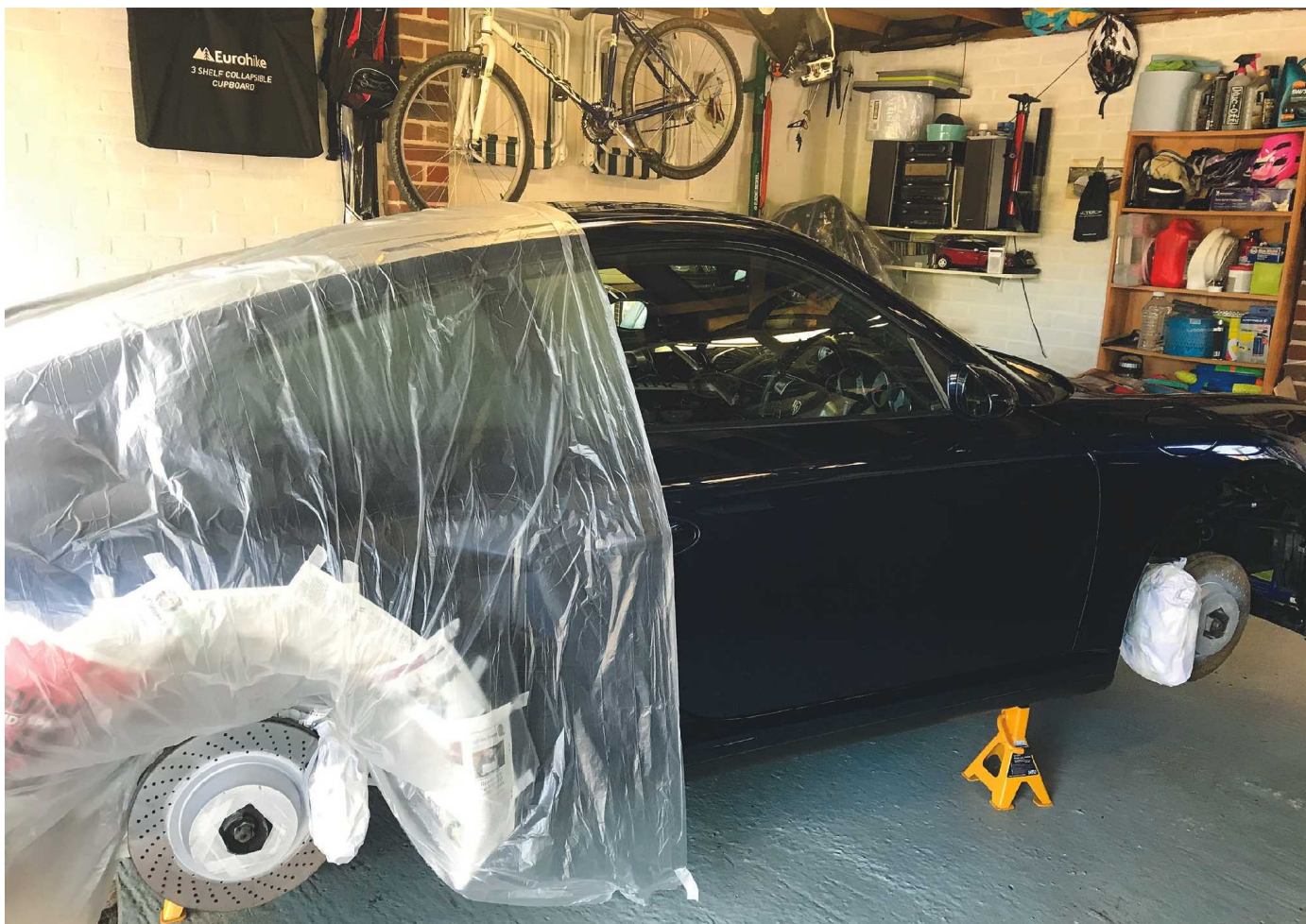
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2007 997 TURBO

I'm about four months into 997 Turbo ownership now and, with winter with us, I've started on some 'off the road' projects. Predominantly this involves some DIY mechanics - I'm by no means an expert but when I bought this car I always knew that the beauty

of Brexit and a flat housing market (read into this what you will!) meant that I might have to be somewhat conservative with my spending to keep the Turbo to the standard it deserves. I've always had an interest in getting involved and took a few a projects on with my previous 996

Turbo and, seeing that the 997 is a revised version, how difficult could it be? If any readers are looking to run a car like this on a tight budget, keep reading as time will tell...

All in all this car is in pretty good condition but it's about keeping on top of it, the winter project is

to strip the rear end and give it a good clean down, make sure that there is no opportunity for any prolonged grime to cause any lasting damage and take care of any rust that's started to take hold. Luckily I've got a decent double garage to work in and with the car up on



stands taking the rear PU off is fairly easy. Next was to remove all of the exhaust shields, intercooler frames plus turbo heat shields and boost pipes. All quite straight forward really and just a case of unscrewing in a logical order, with a bit of a drama with a screwdriver tip falling into the turbo housing but, after some fiddling and wriggling around, I managed to salvage it. As I thought, some rust has started to form on the intercooler frames, and the screws and clips in and around the bottom of the rear PU were starting to corrode and not look their best. A trip to Mid-Sussex Porsche was in order; the parts department were great, Steve happily took the time to go through which replacement bits I needed. The price of a new intercooler frame was not warranted so a good rub down to remove the surface rust and a primer followed by black spray paint soon had it looking like new, along with all-new screws and clips, had it looking pretty good. There is definitely some satisfaction to be taken from going about these things yourself.

Something else that had been bothering me since I had taken ownership of the car was the state of the bells on the brake discs. All the discs had been changed by the previous owner approximately a year ago at an OPC but the condition of them didn't reflect that, I think this is a common characteristic but with these wheels the eye gets drawn to the contrast of nice wheels and rusty brakes!

I went about masking everything up and even went to the bother

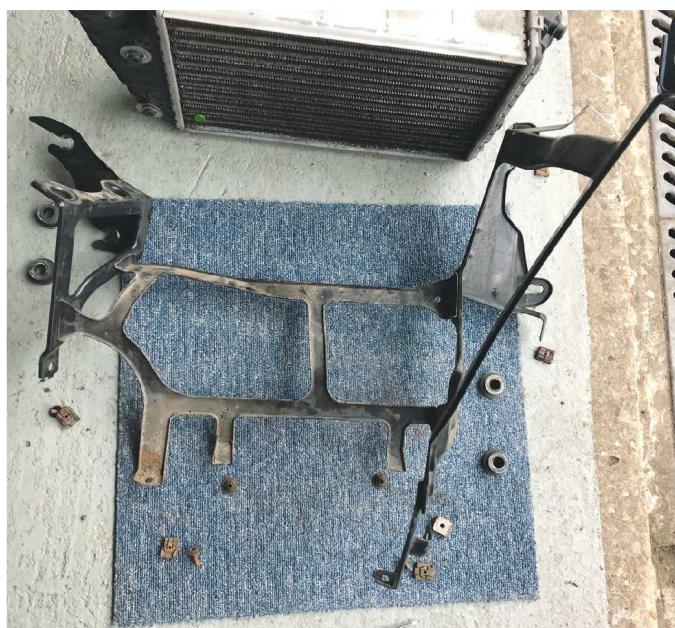
of masking the entire car as spray paint can get everywhere. I treated the parts to a little primer first and then went for a high temperature aluminium finish, it looks okay I think, and certainly far better with the wheels back on.

Ultimately I'd like to change the exhaust on the Turbo as the standard one is a little too quiet for my liking. Having stripped the rear end down to where I currently am, it looks like only a few more nuts and bolts need to be removed in order to get the old one off – can it be that easy? I'm still thinking about that as I type!

Kline seems to be the exhaust of choice for these cars but going in that direction is not a decision to be taken lightly as I would be looking at a £2,500 outlay to make the switch. If anyone in the Sussex area owns a 997 Turbo with a Kline exhaust please do get in touch to show me how it sounds!

So far, so good with the DIY but there's still plenty to do. The car is due a major service early this year, so it'll soon be time to get it all back together and out on the road again!

Nick Hapgood



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Inside: Restored 911E Targa, 996 road trip to the Alps, 30-years of 4WD Porsche production, Le Mans raced 928, 917 chassis 023 explored, 2WD versus 4WD, Porsche Stability Management: Sport Mode



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Inside: 356 B and 356 C compared, prototype Cayenne E-Hybrid driven, 911 GT1, Cross Turismo concept revealed, Hollywood hero Paul Newman, 991.2 GTS driven, dp Motorsport 964, Tech: Porsche all-wheel drive system at 30



JUNE 2018

Cover Story: 911S by Canford Classics
Inside: The £25k 911: 996 4S versus 997 Carrera, 901, Jürgen Barth and Roland Kussmaul in a rally 924, 928s: 1979 928, S4 and GTS, 200 Porsche facts for our 200th issue, 919 Hybrid Evo, 964 Carrera RSR 3.8, Porsche Tech: Tyres



JULY 2018

Cover Story: GT3 RS Generations
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AUGUST 2018

Cover Story: Buying: 964
Inside: 991 GT3s: first generation versus second generation, 986 Boxster racer, new pre-production Macan driven, restored 928, unique Sauter 356 Roadster explored, the '£55' 3.2 Carrera, Tech Guide: 996 Suspension, Modifying Guide: 997 exhaust systems



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Inside: Buying: 968, Singer Vehicle Design DLS 911, 911 SC road trip, 919 Hybrid driven, New Macan revealed, classic 930 Turbo, Macan Performance Pack tested, Modifying Guide: 924 brakes, Patrick Dempsey interview, Tech Guide: off-road in the Cayenne



AUTUMN 2018

Cover Story: Buying your first Porsche: 987 Boxster Vs 987 Cayman
Inside: £15k 911: the 996 Carrera, 911 SC: your first air-cooled, 718 Cayman: £400 per month, Ultimate Guide: 3.2 Carrera, dp Motorsport 911 Speedster, Buying: 924, Porsche Classic visit, Modifying Guide: 718 exhaust systems



NOVEMBER 2018

Cover Story: Evolution of the 911 Carrera 4: 964, 993, 996, 997
Inside: Paul Stephens 911 Le Mans Classic, Litchfield tuned 991 Carrera T, Cayenne S Diesel, 924 Carrera GTS, Walter Röhrl returns to the Ulster Rally in a 911 SC/RS, 550A Spyder, Modifying Guide: 997 Turbo



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JANUARY 2019

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Inside: 991.2 GT3 RS versus 991.2 GT2 RS, Sharkwerks 964, Porsche Classic: 986/964, Frank-Steffen Walliser, 924 Turbo, History: 956 Group C racer, New Macan First Drive, Modifying Guide: 996 Suspension Upgrades, Tech Guide: Particulate Filters

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Secondly comes the C1 Grand Malvern Worldtimer (far right), Christopher Ward's first true 'worldtimer' watch. It contains an updated version of its Calibre JJ03, the re-engineered in-house modification powers a 24-hour GMT ring that circles around a dial containing both a world map and an international cities ring, allowing its wearer to read the time anywhere across the world in a moment's glance. Its is available with three strap colours; Blue, Tan and Camel. It is also priced at £995.00.



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How much? £119.99

Where from? www.bg-racing.co.uk

This B-G Steering Wheel Quick Release System fits between steering wheel and hub to allow users to quickly and easily attach or detach the majority of aftermarket steering wheels from their hub. This offers the ultimate anti-theft solution by allowing complete removal of the steering wheel when it is not in use. The system features a push-pin mechanism to prevent premature unlocking.

Utilising a multi-drilled PCD bolt pattern, this version allows users to fit a modern steering wheel with a 6x70mm / 6x74mm PCD such as those from the likes of MOMO, Nardi or Personal to vehicles with a classic 6x101mm / 9x101.6mm PCD hub, such as Mountney or Moto Lita.



KW 356 ADJUSTABLE DAMPERS

How much? £1090.00

Where from? www.kwsuspensions.de

KW is now offering adjustable classic dampers for the Porsche 356 – including the 356 original model, A-model, B-model, and C-model as well as the sport versions, convertibles and Speedster. The dampers, adjustable in rebound with 16 clicks, do not have to be entered on registration papers making them perfect for restorations of cars built between 1948 and 1965, enabling them to maintain their original / classic status.

Not an adjustable KW coilover for continuous lowering, but rather an adjustable damper allowing continued use of the model's torsion bar springs, the KW classic Variant 2 damper has been specially developed for use with modern tyres.



FOLDING WORKSHOP TABLE

How much? £479.99

Where from? www.bg-racing.co.uk

BG Racing's Large Folding Table is the ideal trackside companion for the pits, or it is ideal for use at home in the garage or workshop. It features a sturdy six-foot work surface which folds in half for ease of storage and transportation to and from places.

A pair of shelves can be purchased separately along with a pair of specifically designed Kart Tyre Rails that can be positioned in several different arrangements to suit the user's requirements. Weight-rated levelling feet on the bottom of each leg make it quick and easy to achieve a level working surface regardless of the ground the table is standing on. The table is manufactured from high-grade mild steel with a durable silver-grey powder coated finish.



PIONEER ND-DVR100 DASH CAM

How much? £150.00

Where from? www.pioneer-car.eu

The latest Pioneer dash cam, ND-DVR100, offers peace of mind in a situation where a less conscientious driver encroaches on your space or causes an accident. The full HD camera records in either driving mode or parking mode, and activates either as soon as it is turned on, or via a G sensor that detects movement when a vehicle is parked. Thanks to its tiny dimensions the ND-DVR100 can be hidden behind a rear view mirror, it records full 1080p footage to its (included) 8GB micro SD card. Video files are locked into an events folder and the 27.5FPS frame rate means that traffic lights won't flicker in footage. It can also be used to capture stills, while the built in GPS receiver allows for time, speed, date and location information to be displayed on footage. Powered by cigarette lighter or a 500ma/h battery in parking mode, it offers an extra set of eyes on the road for maximum peace of mind.

SILICON HOSES

How much? From £7.14

Where from? www.siliconhoses.com

This universal vacuum tube from Silicon Hoses is ideal for the transfer of air around your engine. It is available in diameters of 3mm up to 8mm and is made from durable, flexible silicone polymer manufactured with longevity in mind. A far superior heat resistant alternative to rubber, it won't crack or perish as heat cycles are passed through it. Prices start from £7.14 for three metres of 3mm tube.



MEN'S CLASSIC JACKET

How much? £310.00

Where from? www.porsche.com

This new men's jacket from the official Porsche Driver's Selection features a mix of padded and knitted materials and comes in a fashionable Dark Grey. A patch at the top of the sleeve features the Porsche logo, the interior has a printed anniversary logo and Ferry Porsche quote. The outer material is made from a 60 percent polyester, 40 percent polyamide mix, the lining is 100 percent nylon. The sleeves are 54 percent polyester, 20 percent acrylic, 20 percent polyamide, six percent wool. The official article number for this item is: WAP 712 XXX OK.



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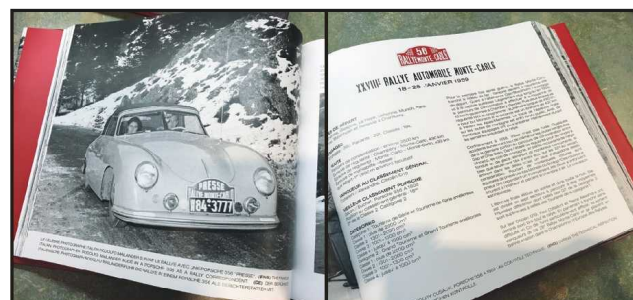
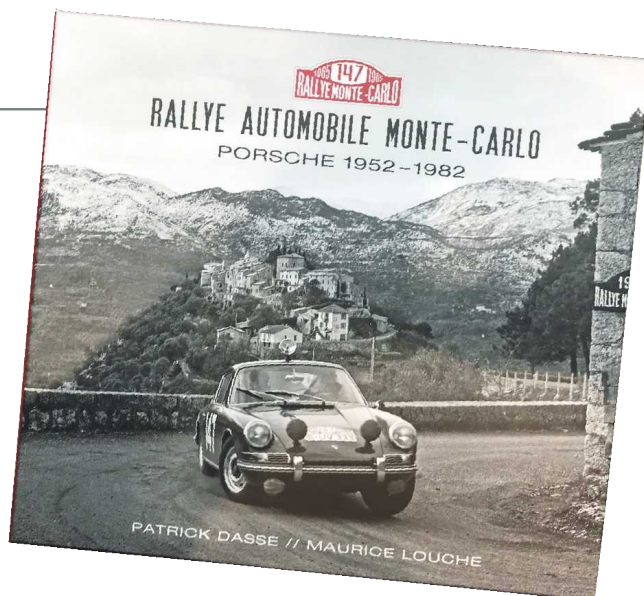


PORSCHE IN THE MONTE CARLO RALLY BOOK

How much? €175.00

Where from? www.dingwort-verlag.de

This weighty book covers Porsche's participation in the Monte Carlo Rally between 1952 and 1982 – this is the 'Edition Porsche Museum' version. The book is split into two huge volumes brought together in a presentation slipcase. Volume One covers the period of 1952 to 1967, it comprises 432 pages containing 299 black and white photographs and 44 colour photographs. Volume Two covers 1968 to 1982, its 480 pages boast 236 black and white photographs and 304 colour photographs. Authors Patrick Dasse and Maurice Louche have beautifully encapsulated Porsche's 50-year history with the Monte Carlo Rally here, which is both diverse and fascinating. ISBN: 9783871661082



LUGGAGE COMPARTMENT BOX

How much? £36.00

Where from? www.porsche.com

This folding polyester box is designed to tidy up the luggage compartment in your Porsche. It has a volume of up to 32-litres and, in its flat state, also serves as an additional protective mat for the luggage compartment. The box is washable and easy to clean, it can be assembled quickly and simply with Velcro straps and provides the perfect stylish space-saving storage solution. The official article number for this item is: 95B 044 009



1:43 MISSION E CROSS TURISMO CONCEPT

How much? £55.00

Where from? www.porsche.com

Porsche has added this 1:43 scale Mission E Cross Turismo Concept car model to its ever-expanding range. A resin model, it is currently available in only Light Grey metallic. The official article number for this item is: WAP 020 900 0J

Porsche also makes this model in a larger 1:18 scale format, that version is priced at £300.00 – article number: WAP 021 900 0J



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