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Turbo S tribute



928 GT
'Clubsport' 928



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The world's premier *Porsche* magazine

March 2019

Issue 210

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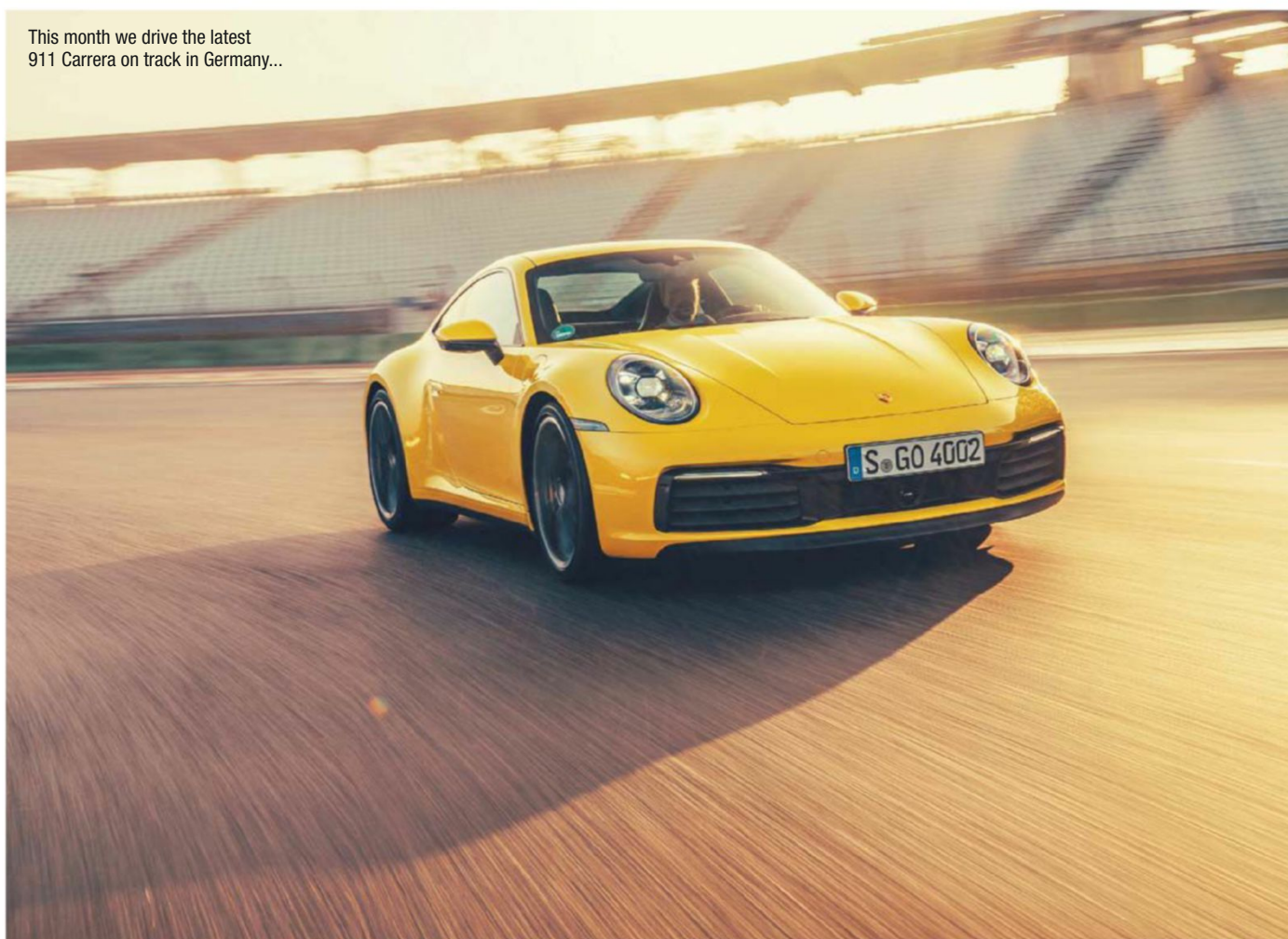
Following its reveal in LA at the end of last year the hype surrounding the new Porsche 911 – the 992 – has been unrelenting. This month we finally get behind the wheel of the new car; respected automotive authority Andrew Frankel delivers the most detailed and informed verdict you'll read on the new car, p38. In addition to the all-important driving impressions we delve under the metal of the 992 to discover more about this technological and mechanical Porsche masterpiece, p45. Furthermore we explore 'Porsche Production 4.0', ultimately the biggest shake-up of Porsche's Zuffenhausen production facilities in some 80 years, p50. The changes to Porsche manufacturing techniques are to enable the production of the 992 and the upcoming Taycan – Porsche's first electric car (due later this year). These new cars are platform

engineered in a way we've not seen before from Porsche and that will, so we're told, generate more derivatives of existing and future models – an exciting prospect.

Further into this issue we look at buying the 955 and 957 generation Cayenne, p62, unleash a 718 Cayman GTS on Australia's Targa Barrier Reef Porsche Tour (p78) and then put one to the test on soil closer to home, in Wales – p82.

We also showcase two reworked Porsches this month in the shape of a 928 GT which has been given the 'Clubsport' treatment (p22), and a 964 Turbo that has been turned into a 'lightweight' Turbo S tribute, p66. Both of these projects show that you can modify a Porsche with subtlety and careful consideration, heightening its original essence while retaining its sense of class. For many this is the acceptable face of the modified Porsche scene.

This month we drive the latest
911 Carrera on track in Germany...



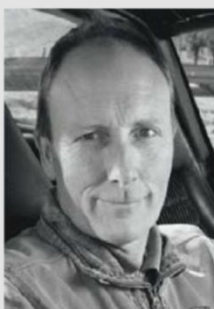
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Andrew Frankel
[@Andrew_Frankel](#)

One of the industry's most respected senior automotive journalists, Andrew writes for Motor Sport, Autocar and the national newspapers.

This month: Andrew drives the 992 in anger and delivers his detailed verdict on the new 911 Carrera – does it follow tradition Porsche conventions?



Philip Raby
[@RabyPorsche](#)

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

This month: In his regular column Phil provides an insight into the world of the specialist Porsche dealer...



John Glynn
[@CultofPorsche](#)

The man behind Ferdinand Magazine and porschevaluations.com, Mr Glynn has been writing about Porsches for more than a decade...

This month: In his monthly column John turns his attention to young drivers and ponders what the future might hold...



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Manual Gearbox, LHD, Signal Red
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Porsche 965 Turbo 3.3L Coupe
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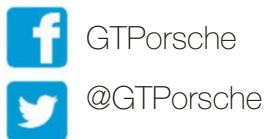
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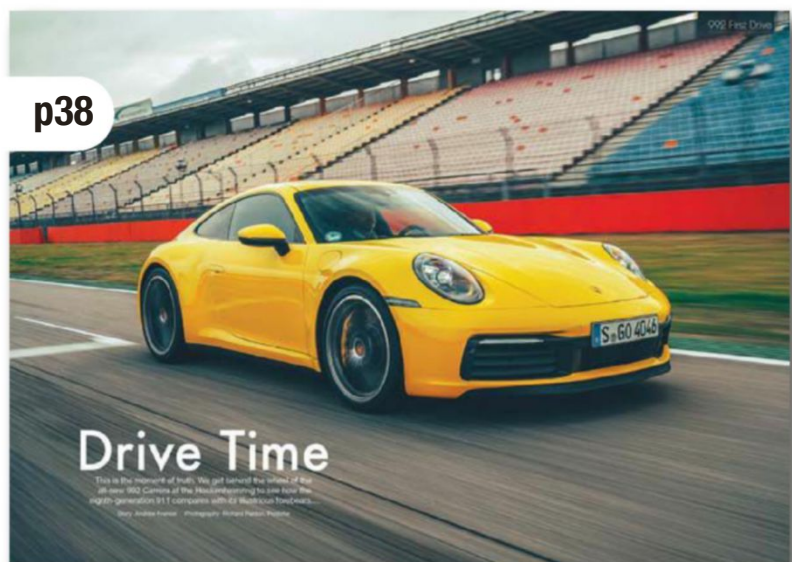
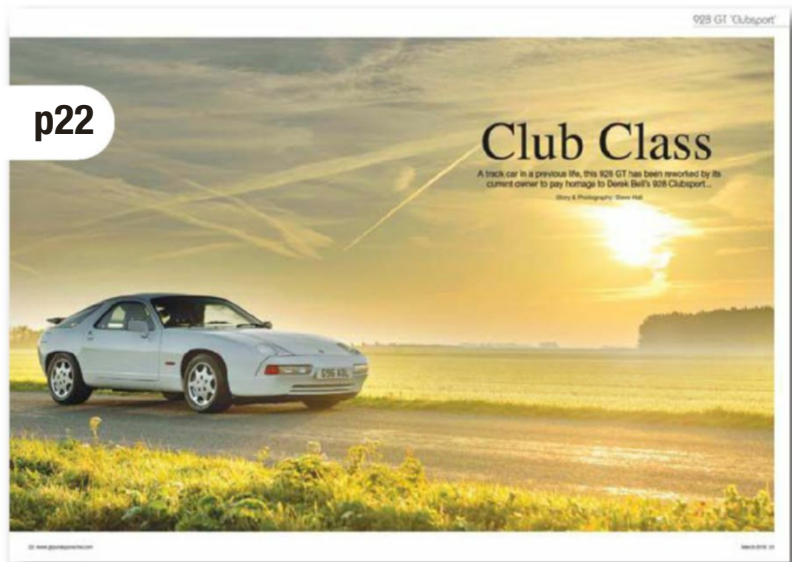
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1957 356 A £POA

Originally supplied to Australia, this 356 has received a nut and bolt restoration both mechanically and cosmetically to an in and out concours condition. The car comes complete with the original service book, owner's manual and a file detailing various parts of the car's history. To compliment this concours condition 356 the previous owner commissioned a full set of tailor-made period luggage in Tan leather. Built to original specification it adds a further touch of class to this very rare offering. Please call Simon Smith on 07590 538 068 for more information.

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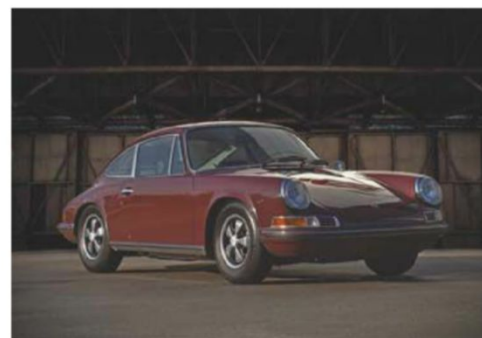


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Beautifully restored.



PORSCHE



PORSCHE REVEALS **992 CABRIOLET**

Porsche has revealed its new 992 Cabriolet, which is initially available in Carrera S and 4S guises...

Porsche has unveiled the first derivative of its new 911; the 992 Cabriolet. Available for the time being in only Carrera S rear-wheel drive and Carrera 4S all-wheel drive

forms, the new convertible features a fully-automatic soft top with an integrated glass rear window. A new roof hydraulic system has reduced opening times to 12 seconds

– faster than any of its similar forebears – and the 992's roof can be opened and closed at speeds of up to 30mph.

Both versions of the new model

share the coupé model's flat-six '9A2evo' 2,981cc bi-turbo boxer engine putting out 450hp and 390lb ft torque, this is produced between 2,300 and 5,000rpm. Like





the coupé, the only gearbox option at present is the 'new' eight-speed PDK dual-clutch system first seen in the latest Panamera. The Carrera S Cabriolet accelerates from zero to 62mph in 3.9 seconds (3.7 seconds with the Sport Chrono Package), the Carrera 4S Cabriolet does the same in 3.8 seconds (3.6 seconds with optional Sport Chrono). Porsche claims the combined fuel consumption is around 31mpg for both models.

In designing the 992 coupé Porsche accounted for a Cabriolet derivative, in doing so it has engineered added strength into the car's chassis design which

should ensure that this is the most structurally rigid 911 convertible yet. In addition, and for the first time, Porsche Active Suspension Management (PASM) is available as an option for the 911 Cabriolet. Largely in every other regard outside of its unique Cabriolet roof, the new models replicate the technical details of their coupé equivalents, which you can read more about further into this issue.

The new 992 Cabriolet is available to order from Porsche Centres in the UK and Ireland now with the Carrera S Cabriolet priced from £102,755.00 and the Carrera 4S Cabriolet from £108,063.00.



PANAMERA **RECALL**

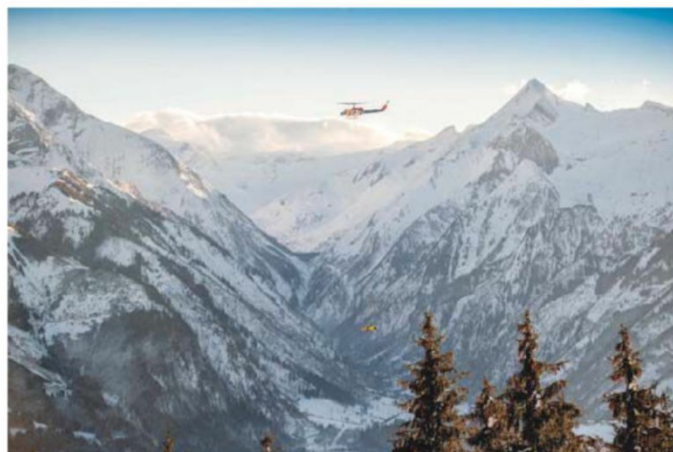
Porsche is recalling Panamera models for the re-programming of their electric power steering control units...

Porsche is requesting that owners of current generation Panameras bring their vehicles into their OPC for work to be completed on the electric power steering control unit. Affected vehicles, which totals 74,585 cars worldwide, are those built between 21 March 2016 and 6 December 2018 – these cars will have their systems re-programmed.

The recall has been actioned due to a software fault meaning that there is the potential for the assistance offered by the

electric power steering to become unavailable for a limited period of time. If this happens then, of course, increased force is required for steering. Porsche says that the reprogramming is strictly a precautionary measure. Affected customers are being contacted in writing, they are being asked to visit their local Porsche Centre as soon as possible where the workshop will undertake the job, this is said to take around an hour and is conducted free of charge.





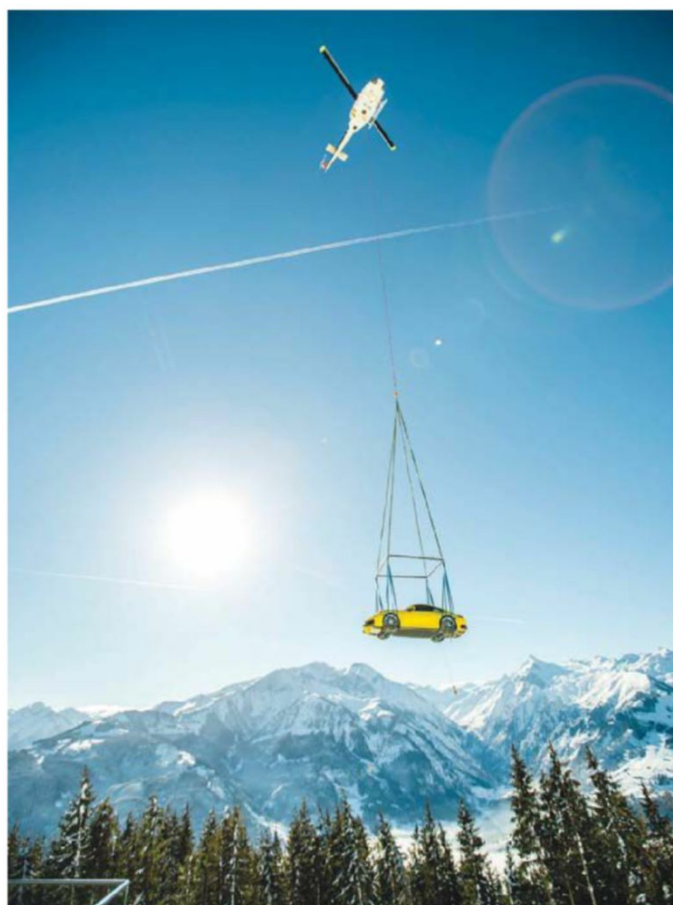
PORSCHE GOES ICE DRIVING

Porsche spectacularly helicoptered a 992 into position in Austria before taking a range of cars, both new and old, ice driving...

Porsche showcased the new 911 – the 992 – away from a motor show for the first time recently, but it was the manor in which it did so which interested fans on social media. A Porsche presentation took place before the 'GP Ice Race' in Zell am See, Austria, a new event which replicates the ice race held in Austria between 1937 and 1974. Providing spectators with a wealth of motor sports action, both using historic and contemporary race and rally cars, the Ice Race saw approximately 130 participants drift vehicles around a 600-metre long ice track. Amongst the drivers taking part in Porsche cars were Le Mans winner Hans-Joachim Stuck and Porsche brand

ambassadors Mark Webber and Walter Röhrl.

For the presentation at the event Porsche flew a 992 into situ via helicopter at an altitude of 1,408 metres, the car was spectacularly dangled below a chopper before coming to rest at the remote location. At the presentation Dr. Wolfgang Porsche together with works drivers Timo Bernhard and Richard Lietz were in attendance, but really it was the spectacle of a new 911 hanging above the snow and ice below a helicopter which captured most people's imagination online, and it's easy to see why – we'll let the pictures do the rest of the talking here!





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NINEMEISTER ADDS WAVETRAC AND HRE

Independent Porsche specialist Ninemeister in Warrington has partnered with Wavetrac Differentials and HRE wheels...

Porsche specialist Ninemeister has established a partnership with two important names in the automotive industry. The first is Wavetrac Differentials Europe, regular readers may recall that our former 987 Cayman project car (pictured right) ran a Wavetrac differential setup. The news means that the Warrington-based specialist can now offer the full range of Porsche specific limited slip differentials made by the firm.

The innovative Wavetrac device sits in the centre of the differential and responds during those conditions when zero, or near-zero, axle-load occurs. Precisely engineered, wave profiles are placed on one side gear and its mating pre-load hub. As the two side gears rotate relative to each other, each wave surface climbs the other, causing them to move apart, this creates enough internal

load within the Wavetrac device to halt locking – applying drive to the wheel with traction. Furthermore, Wavetrac offers the only differential that can automatically add more load internally when it is required. In terms of driving dynamics this provides consistency and stability – it really is clever stuff.

In addition to offering Wavetrac products, Ninemeister has also recently announced a second new international partnership, this time with HRE Performance Wheels. Complementing the growing number of brands with which Ninemeister already works, the specialist is set to become the official UK distributor for all HRE products. On top of this Ninemeister will also be deemed an official HRE fitting centre, allowing it to import and export these high quality wheels worldwide. HRE's range of custom

forged single-piece, three-piece and cast flow formed wheels for high performance sports cars and luxury vehicles are already popular the world over, we envisage that thanks to Ninemeister we'll now be seeing

more of these stunning wheels on Porsche vehicles in the UK. For more information on this and the other services available from Ninemeister, navigate your way to its website: www.ninemeister.com





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NEW CAYMAN GT4 CLUBSPORT REVEALED

The new 718 Cayman GT4 Clubsport boasts a naturally-aspirated six-cylinder engine and tells us what to expect from its forthcoming road-going relation...

Just as we predicted it would in our last issue, Porsche has unveiled a successor to its popular 981 Cayman GT4 Clubsport, the new 718 Cayman GT4 Clubsport competition precedes a forthcoming road car of the same ilk expected this summer, importantly it retains a naturally-aspirated six-cylinder engine. The 3.8-litre engine produces 425hp, a 40hp increase over its forebear, and revs to 7,800rpm – it sends power to its rear wheels through a six-speed PDK dual-clutch gearbox and also boasts a mechanical locking rear differential. The new car has the internal Porsche chassis code '982', though its model code remains '718' – the current Cayman and Boxster road car designation.

The first production racing car ever with body panels made from natural-fibre composites, the new Porsche features doors and a rear wing made of an organic fibre mix sourced primarily from agricultural by-products, such as hemp fibres. The material has similar properties to that of carbon fibre in terms of

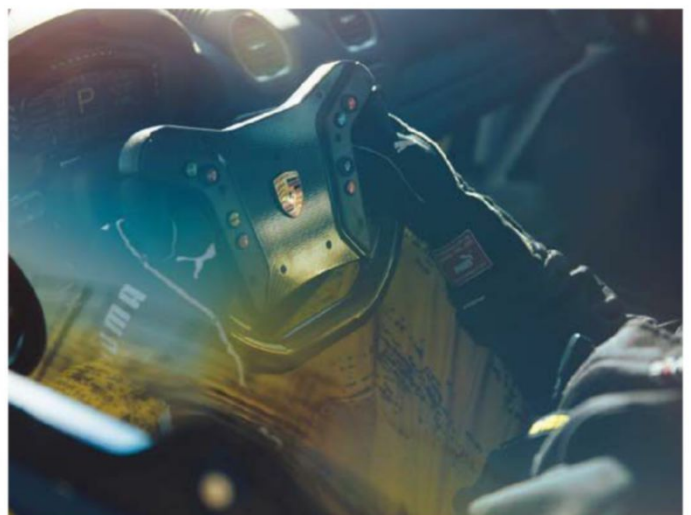
weight and rigidity. The fixed rear wing has an integrated carbon fibre Gurney flap to maximise aerodynamic balance. Lightweight front suspension has been lifted from the new GT4's big brother – the 911 GT3 Cup car. Steel brake discs appear on all four corners, these measure 380mm in diameter. Delivered with an FIA certified weld-in roll cage, a Recaro racing bucket seat and six-point harnesses, the GT4 Clubsport majors on lightness, tipping the scales at 1,320kg thanks in part to 9- and 10×18-inch single-piece forged alloy wheels – these accept 25/64-18 and 27/68-18 Michelin slick or wet weather tyres.

Porsche will produce two versions of the new mid-engined racer, a 'Trackday' model and a 'Competition' version, the former aimed at drivers wishing to take part in occasional track day usage, the latter variant being tailored for national and international motor racing. Note that only the 'Competition' edition will be offered in the UK for the time being.

This version features shock absorbers that can be adjusted in three stages. A safety fuel tank with a capacity of 115-litres – making it suitable for long-distance events, a brake balance system allowing the system's bias to be infinitely adjusted between the front and rear axle, an integrated air jack system, a quick-release racing steering wheel (pinched from the

911 GT3 R), and an automatic fire extinguisher system.

The new GT4 Clubsport also features a bonnet and rear deck lid with quick-release fasteners together with an FIA standard roof escape hatch. Inside the dashboard has a Cosworth instrument cluster with integrated data logger, an emergency cut-off switch (both inside and





out), and centre console switches for the adjustment of the ABS, ESC and TC systems – PSM (Porsche Stability Management) with ABS, traction Control (TC) and Electronic Stability Control (ESC) are all able to be completely deactivated. For comfort during longer races an air conditioning system has been

retained in the cabin.

“The new Porsche 718 Cayman GT4 Clubsport possesses significantly more racing genes than its successful predecessor,” said Porsche’s head of motorsport, Fritz Enzinger. “The power of the engine has increased considerably. At the same time, we were able to increase

the downforce and the cockpit is now even better suited to drivers’ needs. I’m confident that we can build on the excellent sales figures of the predecessor, of which we have delivered 421 cars.”

The new Cayman GT4 Clubsport ‘Competition’ is priced at £130,300 (plus VAT) and is available to

order now from Porsche Cars GB’s Motorsport department – deliveries to teams and drivers are expected from February. We expect this new Cayman to prove increasingly popular with those looking to gain Porsche racing experience before stepping up to one of the domestic Carrera Cup championships.





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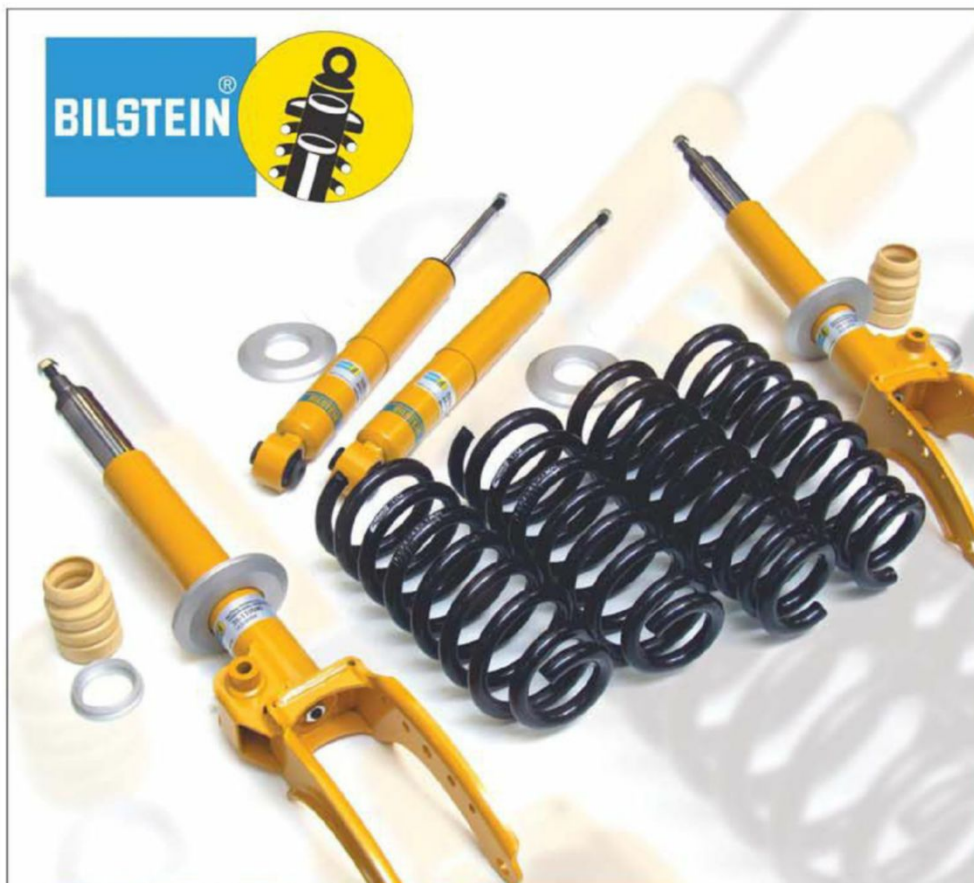


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PORSCHE SPORT CHALLENGE RUSSIA

Porsche Sport Challenge Russia provides Russian Porsche owners a chance to explore the limits of their cars... Story: Richard Holdsworth

The Porsche world in Russia didn't take off until post 1991 when the "Wall" came down, but the Russians have not been slow to catch up with unbridled enthusiasm for Porsche and a race season to match. Porsche Club Russia organises a series of multi-competition events under the umbrella of the Porsche Sport Challenge Russia. In 2018 it was staged over six rounds featuring the Nring circuit at Nizhny Novgorod 250 miles east of Moscow, the Kazan Ring, Kazan, also east of the capital city (a journey of 500 miles) and Smolensk Ring, 220 miles south-east of Moscow. And three rounds held at the International Moscow Raceway.

Each round is divided into three competitions – first, the driver that puts in the fastest lap (GT3s usually fill the grid), second, a regularity competition with handicap, and finally a full-blown 30 minute race. And there are different classes within each competition – class 1 "Sport" for cars between 380–419hp, Class 2, "Super Sport" above 419hp (excluding GT3s), Class 3: 991, and Class 4: Cayman GT4.

All this is for the everyday Porsche owner – professional drivers do not participate. What better way to demonstrate this point than with the winner of the 30-minute race – the Porsche Sport Challenge 2018 – being Svetlana Gorbunova with her

991.2 GT3 who came through the Porsche Experience Centre organised by Porsche Russia.

The competition was not decided until the sixth, and final round, at Moscow Raceway. However, a fight to the finish between Svetlana Gorbunova and Vladislav Sivy was denied as Vladislav Sivy crashed in final practice and the race went to Svetlana, a talented young lady who has been racing for a number of years and set her sights on doing well at this year's Porsche Challenge Russland. A newcomer to the Russian Porsche racing year, Vitaly Larionov, stormed to first place in the 991 GT3 class.

The Sport classification saw Alexander Skryabin take first place with his 997 Carrera S. In second place was Vitaly Larionov.

Porsche Driving Trophy, the Regularity competition, saw Sergei Salogaev take first place in his 997 4S with second place Alexander Petukhov in a 944 and third, Semen Chernis in his 991 S. The Porsche Club Cup 2018 for fastest lap in the final round at Moscow Raceway on October 7th, went to the wire but Vladimir Dragunov's time of 1.55.200 in the GT3 RS just pipped Pavel Leschinsky in his 991 GT3 with a time of 1.55.560. Andrew Goncharov was third in another 991 GT3 with a time of 1.56.252.

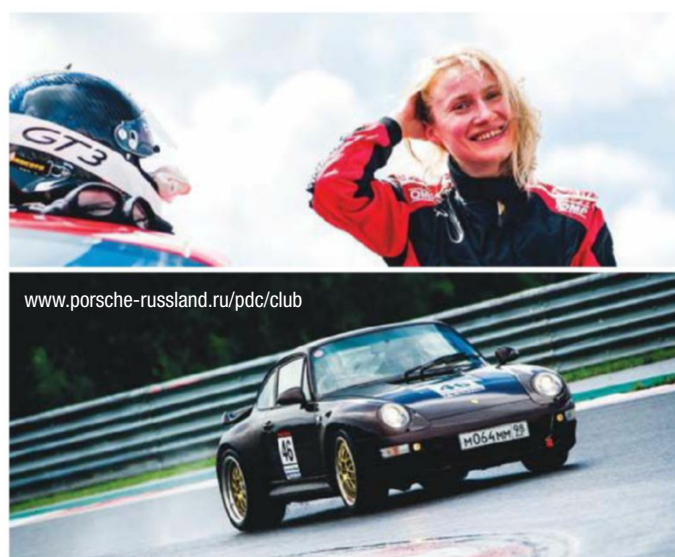
In Sport "A", the Cayman GTS

driven by Jan Coomans took the honours with a time of 1.58.194 followed by two Boxster S cars, Anatoliy Schetkov (2.00.469) and Andrey Fedotov (2.03.173) in second and third. The class Classic B was topped by Zaur Ezhaev in his stunning 993 Turbo; his time, of 2.06.005.

Russian Porsche drivers certainly enjoy a social calendar and the award ceremony for the 2018 season was a glittering occasion in November held at one of Europe's largest Porsche dealers, the Moscow's Porsche Sportscar Centre. The CEO of Porsche Russland, Thomas Shtertsel, was the guest

speaker and handed out the awards which included holidays on the Costa Brava in Spain and the Italian resort of Courmayeur, the Valle d'Aosta region of Mont Blanc. Other social events held throughout the year include river parties, Italian and German wine evenings, golf weekends, trips to Scandinavian and European countries and, inevitably, visits to the Porsche factory in Stuttgart.

The harsh Russian winter brings racing to a halt but the Porsche Cup Challenge 2019 promises even more intensity in the racing and camaraderie off the track. It starts in May at Moscow Raceway...





DEMO RUN FOR 718 CAYMAN GT4 RALLY CAR

Porsche has performed a demo run with a new 718 Cayman GT4 Rallye on snow and ice...

Porsche's motorsport department in Weissach is pushing ahead with the development of a Cayman GT4 Clubsport designed to comply with FIA R-GT rallying regulations. Porsche initially investigated the idea of turning a 981 Cayman GT4 Clubsport into a rally prospect, revealing a concept car at the 2018 ADAC Rallye Deutschland. However, this new car is based on the motorsport-only 718 Cayman GT4 Clubsport revealed at the very beginning of January (see p14-15). The new rally 718 Cayman GT4 Clubsport performed its first demo run, wearing studded snow and ice tyres, at the Porsche Winter Event held before the GP Ice Race in Zell

am See in Austria. Porsche works driver, Richard Lietz, performed driving duties.

The 718 Cayman GT4 Clubsport is powered by a 3.8-litre flat-six engine producing 425hp, several of its body parts are made of natural-fibre composite materials – a first for a Porsche vehicle. Porsche aims to enter the new car into the R-GT class of rallying, this has relatively low operating costs because vehicles retain a very close affinity to their production counterparts. It is hoped that the new GT4 will be ready for the start of the 2020 rallying season.

Porsche's planned return to rallying with the GT4 follows a long history of success in the sport. It

claimed overall victory at the Dakar Rally in 1986 with the 959, and the 953 (based on a four-wheel-drive version of the 911) also won the famous Dakar event. In the late 1960s and early 1970s, Vic Elford and Björn Waldegard took legendary

Monte Carlo Rally victories in Porsche 911s. In more recent times it has been privateer teams flying the 911 flag in the sport, even Porsche's works drivers Timo Bernhard and Romain Dumas have taken on private rallying projects.





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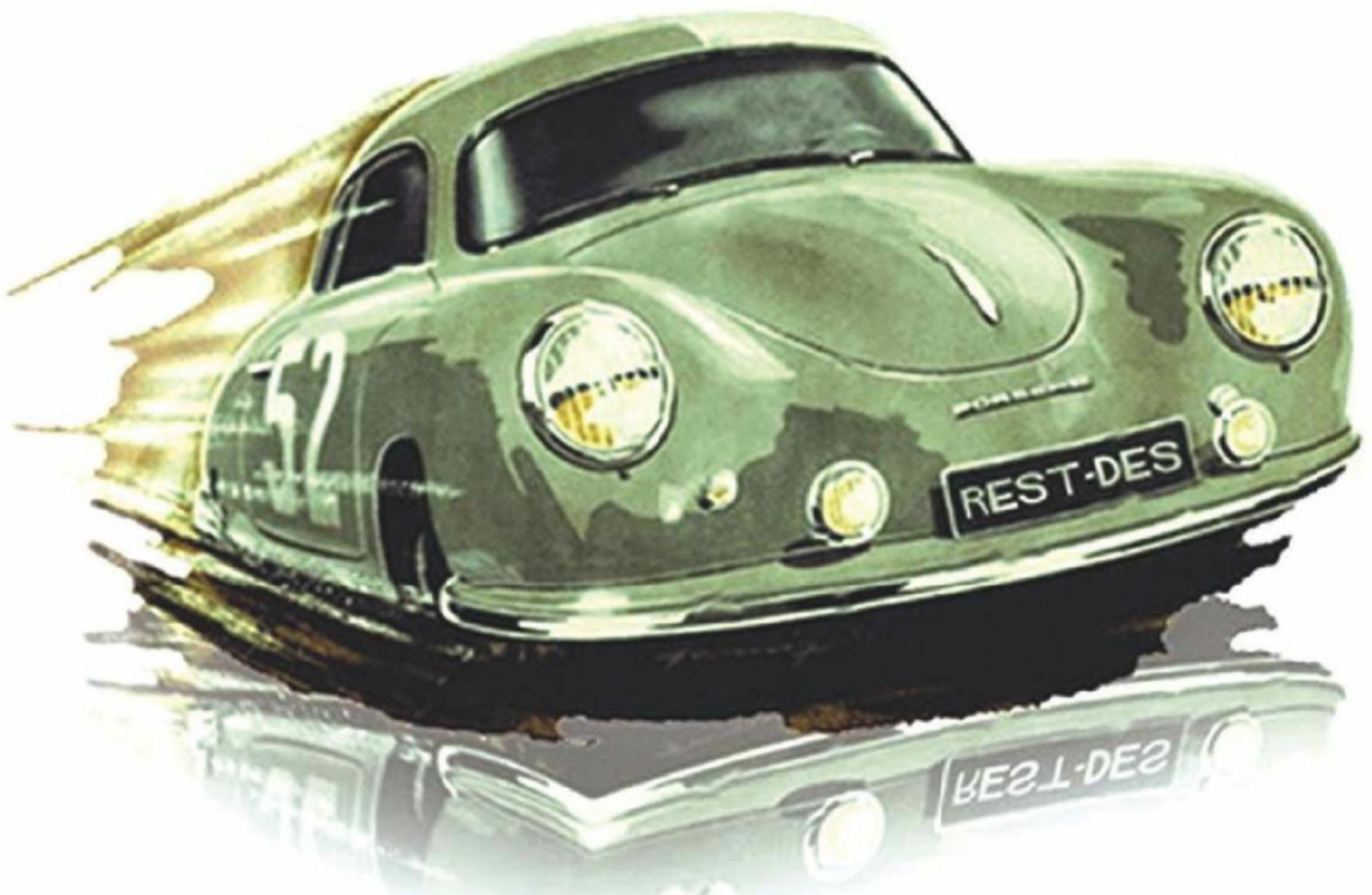
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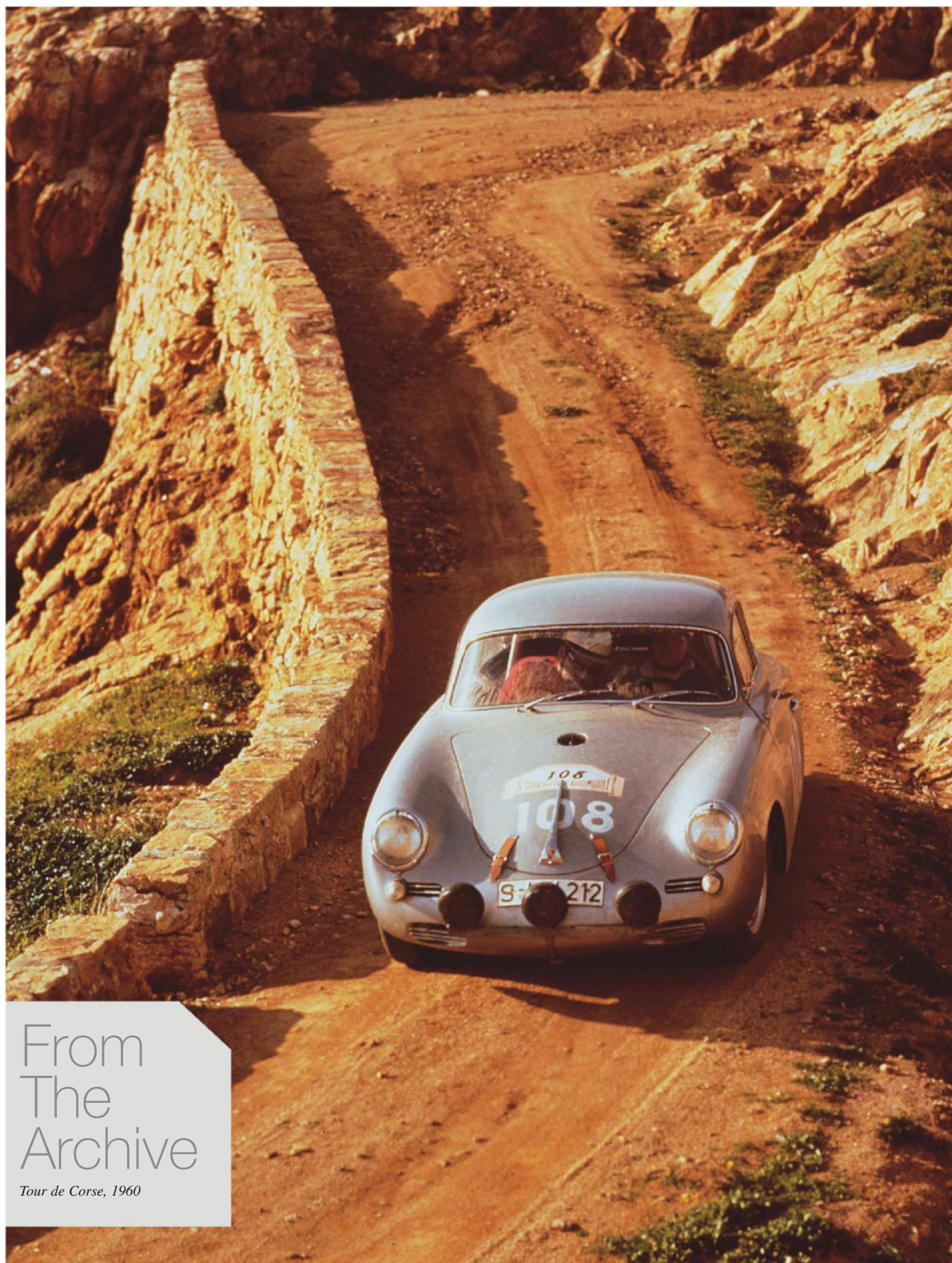
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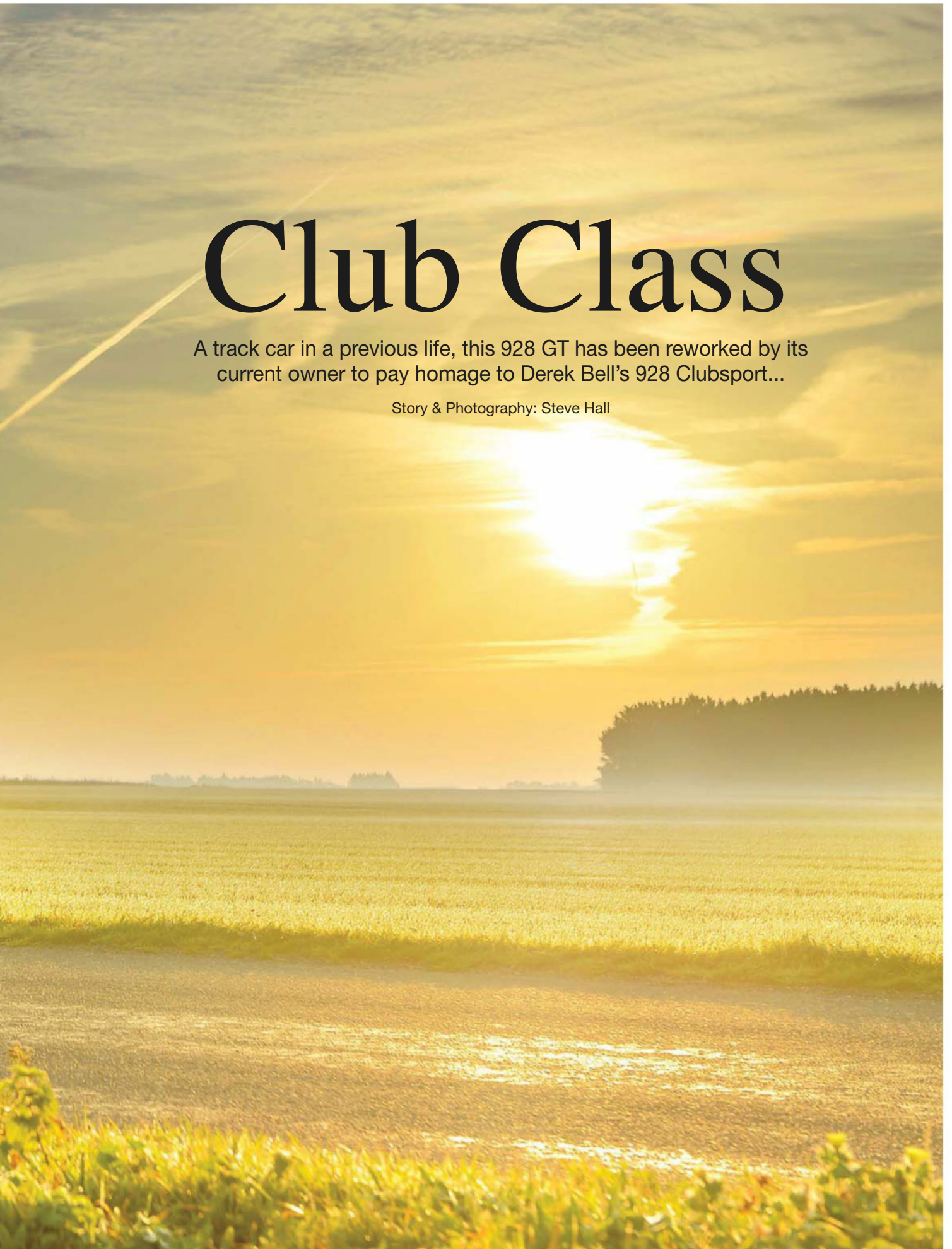
Tour de Corse, 1960



Club Class

A track car in a previous life, this 928 GT has been reworked by its current owner to pay homage to Derek Bell's 928 Clubsport...

Story & Photography: Steve Hall





It's the noise that gets you first. Given we're talking about a 5.0-litre V8 bellowing its spent gasses through a custom straight through exhaust with X-pipe, this really doesn't come as a surprise. This thing sounds absolutely fantastic, and yet, somehow different to expectations: somehow more cultured, more sophisticated, less bass rumble, more guttural howl. It's a wonderfully indulgent noise which builds intensity through the rev range, encouraging you to hang onto whichever gear you've engaged and experience the multi-layered cacophony up front melding with the cultured blare over your shoulder. Not bad for a standard motor.

But then, the 928 was always a pretty sophisticated motor car. I'm sure most readers of this magazine will know the story of how the 928 came to be, deemed a potential

successor to the 911 which was – supposedly – reaching the end of its development potential, and whose sales figures had dipped markedly. Well, we know how that went....

But the 928 forged its own place in the pantheon of the Porsche model range, a sophisticated sporting GT, the first and arguably only model of its type if, like me, you see the Panamera as a sporting executive saloon. Whilst it never sold in the numbers that the Porsche board hoped for – further proof of its inability to supplant the 911 – over 61,000 928's came to market during its 18-year life span.

My own experience of the 928 had been underwhelming prior to recent months. Memories of an early – and I suspect not in the rudest of health – 4.5-litre version centre around a car which felt cumbersome and

unresponsive. With 237hp powering 1450kgs through a three-speed automatic gearbox, this was very much a GT cruiser with an excellent, comfortable driving position, but it had little in the way of sporting intent. As someone whose interest in the 928 had been piqued by a picture of a gorgeous red GTS manual gently oversteering in the pages of Autocar in the early '90s, I knew the 928 I really wanted to try was a different proposition entirely.

Which brings me neatly back to the lovely 1990 928 GT you see on these pages. It may lack the 5.4-litre V8 of the GTS, but the reality is a paucity of just 20hp for the 326hp 5.0-litre V8 in the GT. Add in the fact that this particular GT pays homage to the five lightweight S4 manuals that were produced for Porsche's official endurance drivers in 1987 (Derek Bell, Jochen Mass, Hans Stuck, Bob



Wollek and Jacky Ickx), shedding over 100kg off the standard kerbweight, and this is one of the most driver focused, sporting 928s we've seen. This is more like it.

Owner Jonathan Stevenson acquired his 928 in September 2017, at which time it was setup – rather unusually – as a track car. Its stripped-out interior with race bucket seats, GT RS decals emblazoned down the flanks, uprated brakes, suspension, and a fairly serious weight saving programme, certainly qualified it as a track focused 928, but Jonathan had always hankered after something along the lines of that ultra rare car given to Derek Bell and company – and this would make for an excellent starting point.

If you're unaware of the special 928's

produced for the 1987 Porsche endurance driver line-up perhaps a brief potted history is in order. The idea of a lighter, more sporting 928 had been around for some time, so building a very short run of road-legal prototypes as a precursor to 1988's Clubsport model (designated SE for the UK market) was an excellent testing ground. Losing weight from the lavishly equipped 928 S4 was the most important task, so Porsche removed the sound deadening, central-locking, electric seats, cruise control, sun visors, remote tailgate release, storage bins, rear wiper and transaxle vibration damper. The air-conditioning was reworked to save weight, as was the wiring loom. Forged wheels, wider but lighter than standard, brought the weight down to

1450kgs – a saving of almost 150kg. Coupled with a wider rear track, stiffer front springs, uprated dampers, shorter final drive for the manual gearbox and straight-through exhaust, these 928s were as extreme as you'd imagine a factory car could be. And hugely desirable, as evidenced by the £225k the ex-Derek Bell car sold for at Bonhams in 2016.

Having been setup for the track, Stevensons 928 was perhaps even more extreme than those factory prototypes. Whilst lacking the special wiring loom, the stripped-out interior with no rear seats, half cage, race buckets and the deletion of a multitude of comfort items made for a proper hardcore 928. It didn't make sense to return the car to standard, so taking the Clubsport prototype as inspiration



was a natural direction to follow. Originally Grand Prix White with can-can red interior, Jonathan decided to tone down the look, removing the red GT RS decals, the red interior trim and refinishing the spoiler in the correct black rubberised finish. Cosmetically, the exterior was treated to a meticulous overhaul to give it a proper factory fresh look, with a full respray in original Grand Prix White, treating a few rust spots around the rear quarter windows at the same time. Originally supplied with red RUF wheels for track use, these were sold to fund the correct Clubsport wheels – sourced from Norway of all places at considerable cost. The holes left by the rear wiper delete were filled in, and the Cup mirrors replaced with the correct 928

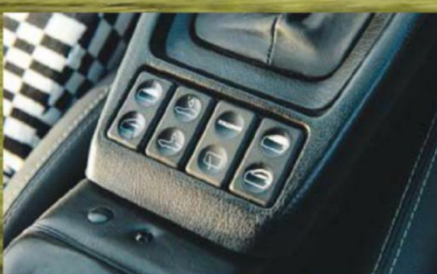
flag versions. A new windscreen and OEM window rubbers completed the factory fresh look for the car.

On the inside, the red Sparco buckets were replaced with unbranded Cobra buckets draped in bespoke Pasha inserts – a throwback to earlier 928s, giving a period lift to an otherwise black interior; these were matched with simple black Willans harnesses. Replacing the vibrant red carpets, lightweight black Perlon carpet was fitted throughout, with new floor mats made from the same material, finished with “bobble back” backing as per early 911s to prevent slippage, whilst the factory sound deadening was retained as a concession to the volume of rich music emanating from the straight-

through exhaust. Series 2 door cards were sourced (as per the prototype cars) and trimmed with Pasha inserts to match the seats. Finally, a three-spoke Momo steering wheel was replaced with the correct 928 wheel, retrimmed in black with contrasting white stitching.

Mechanically the 928 was in good shape; ultimately it had been used on track very rarely before the owners health took a downturn. Correctly sized Brembo callipers were sourced up front and fitted along with new discs. The LEDA adjustable dampers which came with the track setup were rebuilt and adjusted to a more road friendly setting, removing the brittle ride the car previously rode with. A full service including a fluid

*These 928s were as extreme as you'd
imagine a factory car could be...*



change for the LSD ensured the 'Clubsport' was ready for action.

It's a lovely thing to behold; having been the subject of such a comprehensive makeover, it's naturally in nigh on perfect condition. To these eyes, the 928 S4 shape has aged remarkably well, its clean, elegant shape unencumbered by unnecessary swage lines, add some modern detailing and larger wheels and it could easily be a product of the 2000s. And, whilst the interior may bely its age with slightly haphazard ergonomics born of its late 70s origins, the driving position is superb – the seat is set low, but there's an excellent relationship with the pedals, wheel and stout manual gear shifter. Visibility from the glass laden cabin is excellent. Time for a drive...

Back to that noise again. It dominates every element of the drive initially, such is the quality of sound drowning your senses. It's vocal, but not as loud as straight-through

pipes might lead you to expect, settling down on a cruise, barking when you flatten the right pedal. But the more I drive, the more typical Porsche qualities come to the fore. For a start it's surprisingly light on its feet, responding crisply when attacking a corner, plenty of feedback streaming through the wheel. This car's 100kg weight loss against a standard GT version can only help, but body control on the adjustable dampers is excellent, the 928 rolling progressively with no slack through the left or right transition that's a highlight of our test route. It's confidence inspiring, the rear of the car responding in unison to your steering inputs whilst remaining stable even under full throttle. The upgraded pedals are nicely positioned if you want to indulge in a kick of throttle whilst downshifting; the dogleg gearchange isn't the most precise but it has a hefty, mechanical feel which won't be rushed but is satisfying when you learn its ways. Being

a 5.0-litre V8 you could probably leave it in third and cover every responsible speed range anyway. But you wouldn't want to, because the glorious V8 rumble and accordingly impressive acceleration when you rip round to 6,000rpm are well worth experiencing – this is a V8 that enjoys the right-hand side of the rev counter. It feels genuinely quick, too – 326hp in 1450kg will do that, I suppose – and the straight line mojo is backed up by a firm, responsive middle pedal with weighting perfectly aligned to the expectations set by the rest of the controls – how very Porsche.

I still want to try a healthy manual 928 GTS one day – in Guards Red, just like the Autocar test car from way back when – but I'm thrilled to have had a chance to lay those negative 928 memories to rest. This beautifully rendered GT 'Clubsport' was a joy to drive. It's easy to see why 928 values have climbed so much in recent years, there's nothing quite like it ○

This is a V8 that enjoys the right-hand side of the rev counter...





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

As the number of teenage drivers falls, John makes the case for a full licence being the springboard for youthful independence...

By the time you read this, my middle daughter should be solo driving the roads of Warwickshire, rich in Kinder Bueno bars, having won the bet with her best mate over who would get to their driving licence first. Sliding a full driving licence into her purse will be a big boost for independence and the start of a new phase in our romance, where we go road tripping in some of the very nice cars I own that I haven't driven much in recent years.

Ciara turns seventeen in two weeks and all talk is of the driving test. She's been riding a 50cc moped to art school for months, but this is January. There are few greater incentives to go from two wheels to four than light snow showers and zero degrees Celsius.

As you'd expect, she already has a car and has covered several hundred miles in it on late night lessons down country roads. I bought the two-owner Mercato Blue 2001 Volkswagen Polo 1.4S back in 2015 for Ciara to have a go at the Under 17 Car Club: a UK charity that hires airfields and other huge private spaces, zoning them off as real-life road systems (including stretches of motorway) that allow kids as young as thirteen to drive at full speed for real and build up their road sense with mum or dad sitting alongside.

The Under 17 Car Club specified a five-door car with manual transmission and a central handbrake. Despite owning fifteen cars at the time, none met the criteria. I instantly knew that a 6N2 Polo was required and it took me a while to find a nice one. The right car eventually turned up in Essex, I had it transported home and gave it

a mechanical overhaul. I have since driven more than 30,000 miles in the Polo and it's a great little car with incredible build quality. Ciara will start in a basic 1.0 Polo for lower insurance – manual windows and no central locking – but a 1.4-litre will be waiting for her eighteenth birthday and insurance year two. The thought of central locking, electric windows and a sunroof has middle daughter very excited.

Who could forget their first-ever drive? I took mine solo, swiping the keys to my mother's Nissan Stanza 1.8 SGL on the day before it was due to go back in part exchange and putting the clutch theory I had read several hundred times in the AA

Despite owning fifteen cars at the time, none met the criteria...

Book of Driving into practice, several hundred times.

When the car began rolling under my control, uncontrollable joy entered my life. I would take the keys to mum's new Nissan Prairie two or three times a day and drive up and down our cul-de-sac, or just sit in the car with the engine off, imagining drives into Limerick or further afield, working out the gear shifts and junctions with a driving sim running in my head. Mopeds were not an option in my house, so I had two years of this before I could

get a provisional licence.

Finding a qualified driver to sit with me meant dragging my dad into the passenger seat and that was a short-lived trend. His nerves were not compatible with sitting alongside a rally-obsessed seventeen year-old, so the job fell to my mother. It had never occurred to me that my mother was a great driver, but so it transpired. My mother's advice combined with the AA Book of Driving and the occasional Prairie drive while she slept got me through my test on the first attempt. Cars have since been my door to a lifetime of fun.

Radhika Sanghani wrote a piece in *The Guardian* last year, discussing the joy of newly independent motoring and lamenting the fall in driving licences amongst 17- to 20-year-olds. Just under half of this age group had driving licences in 1992-4, but the figure fell to less than thirty per cent by 2014. The number of 21- to 29-year-olds with licences also decreased in the same period, from 75 to 63 percent.

"Learning to drive was a rite of passage," wrote Sanghani. "As

young women, it was one of the most empowering things we could do. Instead of being reliant on others to get around, we could do it ourselves. It gave us more agency over our lives: it's proof that you can take care of yourself."

I noticed this change in both oldest and middle daughters once they got their own transport. Having autonomy over their movements inspired a rise in self-regard. They became less willing to let others – particularly the many disappointing males my teenage girls seem to encounter – dictate the shape of their lives and are more independent when making important life choices. I had underestimated the effect in my own life, but revisiting the sequence of events following the acquisition of my driving licence confirmed the same phenomena.

If you want to release independent kids into the world, getting them driving as early as possible is an essential part of the process. It's cheaper than therapy and you get to do road trips with a new grown up friend ○



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



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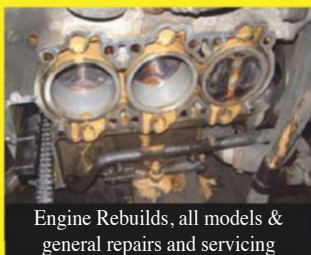


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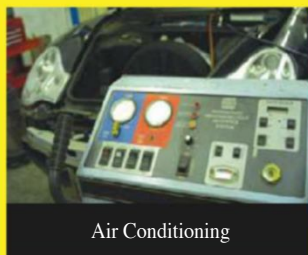
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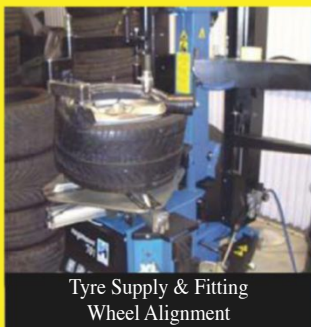
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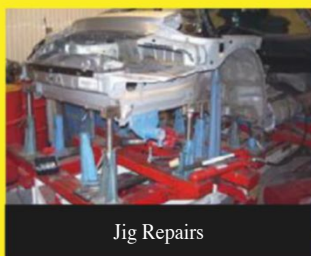
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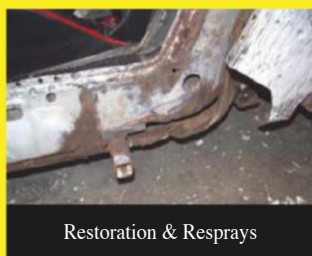
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Simon has worked across several automotive publications for more than a decade

Simon has been Porsche spotting on opposite sides of the globe – a far tougher task than it is in the UK...

Recent visits to North America and Asia opened my eyes. As a UK native I'm accustomed to seeing what some might term 'prestige' vehicles on our roads up and down the country all of the time. A trip to any given supermarket for example is likely to reveal a sea of one- to three-year-old Audi, Mercedes, and Jaguar Land Rover products parked line astern outside as their owners stock up on 'the essentials'. Despite being a niche car maker by comparison to those aforementioned brands, Porsche vehicles of all shapes and sizes are also not an uncommon sight on a daily basis – be that 911 Carrera, Macan or anything from the current flock.

However, it wasn't so long ago that seeing cars like those mentioned in the street, Porsche in particular, was a true occasion. Think back to the 1980s and 1990s, for example, when spotting a 911

outside your local post office was cause for stopping, staring, raising of eyebrows and perhaps even popping home to retrieve the Olympus Trip in order to capture the occasion for prosperity on 35mm film. Whether you believe that this shift points to the average UK resident being more affluent these days, or that the nation's obsession with owning new cars, 'keeping up with the Jones', leasing, or purchasing everything on eye-watering finance packages is to blame, the fact is that there seems to be more of these kinds of 'expensive' cars around. By 'expensive' I guess I mean upwards of £40,000...

I can't say that I'd noticed the UK shift, at least not until I was in the USA at the end of last year for the when the revelation first hit. Oddly seeing newer cars over there is nowhere near as common – getting a glimpse of a contemporary prestige vehicle even less so. I think I saw two newish Cayennes and a new Range Rover in the space of a few days in LA, everything else was either more run-of-the-mill, older, or both. That's not what I'd have expected from an affluent Western city in California.

Over New Year I managed to escape to Asia, Thailand specifically where, despite what you might think, there is a burgeoning Porsche

scene. To prove that point there's a version of this magazine available in the Thai language! Due to import taxes the Thais have to pay through the nose to own a Porsche, by way of an example a 987 Boxster would cost you the equivalent of around £60k to buy in Baht! Despite this there are plenty of Porsche owners in Thailand, especially in Bangkok where a concentration of the country's wealthy folk reside. However, just like in LA, I saw only two (old generation) Cayennes and one new Panamera saloon during more than two weeks of driving around all over the capital. Spotting all three vehicles was an occasion of note simply because they stood out from the crowd – the way a Porsche of any kind used to at home.

You might argue that there's a greater divide of wealth in the countries I've mentioned above than in the UK and Europe. You might also point out that the UK is a huge market for the likes of Porsche and that, given its surface area in comparison with Asian and American territories I am naturally more likely to see said marque's cars. In addition that perhaps Porsche cars cost more in the US and Asia relative to average incomes. I concede these might all be factors, but I guess what I'm really wondering is if, in a funny sort of way, we are becoming desensitised to seeing expensive prestige cars like Porsches on UK roads. I wonder if that is inadvertently making them slightly less special? Might Porsche, and its fellow prestige brands, in some fashion be gradually becoming a victim of their own success? In my experience, in the UK a Porsche is these days less likely to turn heads ○

They stood out from the crowd – the way a Porsche of any kind used to at home...



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



Philip Raby has a strange coincidence and misses out on reliving his youth...

Recently in this column, I wrote about a 911 40th Anniversary which a colleague managed to lock himself into, and the strange coincidence of two men from the same village ringing up on the same morning to enquire about the same Porsche 911 Carrera 3.2 – one ended up buying it. Well, by a happy coincidence, I can tell you another story of a similar car and another, er, coincidence.

We were offered a 911 40th Anniversary by our local Porsche dealer and, I'd been so impressed by the first one, I snapped this up quickly, as they are rare cars and lovely to drive. The Porsche Centre had taken it in part exchange against a new Cayman and they didn't think it was for them to retail – a shame in a way because I think it would have looked really good next to a 50th Anniversary they had in stock, but I wasn't going to argue with them.

As soon as this second

Anniversary went on the market we were, not surprisingly, inundated with enquiries about it. One chap rang up and had a long chat with me about the car, and then asked if we'd be interested in taking a Peugeot 205 1.9 GTI in part exchange, as he was buying the Porsche with a friend and his friend would need to sell the Peugeot. Now, as I'm sure many of you readers did, I had one of these pocket rockets, as the magazines called them, back in the 1990s and I have very happy memories of what was little more than an engine on wheels, so was quick to say that, yes, we'd be keen to take it in. The call finished with the customer, who was called Andy, saying he'd need to arrange a time with his friend to

come and visit as he lived up in the Midlands.

An hour later, I took another call about the 40th Anniversary and we again chatted enthusiastically about the Porsche for a while. The caller then mentioned that he had a car to part-exchange but it probably wasn't something we'd be interested in. I asked him what it was and he replied that it was, you guessed it, a Peugeot 205 1.9 GTI. At this point I asked, "Was I speaking to your friend earlier on today?" "Er, no," he replied in a confused tone. It turned out that he was nothing to do with the previous caller; although he was also called Andy, just to confuse things further. Once again, we finished by him saying he'd need to find time to visit, as he was way up

in the north of England.

Oddly, we never heard back from the second 205 GTI owner, but the first was over to see us very quickly with his friend. They were thoroughly pleasant people and agreed to purchase the 911 40th Anniversary. I was, though, a little bit sad when they told me they'd decided against parting with the GTI, as I had been looking forward to revisiting my youth. That said, I do suspect that I'd find a 205 1.9 GTI somewhat disappointing if I tried one today – even the owner who visited said he wouldn't want to drive his even 100 miles. Perhaps some memories are best kept as just that – memories.

Speaking of part-exchanges, we've just taken in a Honda Goldwing from a couple who bought a lovely Porsche 996 Cabriolet. Now, I'll be the first to confess that I know nothing about motorbikes. I ran a little 125cc thing on L-plates for a short while when I was young, but that was a long time ago. This Goldwing has a 1800cc flat-six (just like a 911) engine, three luggage compartments (even more than a Boxster) and even a tow bar (unlike a 911). Not to mention, a radio, heated handlebar grips and a reverse gear. It's an enormous thing and takes up a whole car space in the showroom. Which is fine until we need to move it. Neither of us have dared to start the engine and we struggled to even get it into neutral to push it around. Even pushing it about is worrying after hearing tales from various doom merchants about how easy it is to break your leg if you drop a Goldwing on it. I have to confess, it's an impressive thing but it's really not for me. I much prefer four wheels... ○

It would have looked good next to a 50th Anniversary they had in stock...



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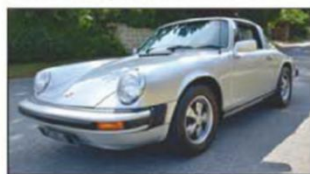
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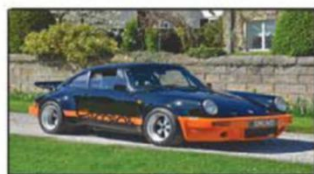
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Drive Time

This is the moment of truth. We get behind the wheel of the all-new 992 Carrera at the Hockenheimring to see how the eighth-generation 911 compares with its illustrious forebears....

Story: Andrew Frankel Photography: Richard Pardon, Porsche





think I could construct a reasonably cogent argument along the lines that being responsible for the next Porsche 911 was both the best and worst job the motor industry had to offer. Get it right and you get to be revered by your peers and called 'Mr 911' by your press office. Cock it up and your name will be remembered for all time for an altogether different reason.

So perhaps it's not surprising that the current Mr 911, one August Achleitner, appears to have played this almost entirely new 911 with a very straight bat. He's the man who turned the patchy 996 into the superb 997 and has looked after the fortunes of the world's greatest sports car since not long after the turn of the century. But now he is retiring and this 992 series of 911 is his last laugh. Why would anyone, let alone someone who had curated the fortunes of the world's greatest sports car so well and for so long decide to change the formula now? The answer is he wouldn't. And he hasn't. But that doesn't mean the 992 is not a radically altered machine from its 991 parent, far more different indeed than its apparently quite similar appearance might initially suggest to you.

We know so much already. We know it sits on a new platform, is both wider and longer, has an eight-speed gearbox, a brand new interior, different suspension, brakes and new electronic architecture featuring the world's first wet weather mode that doesn't require pre-selection by the person behind the wheel. Really only one question remains, and when the subject is a new 911, it is the most important of all. What's it like to drive?

Here I am now in a position to help, for I have driven the 992 as fast as I can make it go, and in conditions that would find the flaws in any chassis set up.

Hockenheim was wet the day I drove the new 911. Actually it was worse than that: it had been wet – very wet in fact – but had now dried in places. So depending on where you were on the lap track conditions varied from dry to flooded, with every gradation of damp and wetness between. A nightmare in other words, and a more perfect test for such a car you could not imagine, especially as two

visually identical cars were available, one with four-wheel drive and one without.

Both are PDK Carrera S models, because that's all Porsche is launching at the moment. A normal Carrera, a manual gearbox, and the usual procession of other body styles and powertrains will follow in due course.

Once inside, and even before you've started moving, you couldn't really mistake this for anything other than a 911 despite the new interior. I'm not sure that space age TFT screens sit too comfortably with chunky switchgear and the deliberately 1960s analogue tachometer – it's almost as if Porsche realised the interior was becoming too generically Porsche and insufficiently individual 911 and decided to add a retro dash to an otherwise post-modern cockpit – but the driving position is pure 911. You sit low with the relationship between you, the wheel, the pedals, windscreen and dashboard essentially unchanged. It may be wearing new clothes, but you know this is still a 911.

And you'll know it all over again when that flat-six fires up. Internally the engine is unchanged, but all its ancillaries have been changed including a size upgrade for its turbos resulting in a 450hp punch. Which means it now has just 25 fewer horsepower than the GT3 had a mere four years ago, and lot more torque to boot.

Driven relatively slowly, the engine seems smoother than ever thanks, I expect, to the rigidity of the brand new platform in which it is installed. And the new transmission, which uses its extra speed to widen the ratio spread to create shorter lower gears and more overdriven higher gears, changes one cog for another with little more evidence to show for it than a repositioning of the rev-counter needle. It's not really possible to gain an accurate impression of ride quality even if you take to the service roads around Hockenheim but the car feels predictably firm, but well damped. I expect it will be quieter than a 991 at a steady cruise too.

But that's not what you want to know. So join me on the track in a Carrera S, born as nature intended with driveshafts to its rear wheels alone.

We drive first with all the electronics turned





*It may be wearing new clothes, but
you know this is still a 911...*



on and at about two thirds effort, probably the same sort of level you might use when driving as fast as is safe and sensible on a public road. To me if the 991 had a flaw, it was that it needed to be driven harder even than this before it would really come alive and reward like a 911 should. But with quicker steering, (optional) rear wheel steering and that wider front track, the 992 already feels usefully sharper than its predecessor. It flows beautifully from apex to apex, Porsche resisting the urge to make its steering feel more aggressive on turn in, letting the feel of the car come from its natural poise and the brevity of its wheelbase.

The engine is mighty, mighty enough to make you pause to consider for a moment the fact that once all the new 911s are in play, there will only be one specification with less power than this. Of course the GTS, Turbo, Turbo S, GT3 and so on will all have greater potency still. Porsche says this car will hit 62mph in 3.5-seconds with the optional Sport Chrono Pack fitted and it feels easily that fast. This standard, every day, one-off-the-bottom Carrera S is now a ferociously rapid machine.

It's been a while since I was last at this track

so it takes a few laps to familiarise myself with its surroundings. But soon we can take that little wheel mounted controller, switch it to Sport Plus mode, wind the stability systems back a bit and start to play. Instantly the car's character changes, slightly but significantly. You notice it first in the rapidity and sharpness of the gearchanges, which now appear not that different to those of a GT3 RS.

There are long curves here, taken as you accelerate, ideal for exposing any latent trickiness in the chassis, especially as track conditions today vary from one corner to the next. But there is not the slightest suggestion of treachery here: you use the traction afforded by its rear-mounted engine and trust absolutely that it will not bite. What you notice instead is that the 991's desire to understeer on turn in has been dramatically curtailed. The 992 feels more neutral, easier to guide towards, and then hit your apex. But maybe that's just the electronics being very clever. Plenty of cars on sale today rely on their stability systems to keep them manageable for most drivers and you only discover their true nature when you turn them all off.

But the 992 is not like that. This is not a

The 992 feels more neutral, easier to guide towards, and then hit your apex





car that requires a last line of defence to save you from yourself. If you ever find yourself in a 992 Carrera S on a track, I urge you to drive it unencumbered by electronic interference, though I will not pick up your repair bill should you run out of talent. For even in the most taxing of conditions, the 992 inspires confidence like few cars I've driven, despite its engine remaining in completely the wrong place for such niceties.

Indeed the last vestige of traditional 911 behaviour I find are when braking hard and running into rivulets of water running across the track – the front tyres momentarily lose grip, setting the ABS chirping, but before I even have time to consider whether we have a problem or not, the car is out the other side and proceeding as if nothing had happened.

On the limit I particularly appreciate how easy it is to make the back of the car do precisely what you want. You can just use the fabulous traction to rocket you out of the turn, you can slide it a bit and emerge with no more opposite lock than that required to straighten the wheel, or you could be a complete idiot and show off your drifting skills until you run out of rear tyres.

Unsurprisingly, the Carrera 4S is not like this. It carries an extra 50kg and I was surprised that it could be detected, not in the way the car accelerates for it is only fractionally slower, but in the way the car feels: slightly less on its toes, a touch less interactive, though nothing you'd notice were you not able to jump from one to the other in an instant.

But its cornering behaviour is entirely different, once you've switched off the electronics that mask its natural behaviour. Obviously traction is even greater with the work load divided between four wheels,

but as no 911 has ever been exactly short of traction, I'd call this a marginal benefit. The main difference, and this should not be any great surprise, is that the 4S always wants to straighten itself up, so if you want to slide it even gently you have to find a way to make it behave in a way it inherently dislikes. On a wet surface this can be done with a big lift and a stab of throttle or but unlike the Carrera S which signals its intentions clearly, you're never quite sure whether the 4S will just wiggle its hips or try to go broadside across the track. It feels a bit like prodding a sleeping leopard with a stick, not know whether it will do nothing, snarl or tear your head off your shoulders.

Ultimately it's a minor point because few 4S owners will ever choose to drive their cars this way, but to me it is instructive and reveals a fundamental character difference between two visually identical cars. So now and as ever, the advice is to have more fun and save money both buying and running the car by getting a Carrera S unless there are specific reasons why you genuinely need four-wheel drive. Like you live in the middle of a frozen lake.

But the broader point is that whichever 992 you buy, you can be sure that beneath that sleek exterior and behind those oh-so modern screens still beats the heart of a true 911. I'm pleased that it's quicker, quieter, more functional and effective than ever, but I'm absolutely delighted that it's an even greater driver's car than the 991. Indeed I'd be confident that no other car that this kind of money can buy, and which you'd also choose to use every day, offers anything close to a driving experience as involving and satisfying as this. It's what the 911 has been doing from day one and it's good to see that, 56 years later, its unique appeal remains as strong as ever ○



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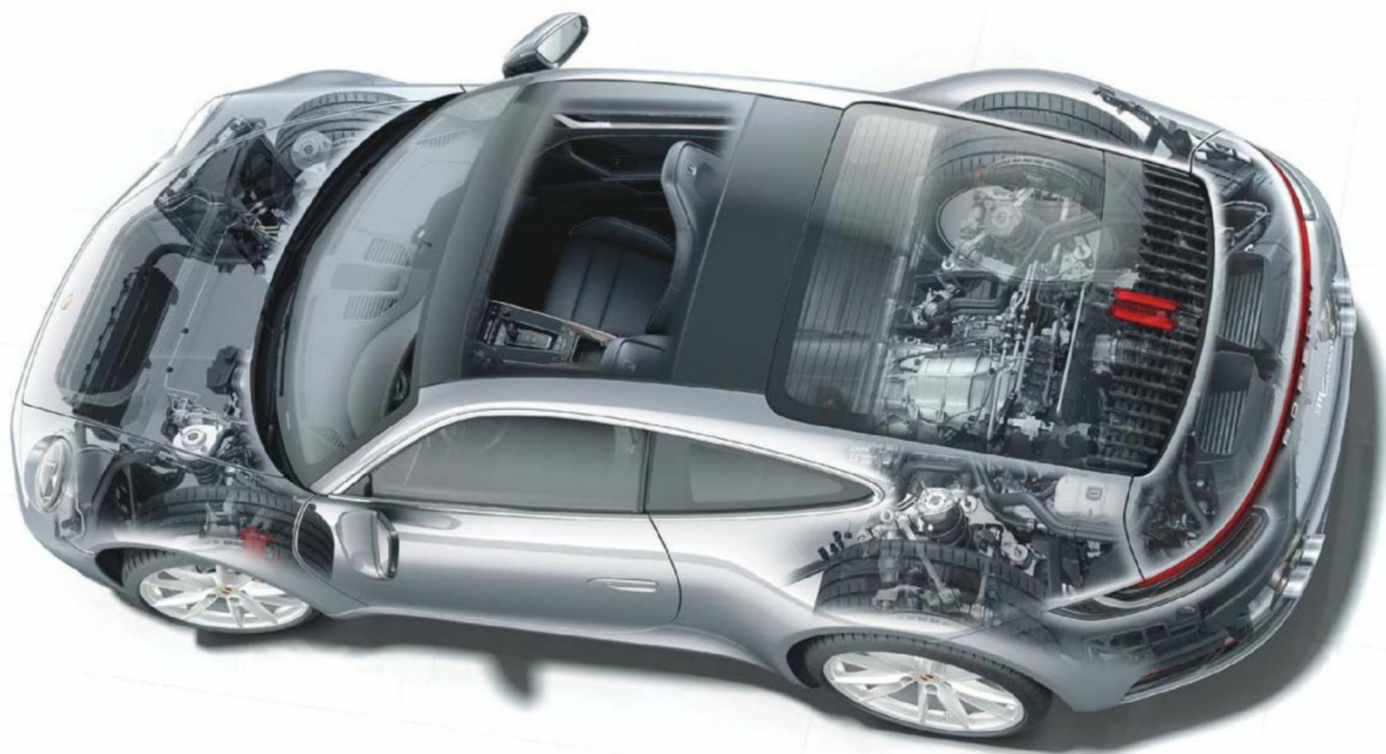
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Naked Attraction

You've just read about the 992's driving experience, but under the metal is this latest 911 evolution or technological and mechanical revolution?

Story: Simon Jackson Photography: Porsche

We all know that the 911 story is traditionally one of evolution over revolution, but with the 992 Porsche is especially keen to communicate the fact that there's more going on under those curvaceous panels than first meets the eye. Platform engineering and sharing is nothing new, but the 992 marks the first outing for the 'MMB' modular mid-engined platform concept, meaning that the new 911's underpinnings are entirely fresh. Other VW Group marques share platforms as a matter of course, for example the frequently used MQB platform for front-engined, front- or four-wheel-drive vehicles sits beneath a multitude of

models from the humble VW Polo and Golf to the Audi TT and Skoda's latest SUVs. Porsche's stablemate marques are entitled to make use of the MMB platform, or elements of it, and they will do just that. However, the very nature of the 911's rear-engined genetics makes it somewhat unique and, reading between the lines, Porsche has taken the lead in engineering this platform to ensure there has been no compromise made to its baby – arguably the most important car that will employ it. What sits atop it is, without any doubt, purely Porsche. During a recent visit to Zuffenhausen we were able to learn a great deal more detail about the 992's technical makeup, so let's dive in...

BODY

There's a thriving preconception that the 911 is getting larger and heavier with each new rendition, however Porsche has a firm agenda to counter that argument. In recent times the weight of the Carrera has been on a downward curve, and in rather Germanic fashion Porsche calls this the 'reversal of the upward weight spiral'. This is most notable since the transition between 997 and 991, where the car's overall weight fell by 11 percent. Once again it has been reduced with the advent of the 992 by a further five percent – so things are evidently moving in the right direction.

Naturally incremental increases in certain dimensions have occurred, cars in all sectors have been growing in size for a number of years, and this serves to fuel the conversation that the halo Porsche is becoming more GT cruiser than nimble sports car. Yet these increases are, in reality, almost imperceptibly minuscule. The 992 is 20mm longer and 4mm taller than its forebear, measure its sill to roofline and you'll find it just 5mm shallower while its wheelbase remains identical to the 991 before it. More importantly Porsche has put major focus on implementing new materials and manufacturing technologies in order to save weight with its new iteration of 911. The 992 uses 37 percent less cold sheet steel than the 991, while new multi-material joining procedures for affixing high-strength steel and aluminium within the body of the new 911 include the use of solid punch rivets, roller hemming (door sill) and friction welding (window flanges, roof frame, rear

window). Those three new methods for joining metals bring the total number of different techniques used on the 992 to ten, by way of example there were seven used during 991 production and just four for the 997. Since the production of the aforementioned 997, which used none, use of casting materials has increased from nine percent (991) to 13 percent (992), while the use of aluminium has seen a reduction in weight of the car's side panels – good for a loss in weight per vehicle of 12 kilograms.

Cleverly the use of new materials to save weight has not compromised rigidity, in fact the 992 makes useful gains in that department. The transfer of stiffnesses at the front end is one area where this will prove tangible while driving, a new bracing concept between the front struts has been designed to improve stability across the front axle. Generally speaking torsional rigidity and the bending of the body have been markedly improved, common sense tells us that less flexing of the body is a bonus. As you'd expect Porsche thought ahead about future model derivatives, namely the newly announced Cabriolet. Convertibles naturally require additional structural rigidity to counter the loss of a conventional metal roof, two styles of load beam will suit both lightweight coupé and heavier Cabriolet, Targa and Turbo variants – these use the same fastening points and joining technology. Talking of roofs, the 992 benefits from a modular system allowing for various options up top.





There have been huge gains made in chassis dynamics and feel

CHASSIS

Attention to detail is a Porsche mantra, subsequently the new 911's chassis has been a case of performing microscopic analysis of what has come before and arriving at (often small) improvements where possible. An example of these small improvements are chassis mechanics tweaks. Between the second-generation 991 and 992 the use of new damper technology has helped improved chassis focus in both 'Normal' and 'Sport' modes, so too increased spring rates which have been increased by between 14 and 23 percent. The Porsche Active Suspension Management (PASM) system has seen improvements through collaboration with damper partner Bilstein and a new Porsche damper control system, software developed in-house capable of making adjustments to dampers several hundred times per second according to the driving situation and forces working on each specific wheel at any one moment in time. Porsche claims that these changes have managed to improve ride comfort and responsiveness – the holy grail for a chassis engineer.

Steering ratio changes have made the car

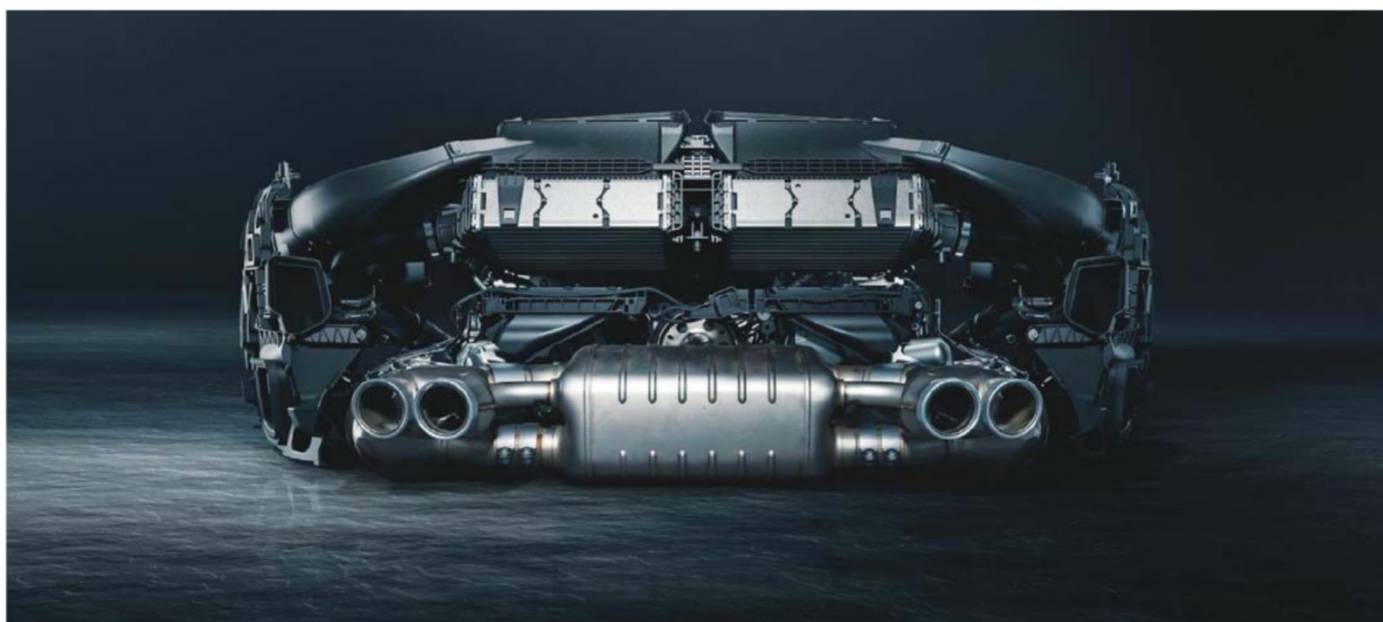
more direct from the wheel, chiefly through the use of a stiffer torsion bar and an in-house produced steering controller. Porsche has also further finessed the rear axle steering system to which we are now accustomed, with gains of six percent, however cars without the system see the greatest improvement in steering ability – some 10 percent. This means that a 992 without rear steer is as competent as a second-generation 991 with the system...

Of course, one of the most influential advents has been that of the new Wet Mode. Importantly this (together with new tyre compounds and the use of staggered diameter wheels) has allowed Porsche's engineers to lean the 911's overall driving characteristics away from dry handling balance for the first time. Usually Porsche would have to be ultra conservative in this area, striking a balance that majored on safety in the wet, trading-off dry handling thrills, however with the innovative Wet Mode the car can now detect wet driving conditions and modify its systems accordingly with a flatter torque curve, redefined torque distribution, more sensitive stability systems and larger preparedness of

the ABS and torque distribution systems.

Now, a quick note on wheels while we're talking chassis stuff; of the 20- and 21-inch staggered options the optional five-spoke Carrera Exclusive wheel is the lightest. It is the only forged wheel of the available four styles (the rest being flow formed), saving 2.2kgs across a full set.

Lastly on the chassis side, this is the first 911 fitted with an electronic brake booster (EBB), technology first developed by Porsche for the 918 Spyder. It affords shorter pedal travel, greater response and precise pedal feel, furthermore it saves 41 percent in weight compared with the 991. Oh, and a very quick mention on brakes, we expected PSCB mirrored ceramics (Porsche Surface Coated Brakes) to be offered on the 992 Carrera, we're told we can expect this option, as debuted on the latest Cayenne, on later performance-orientated 911 models – read a forthcoming Turbo which we were told by Jens Thomer, Director Planning Vehicle Projects and Factory Structure, is coming and *will* be wider than the (already wide body) Carrera S we've already seen.





POWERTRAIN

Though Porsche might claim the 2,981cc Bi-turbo flat-six in the back of the 992 Carrera S is new, it would be more accurate to describe it as an evolution of what has come before. It's same 9A2 engine we saw in the 991, now termed internally '9A2 evo' and producing a whopping 450hp – for perspective that's 30hp more than the outgoing Carrera and 90hp more than a 996 GT3... In order to warrant the 'evo' title some things have changed outside of it running a higher level of compression. Piezo injectors now feature, boasting a greater (and more precise) flow, in addition the Vario Cam Plus valve timing system has been tweaked – it now has different valve strokes and the intake valve closes earlier when your foot comes off the throttle pedal.

There are three important changes to the forced induction system which, incidentally, now uses an electric wastegate. The 992 uses a symmetrical turbocharger layout as opposed to the asymmetric setup employed by the 991.2, whereby the turbo system was simply rotated from one side to the other, now each side uses a bespoke design that is better at heating the catalytic converters. Further to this comes a new exhaust manifold, this is a cast iron affair as opposed to being of a sheet metal construction. The final element of our trio of changes is the repositioning of the

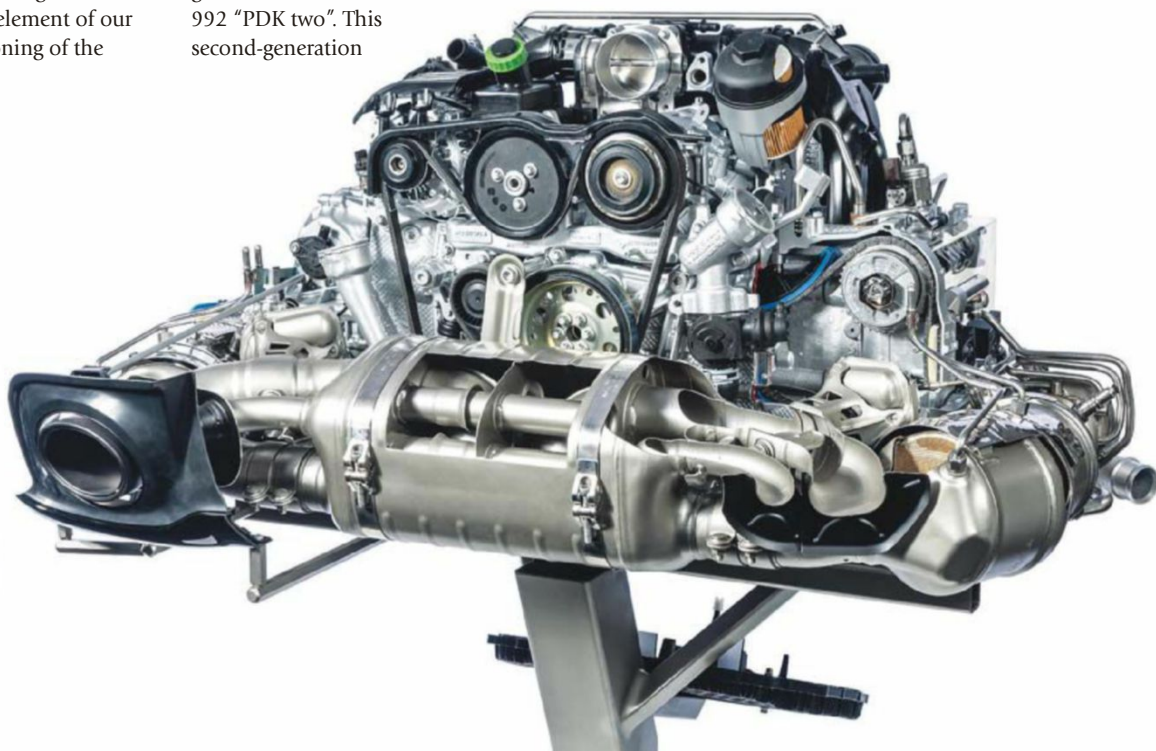
intercoolers, these used to sit at either side of the engine block but they now both reside at the rear above the exhaust system where the air filter used to lay – they're 14 percent bigger than the old versions to boot.

Much scaremongering has been perpetuated about Particulate Filters (PF). Government rulings on the fitment of these things delayed the development of the 992, leaving Porsche just a year to turnaround the final design, but they are a necessary evil so the world tells us. Thankfully, despite what you might read elsewhere, they have not changed the audible note of the 911 by any detectable margin and, thanks to Porsche compensating for their fitment with some clever exhaust back-pressure tricks via the car's ECU, it says there is no noticeable loss to performance. I am inclined to believe this as Porsche engineers told me that even they were gobsmacked by this welcome fact! It's also worth noting that a new design of engine mount, larger in size and positioned more inboard, plays a part in the 992's overall rigidity and balance, predominantly stiffening the link between engine and transmission.

Porsche is calling the new eight-speed PDK gearbox found in the 992 "PDK two". This second-generation

of dual-clutch automatic gearbox was first seen in the Panamera, its gear set and hydraulics setup, shifting actuators and pump are all the same. First gear has been optimised for fast launches, so it's shorter than before, while the overdrive gears of seventh and eighth are slightly longer for relaxed pace on motorways and top speed purposes. Also an innovative engine-driven adjustable vane pump to control volume flow boasts 77 percent less losses than its first-generation counterpart. Perhaps the most useful facet in the real world though is its ability to use predictive information to prepare the correct gear for the road ahead, be that a corner, hill or even a slower moving vehicle. The new PDK system also has enough space to accommodate a future hybrid system should such a model of 911 be required. A last point of interest on the PDK system; the Carrera S currently has 390lb ft torque, looking ahead to future fast 911s, this PDK 'box can run up to 590lb ft torque if not more...

Finally a new front axle design means the Carrera can handle a ten percent increase in torque capacity, it offers a staggering 300 percent improvement on cooling. In translation? The 992 can drift for longer... ○





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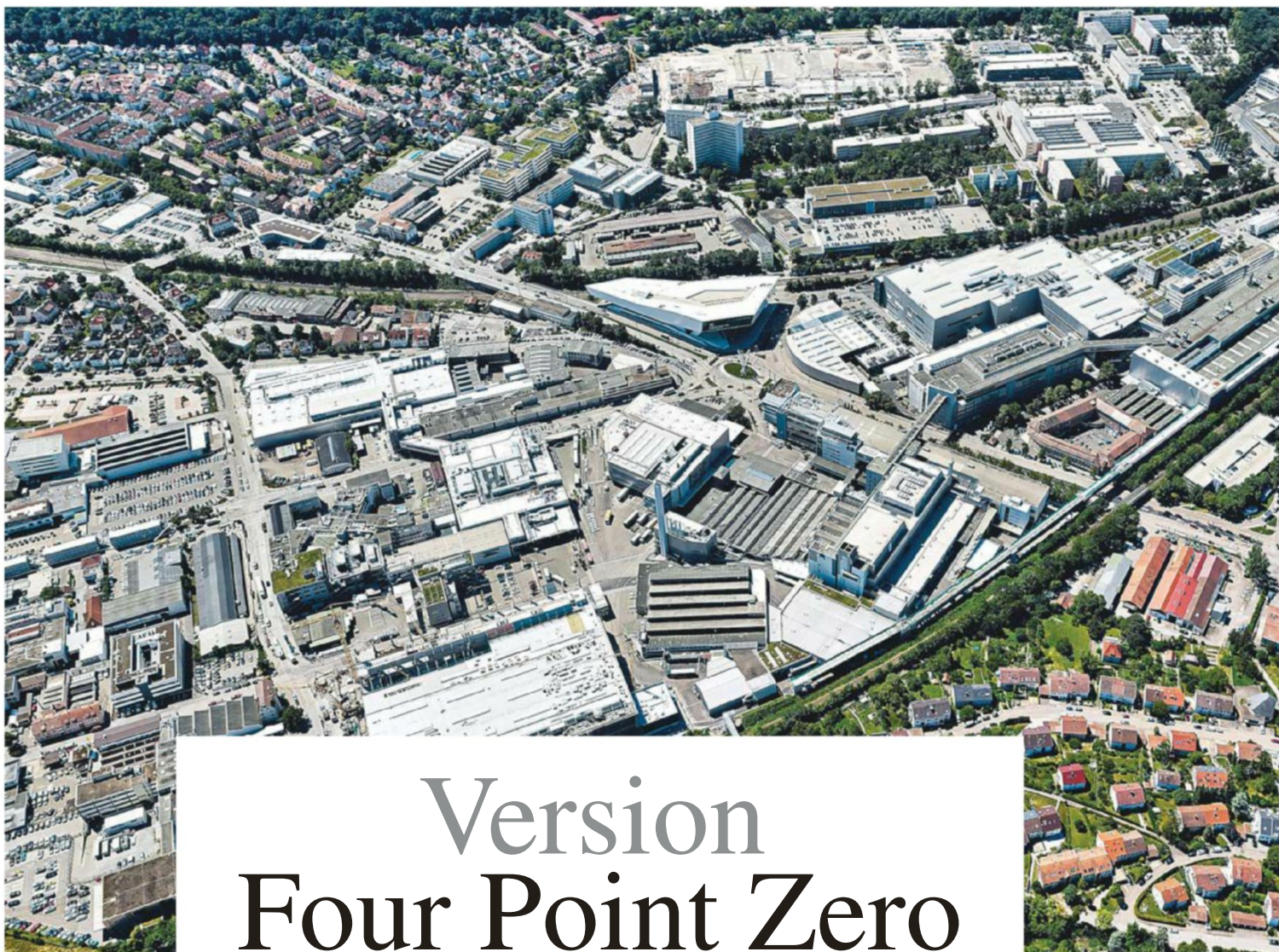
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Version Four Point Zero

In the biggest shake-up of its Zuffenhausen production facilities in 80 years, Porsche will build its new generation of cars, including the 992, using what it terms 'Porsche Production 4.0'...

Story: Simon Jackson Photography: Porsche

In 1953 Porsche's production facilities were home to 320 employees whose job it was to build an annual total of 1,601 356 sports cars. Fast forward more than 60 years to 2017 and the company's staffing levels had increased by a staggering 227 percent, with 5,237 employees producing 51,878 examples of 911, Boxster and Cayman. Today, just a short time on, Porsche's workforce stands at 5,500 employees, between them they manage to build 250 cars and 550 engines (not solely Porsche power units) per day. From start to finish it takes four days to build a Porsche 911. Undoubtedly these are interesting numbers, but what is more noteworthy is the exponential growth Porsche expects to undergo in Stuttgart over the next 18 to 24 months – the greatest in 80 years.

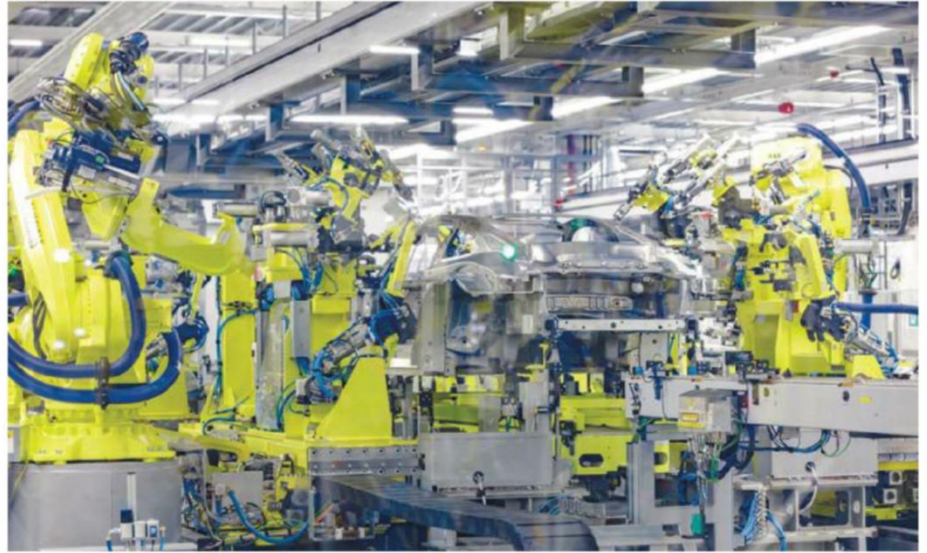
Between 2015 and 2017 Porsche vehicle production at Zuffenhausen accelerated

by 25 percent, between 2016 and 2019 the number of vehicles it produces per day will increase by 75 percent to 440, between 2017 and 2020 Porsche aims to grow its number of employees by 70 percent to 8,000! Add to this very recent news that the firm will build a 90-meter tall (20,000 square metre) 'Porsche Design Tower' over the next two and a half years – an office, showroom and exhibition space – three miles from Porscheplatz (location of its Zuffenhausen factory and the Porsche Museum) and, without doubt, we are amidst a virtually unprecedented expansion of Porsche's presence in its hometown.

The latest expansion, designed to accommodate the 992, Taycan and forthcoming generations of Boxster and Cayman production is typically Porsche in both its ingenuity and engineering excellence. Located near the centre of Stuttgart and

surrounded by existing Porsche buildings, residential dwellings, unrelated commercial premises and major road arteries carrying traffic into the city, Porsche needed clever thinking and meticulous planning in order to arrive at a successful plan. The redesign of 911 and 718 (together with future 718 variants) production facilities has been one aspect of the latest transformation, however it is undoubtedly the advent of the Taycan, Porsche's first fully electric car, which has turbocharged the growth of Porsche's infrastructure in Stuttgart.

In its efforts to ensure that the Taycan is produced on site directly in its geographical heart, Porsche has been required to get creative. Perhaps the most impressive aspect of the new €700 million development(s) is an 890 meter long conveyor belt which will transport Taycan bodies between an assembly



*From start to finish it takes four days
to build a Porsche 911...*

area and all-new paint shop. Not only is it one of the longest of its type in the world, it is also suspended 20-metres above a live public road! A new four-story building has been created a stone's throw from the Porsche Museum, inside, the 992, next generation of Boxster and Cayman, together with the Taycan and its inevitable derivatives will / are being built. The integration is part ingenuity, part necessity on account of the platform engineering which ensures more commonality between Porsche models (in this instance read 911, 718 and Taycan) than ever before. Porsche likes to communicate this as 'flexibility'. It means that up to nine body style variants (plus in addition two further 'side body styles') can be produced within this one common building or manufacturing area, that's called for unprecedented levels of ingenuity and automation. The 992 is the first vehicle to





undergo this process, the Taycan will follow – Start of Production (SoP) is slated for early 2019 and may well have commenced by the time this piece reaches print.

Some 280 robots are involved in Porsche Production 4.0, but that's not to say that the human touch has been lost – far from it. Some aspects of production, such as the joining of bodies, are strictly automated affairs, but robots also literally work alongside humans during other steps. These semi-droids, if you will, feature unique technology called capacitive skin which ensures that should they come into contact with human flesh, they immediately shut down – avoiding any robot versus human incidents. Porsche calls this human-robot collaboration – MRK for short.

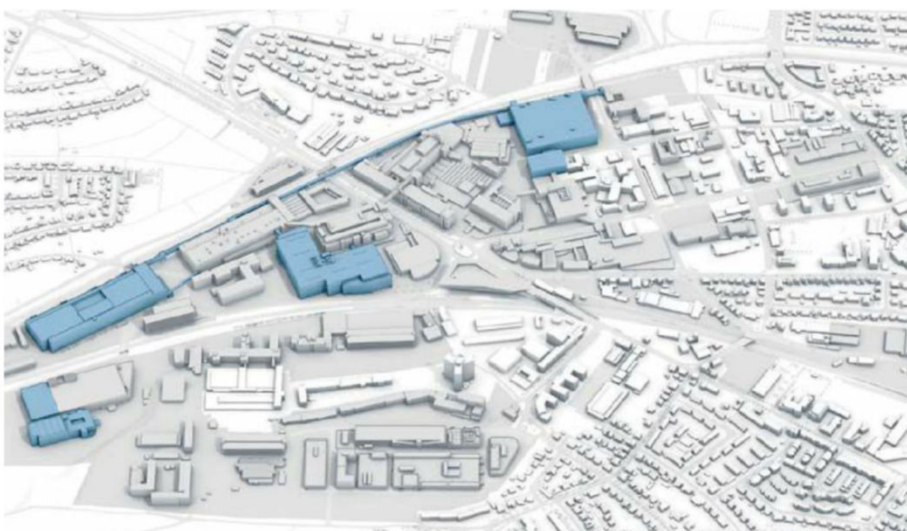
Alongside all this come a number of advents I won't even pretend to understand, some may well be industry standard but from what I gather they involve myriad technologies that are, at the very least, innovative for Porsche. Chief amongst these are the systems used to transport parts and bodies through the production cycle, which have called for, amongst other things, camera-guided processes designed to ensure speed, quality and accuracy.

Porsche dresses all this as an evolution of old production practices, but it's hard not to see it for what it is – a 'digital' revolution parked atop gleaming white floors facilitated by state-of-the-art technology and equipment. But there's another reason that this new update to construction practices is such an important milestone for Porsche – amidst all this change Porsche is striving to implement a carbon neutral policy. This too is part of Porsche Production 4.0. Sustainability is a bit of buzz word these days, but Porsche not only aims to sell its new emissions-free vehicles to us, it wishes to do so with an environmentally clear conscience. Its end goal is an emission-neutral factory, which is quite an undertaking. A CO2-free plant requires Porsche to demolish a bunch of its old buildings which aren't, or rather *can't* be brought up to scratch in environmental terms. It's also laying 42 thousand square meters of grass on the roofs of new buildings and planting vast numbers of trees. There's a rumour circulating that this has been more of an undertaking than Porsche predicted, causing an extended shut-down of

production at Zuffenhausen during 2018, that being on top of its scheduled factory hiatuses for domestic holidays.

As I wrote in a column last month, I was treated to a quick glimpse of one small part of this new production facility not long ago – watching in awe as 992 bodies were being stitched together. Aside from making fascinating viewing, the experience highlighted the sheer scale of Porsche's new four story production facility, and the impressive robotics and other technology at work. All this from

a company that, despite what you might think, remains a niche car builder. To put that statement into context we need look no further than fellow Stuttgart native, Mercedes-Benz, it sold approximately 2.3 million cars worldwide in 2017, Porsche's global deliveries in the same year totalled just 246,000 vehicles. With that in mind no matter how automated or robotic this new way of building cars may sound to the layperson, Porsche vehicles remain not mass produced, but built with care, attention with an air of exclusivity ○



Top: Porsche's production techniques have changed drastically since the 356 days. Above the new facilities (in blue). Here: the upcoming Porsche Design Tower...

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CLASSICS

Tribute Act

Unable to find a genuine 964 Turbo S 'Leichtbau' to call his own, the owner of this 1991 3.3 Turbo decided to build a unique tribute...

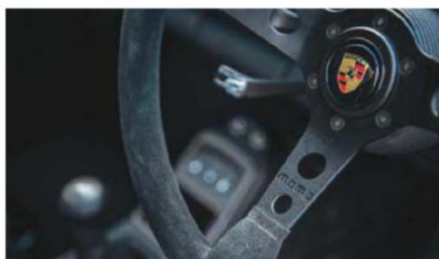
Story: Simon Jackson Photography: Rich Pearce





In the early 1990s Porsche was emerging from its plain disastrous re-entry into Formula One and could, in many respects, be found licking its wounds as a result. However, Porsche is a company of racers – always has been, always will be – and that meant that Porsche cars, particularly 911s, bred for competition would always be built and raced with conviction across the globe. Porsche had already proven that the 911 of the moment – the 964 – made for a decent racing car, in 1989 with this model it devised the Carrera Cup one-make series which launched in the middle of 1990. Unashamedly a classic ‘win on Sunday, sell on Monday’ sales stimulus stunt, the series provided the 911 a direct racing pedigree and proved successful in achieving its objective. A Carrera Cup 964 used as its basis the rear-wheel drive Carrera 2 model, stripped of non-essentials it also had several key components superseded with lighter replacements; thin gauge glass, an aluminium front luggage lid, basic door cards, a simplified heating system and a petite battery. All this shaved around 230kgs from

This was effectively an IMSA 911 which you could drive to the shops



the Carrera 2's dry weight before a Matter roll cage, singular Recaro chair and standardised instrument binnacle was fitted. Of course there were other devices offered conducive to racing: larger brakes, a revised suspension setup and the like. The domestic series was a roaring success, and as we now know, it would lead not only to the birth of the international 'Supercup' but various other country specific Carrera Cup championships. To summarise, Porsche was well aware that racing 911s remained a good boost for image and sales.

Undoubtedly this would have been kept firmly in mind when, following the birth of the performance orientated 964 Turbo model, Hans-Joachim Stuck came to new Porsche head honcho, Arno Bohn, with an idea. The Turbo, Stuck suggested, would fit well with the International Motor Sports Association (IMSA) series – the home of sports car competition in North America. Admittedly IMSA was a far cry from the glitz of F1, but Bohn came to see the attraction of its platform with regard to hiking American Porsche 911 sales. The championship was already home to the likes

of near production standard cars such as the Lotus Esprit, Corvette and Honda NSX, but Stuck argued that what the 911 lost in outright power to some of its would-be IMSA rivals it made up for with its lithe nature, braking capacity and superior handling characteristics. He was, of course, wholly correct.

Porsche's talented engineer, Roland Kussmaul, began working on a race-ready 964 Turbo intended for entry into IMSA's 1991 season – it would become known as the 'Turbo II'. Unlike the Carrera Cup car before it, the IMSA-bound Turbo required fattening in order to meet the championship's minimum weight requirements. Working to the regulations, Kussmaul ultimately added ballast to the passenger footwell while also stiffening the car by a staggering 250 percent via the installation of a meaty roll cage which used 60 feet of tubing. With the driver and a 15.9 gallon fuel tank the car's weight needed to be in the region of 1,616kgs, by way of comparison the aforementioned Carrera Cup 964 weighed more like 1,120kgs! While the Turbo was, of course, more powerful than

the Cup car, IMSA rules dictated that other than a straight-through exhaust system, the 911's performance remained largely akin to its road-going counterpart. As you'd imagine Kussmaul played with the car's chassis setup with larger anti-roll bars, new Bilstein shocks and lowering springs designed to bring the car more than 350mm closer to the ground. The finished article was run by the Brumos team, Porsche's authorised dealership in Florida and long-term GT racing partner. Driving duties were taken care of by Stuck and Brumos Porsche regular, Hurley Haywood. While Stuck took one victory during the six round season, Haywood managed three and a strong haul of points, clinching the driver's crown in the process – Porsche took top manufacturer honours. It was a job well done.

Just as the road-going 964 Turbo bred the 'Turbo II' racing car, the competition car in turn gave birth to a road-going relation. At the Geneva show in 1992 Porsche revealed the 964 Turbo S, this was effectively an IMSA 911 which you could drive to the shops. The new model very much took its cues from the



*"He decided to turn his rare,
non-sunroof, 3.3 Turbo into a full
Turbo S lightweight tribute"*





Brumos entered IMSA cars thanks to our man Kussmaul. 'Lightweight' being the variant's USP, the Turbo S blended road and race car. Deleted were road car elements such as air bags, electric windows, central locking system and seats, with air-conditioning and power steering systems also shown the rubbish bin. Thin gauge glass was offered to side and rear window frames, both metal deck lids and the car's doors were replaced with carbon versions. All told the road car tipped the scales at 1,280ks – a saving of 190kgs.

Like its track-prepped counterpart, the Turbo S was fitted with revised suspension both lowering its height and stiffening its ride, the brake discs were increased in size and sat behind mouthwatering staggered (8 and 10x) 18-inch Speedline split-rims. Those three-piece Cup Design wheels were, alongside a lack of front fog lamps (these being replaced with vents for cooling purposes) among the few exterior visual indicators signalling that this was one pretty special 911. You might expect that the 3.3-litre M30/69SL flat-six out back to have been further breathed upon but, aside from the addition of larger valves and a bigger turbo, this was largely unchanged, developing a respectable 381hp and 361lb ft torque. Here was a racing car for the road, an uncompromising 911 which delivered a driving experience to match its credentials.

Porsche had planned to build just 50 of these cars but demand led to that number being increased. Reliable sources place this at 80 cars, but many believe the number to be slightly higher – it's safe to say that no more than 86 were built. That makes the 964 Turbo S, often referred to today as the Turbo S 'Leichtbau' (Lightweight) a rather rare commodity. It's that rarity which gave birth to the car you see here which, at the time of writing, was being offered for sale with independent Porsche specialist Canford Classics in Dorset on behalf of a customer.

"A total of 86 3.3 Turbo S 'Leichtbau' cars were built in the early 1990s, and only nine were imported to the UK," said Canford Classics frontman, Alan Drayson. "The

previous owner of this car had been unable to obtain a genuine example so he decided to turn his rare, non-sunroof, 3.3 Turbo into a full Turbo S lightweight tribute."

Far from being a simple job of adding more power and removing a few bits of trim, this serious and involved project used as its basis a genuine matching-numbers 1991 964 3.3 Turbo finished in Midnight Blue. Race specification aluminium doors and 'X99' Turbo S arches were offered to the shell to give it the look (and weight advantages) of its inspiration. A light gauge rear window was fitted too while inside came Recaro seats and Turbo S door cards. Chassis work aped that of the original Turbo S; a front strut brace and fresh poly bushes being fitted, on the braking side 'big-red' brake callipers joined the appropriate brake cooling measures. In terms of engine work a Turbo S / K&N induction system wasn't going to cut it alone. Regular readers will be familiar with DP Motorsports, the German Porsche specialist has a history of producing jaw-dropping bespoke 911s, happily the experts near Cologne had a hand in this car's transformation. DP reworked the engine to afford it a power upgrade akin to Porsche's X88 package – the X88 code being an option on later 3.6-litre 964 Turbo cars affording them in the region of 385hp. DP Motorsports has, however, gone quite a bit further here. A hybrid KKK27/29 turbo and new Bosch 044 Motorsport fuel pumps enable this motor to develop a mighty 452hp at one bar of boost. In case you were wondering it is now not for the faint of heart...

"Over the past two years the car has had a full mechanical overhaul, the rebuilt engine is still under warranty," Alan explained. "The bodywork was taken back to bare metal and a full glass and rubber-out respray was completed over the winter of 2017/2018."

During the refreshment works the car was also treated to a new interior, including new seats, a new dashboard, seat belts and door trims, which means it feels just as tight and together as it looks.

"The car is a delight to drive, it has

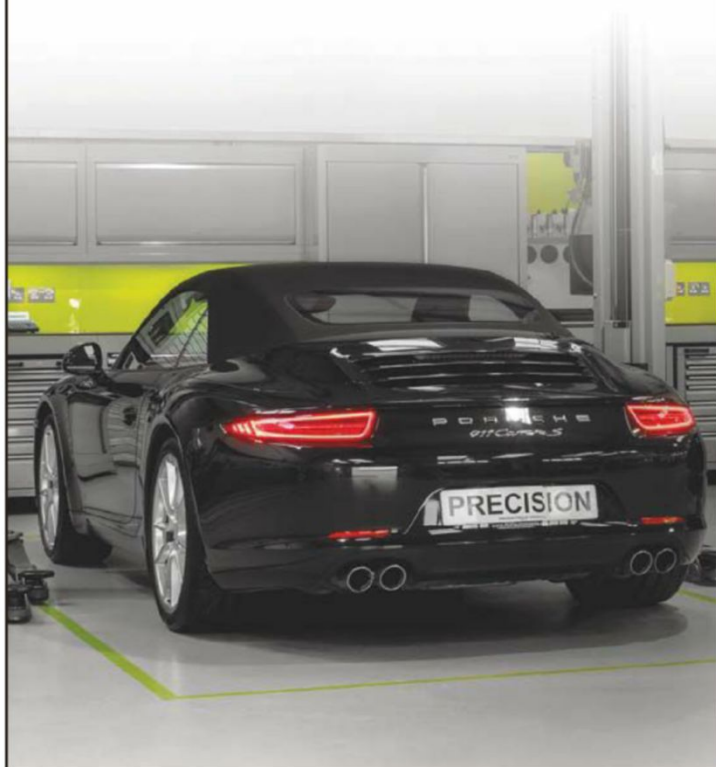


incredible performance and reliability. The current owner has owned a range of Porsche cars over the past 30 years, none as exciting or rewarding to drive as this car," Alan smiled. "He recently took part in a fundraising rally in Monte Carlo with it – it won the award for being the best car on the rally!"

In its own right this car is, as are all of Canford Classics' sales and restoration offerings, an exciting prospect. Aside from the work undertaken here to make this car stand-out from the 911 crowd, its extensive history ensures that it makes for a tempting purchase. The asking price of £125,000 is, judging by the high standard of workmanship here and the current values of 964 Turbo cars, pretty reasonable. It provides more food for thought when you take into account Alan's highly relevant closing remark: "Genuine Turbo S cars are currently selling for between £350k-£750k – this is a stunning tribute in amazing condition." ○



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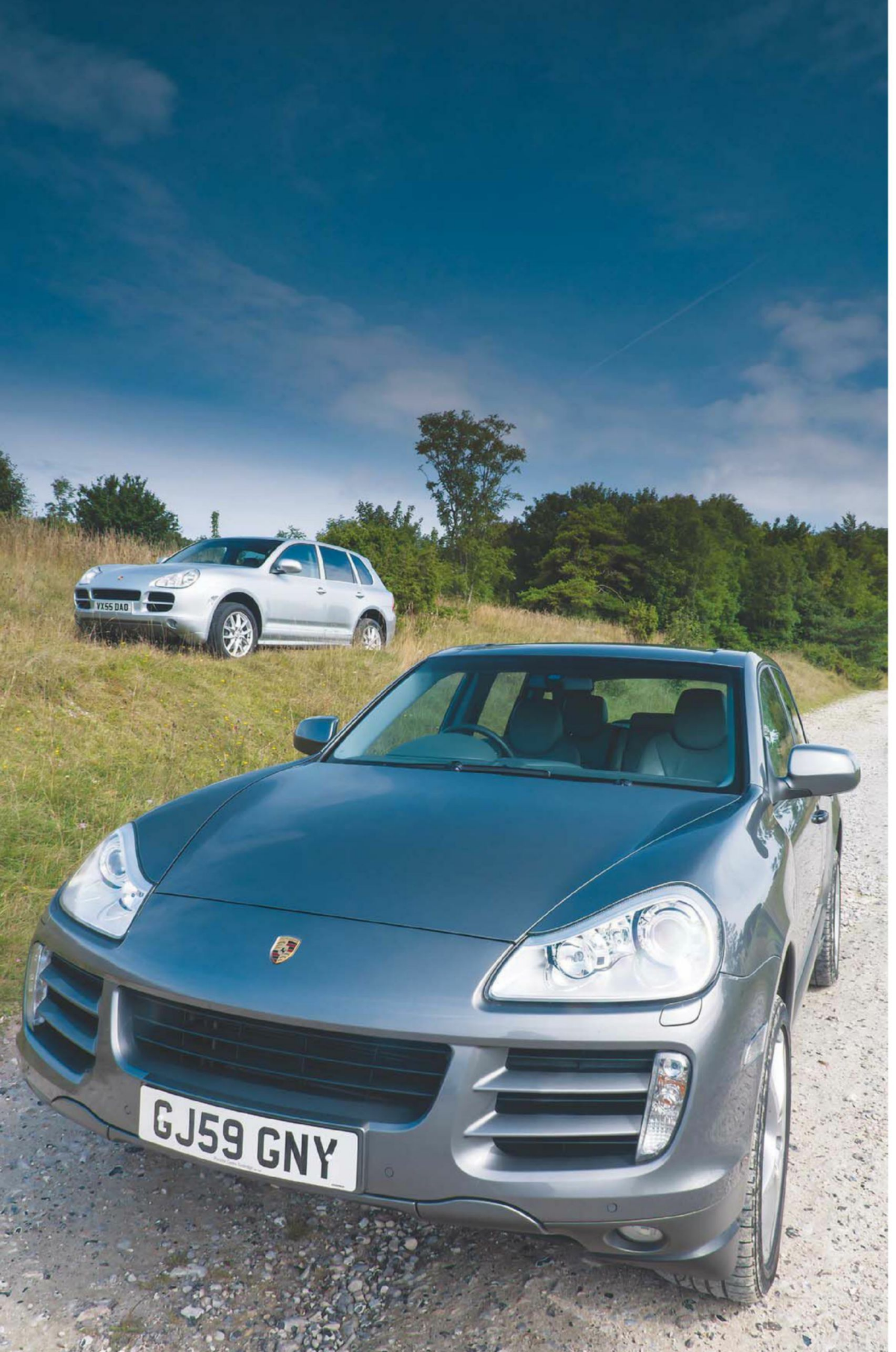
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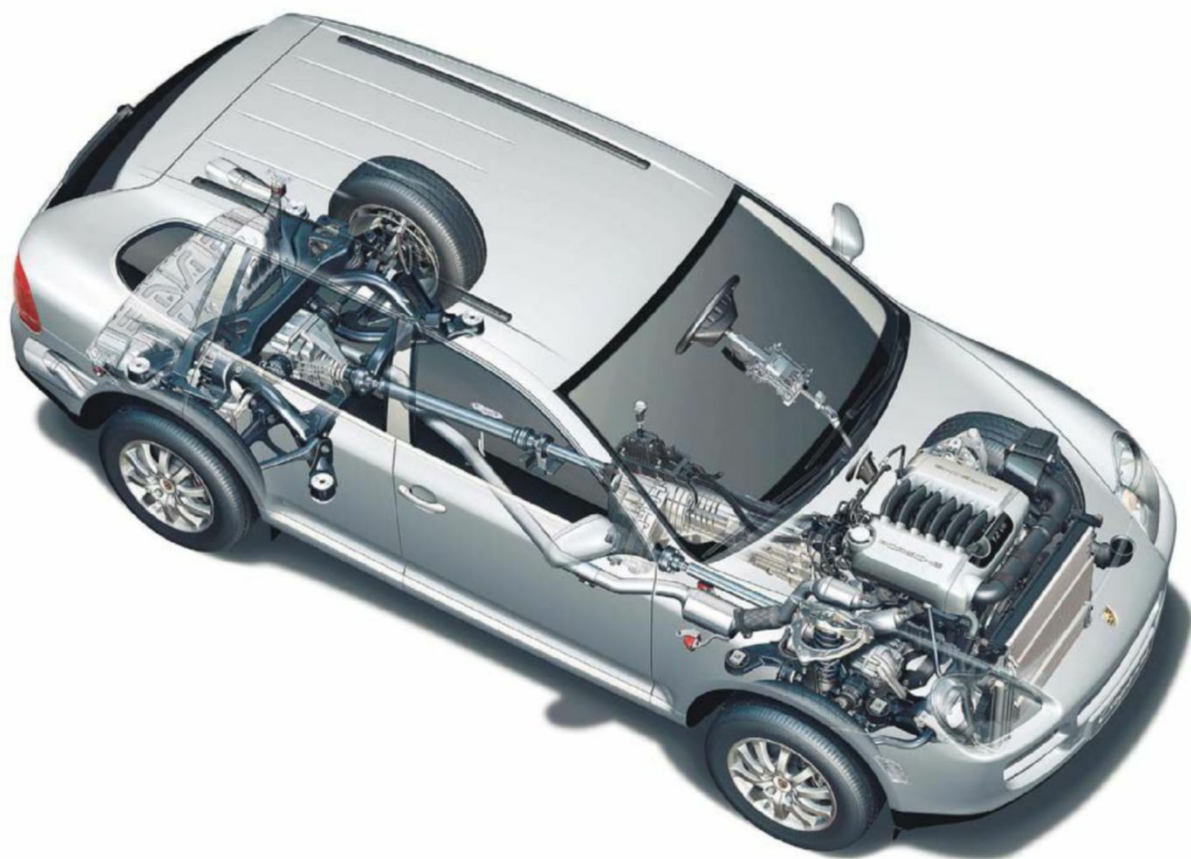
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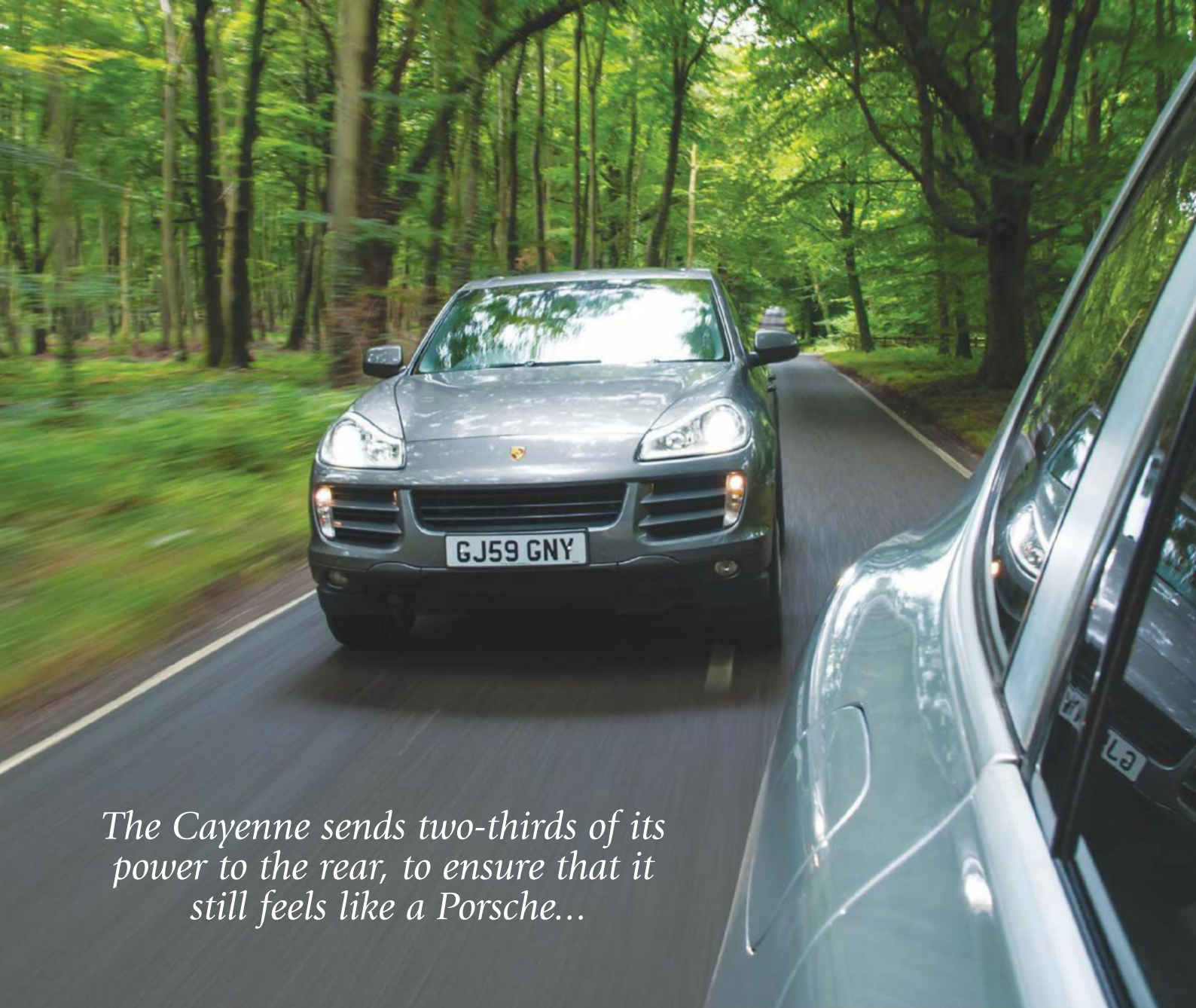
Buying Guide: Cayenne (955/957)

An early Cayenne makes a lot of sense as an everyday Porsche that can do it all – here's what you need to know before you buy...

Photography: Antony Fraser, Porsche

The Porsche Cayenne inhabits a unique position in automotive posterity. Yes, there had been performance off-roaders before, and SUVs with a focus on quality rather than simply utilitarianism, but when the Cayenne launched in 2003 it brought all of those elements together into one mainstream package that flew off the forecourts with surprising gusto. While there was inevitably a lot of wailing and gnashing of teeth from the marque purists about the dilution of the brand, it turned out to be an incredibly positive move for Porsche. A certain percentage of die-hards decried the fact that it wasn't a 911, although, to be fair, those people weren't all that enamoured with the manufacturer's front-engined, water-cooled coupés either. But it's undeniable that the Cayenne brimmed Porsche's coffers inexorably. Indeed, it's the robust SUV sales which fund the halo sports cars, the 918s and GT2 RSs of the contemporary Porsche world.

Of course, the Cayenne is far more than a cash cow. It's an intelligent SUV which fuses sporty handling with cossetting luxury and a strong specification, while also being more than capable off-road. If a buyer was so inclined, they could option the full off-road pack, which included disengageable anti-roll bars for greater wheel articulation and lockable differentials for more mud-plugging traction, along with rock rails and skid plates – and yet, on the road, its manners are impeccable; the anti-roll system is able to anticipate loads and reduce roll in cornering, and the optional air-suspension doesn't just allow you to raise it up to climb mountains, it also wafts you down the road on a cushion of splendour. In the most literal sense, it's the archetypal sports utility vehicle – it can be fast, comfy, and rugged. It can even do all three at once...



The Cayenne sends two-thirds of its power to the rear, to ensure that it still feels like a Porsche...

WHICH MODEL?

There were a variety of engine options with early Cayennes, with even the base models offering impressive thrust to counterbalance the considerable heft, with the top-flight variants being genuinely fast. What's notable isn't just the power, however, but the torque – the Cayenne's engines across the range offer a huge amount of torque which will help if you're crawling off-road... Although realistically, most Cayennes don't do a lot of off-roading! But those vast swells of torque equate to effortless performance.

The two principal numbers concerning these first-generation Cayennes are 955 and 957; 955 was the model-designation for the original version, sold from 2003-07, 957 denotes the facelift sold between 2007-10. The base model uses a VR6 engine shared with the VW group – a 3.2-litre offering 250hp and 230lb ft; post-2007 versions upped this to 3.6-litres with 290hp and 284lb ft. The

Cayenne S featured a 4.5-litre V8, serving up 340hp and 310lb ft; again, more power came with the 2007 facelift, giving the 4.8-litre S model 380hp and 370lb ft. The GTS received sports suspension and 21-inch wheels, the 4.8 motor being tweaked to 399hp, and the range-toppers brought a pair of turbos to the big V8: the early Cayenne Turbo had 440hp and 460lb ft, and the facelift Turbo had 490hp and 520lb ft. Sticking an S badge on the tailgate once again enlivened things – the original Turbo S developed 510hp and 530lb ft, and the facelift model had a mighty 540hp and 550lb ft, which provided eyewatering performance – here was an SUV that could accelerate from 0-62mph in 4.7 seconds, with sports suspension and optional carbon-ceramic brakes. And at the other end of the scale was the Cayenne Diesel; another variant to irritate the traditional purists, this one had a 3.0-litre V6 TDI engine from Volkswagen,

providing 237hp and a muscular 410lb ft.

Cayennes could be optioned with either manual or Tiptronic gearboxes, although you're unlikely to find many manuals – with their heavy clutch action and crowded footwells, it wasn't a popular choice; the automatic gearbox is a VW-sourced unit, upgraded with Porsche's Tiptronic control, and it suits the Cayenne perfectly. And unlike many competitors with their 50/50 power split, the Cayenne sends two-thirds of its power to the rear, to ensure that it still feels like a Porsche.

A notable special edition was the Cayenne TransSyberia. This commemorated Porsche's entry into the 2007 TransSyberia rally, for which they built 26 entrants; the 600 tribute road cars on sale to the public featured the GTS-spec V8 (with 399hp/370lb ft), a light bar on the roof and the full off-road pack – it also had orange wheels and stripes...





SECOND-GENERATION CAYENNE

The second-generation Cayenne arrived in 2011, featuring a sleeker look despite its larger overall dimensions, thanks to a more gently sloping rear window, smaller side windows, and headlights inspired by the Carrera GT. It was markedly lighter, due to extensive use of magnesium and aluminium, and lower-slung to eliminate the first-generation model's trademark arch gaps. The engine range began with the 3.6-litre VR6, up through a variety of diesel engines and petrol V8s, to the range-topping Turbo S twin-turbo 4.8, offering 560hp. There was also a hybrid version, later replaced by a plug-in hybrid...



WHAT TO LOOK OUT FOR

The Porsche Cayenne is a premium product, and if you buy well you'll find yourself with a robust and well-appointed SUV with supreme usability. The key, as with any vehicle purchase, is to buy the best that you can afford – under-budget fixer-uppers are all well and good if you know what you're getting yourself into, and with first-gen Cayennes dipping to the £5k mark it's certainly tempting to go in at the cheap entry point, but it's worth keeping in mind that buying a cheap Cayenne can be a recipe for disaster. Much like buying a bargain Boxster or a budget 911, the purchase price pales in comparison to the ownership and running costs, and there could be all manner of hidden horrors. Given that they can be bought cheap, some people will have tried to maintain them on the cheap, and those mathematics just don't work for machines like this – you need to make sure you buy well. Ideally then, you'll get your performance family wagon properly inspected, and we have a few pointers here that you really need to be looking out for...

- Pre-2007 cars have been known to suffer disintegrating Lokasil cylinder coatings after the 70,000-mile mark, leading to total engine failure – which, naturally, results in quite a big bill. Many were repaired/replaced and this isn't the concern today that it once was, but it's still something to bear in mind with low-mileage early cars.

- Sat-nav systems on older models are prone to failure, so it might be worth considering an aftermarket one rather than persevering with

the old Porsche setup.

- The optional air suspension is desirable (it was standard on the Turbo model) – it lowers itself at speed and raises when it senses things are getting bumpy. But beware – failed air spring units can lead to a four-figure repair bill. The steel-sprung models may be a bit harsher, but it's a simpler setup which will cost far less in to repair in the event of an issue.

- The Cayenne Turbo will, if you're lucky, return 14mpg. The performance is mighty, but these are not cheap to run, even if you're sensible (which you shouldn't be, with a silly car like that).

- Coil packs can fail, leading to misfires, and the early V8s have plastic coolant pipes that are weak and should be replaced with superior aluminium ones from later cars.

- The valve block on the automatic gearbox can fail – if you mysteriously lose drive, then find it jerk back into life, that's a symptom. Replacement is around £1,800.

- The tube to the rear window washer, which runs along the A-pillar, can freeze and become damaged, leading to water dripping into the ECU. This is bad news. Try turning the headlights on – if they immediately flick to main beam, or if the indicators flash, there's your problem.

- If the wing mirrors have been crunched, you may find them surprisingly expensive to replace; also, the flat mirror glass leaves huge blind spots – aftermarket wide-angle mirror glass to combat this is readily available on internet auction sites.

*Buying a cheap Cayenne can be
a recipe for disaster...*



MODIFYING

The first step toward extracting more power from your Cayenne is to swell its lungs – a BMC panel filter at £130.00 will drop right into the airbox, and a MaxFlo exhaust at £1,390 for the S or £1,930 for the Turbo will unleash around 10hp as well as giving it a throatier sound. For the least restrictive exhaust that remains road-legal and won't cause an issue come MoT time, consider a pair of primary sport cats (£1,780) and secondary cat bypass pipes (£616). A Fabspeed remap will add 16hp to the S for £700.00, and 56hp to the Turbo for £850.00.

With the suspension, there are two ways to go – up or down. If you want to lower a Cayenne and have the optional air suspension, the simple addition of a lowering module (\$1,400 from Sharkwerks) will allow you to lower by up to 55mm. It's a clever option that can be bypassed at the flick of a switch to restore factory settings. Alternatively, if you have a steel-sprung Cayenne, the stock suspension can be swapped out for a set of coilovers from PB Brakes (£649.00). And if you want to raise the suspension on a steel-sprung model for off-roading, you can buy TÜV-approved aluminium suspension inserts from spaccer.com – they raise each corner by 12mm, and they're modular, so you can raise

by 24mm, or 36mm, or 48mm...

The Cayenne is a heavy vehicle with a lot of power, and while the stock brakes are strong, you can buy some more confidence with a big brake upgrade from Brembo; Sharkwerks sell the front kit (including six-pot callipers and 16-inch discs) for \$4,695 – bear in mind you'll need 20-inch wheels to clear them – and four-pot rears for \$3,794.

The interior is well appointed and generally hard-wearing, but with the newest examples of the first-generation Cayenne being almost ten years old now, it's possible that the upholstery could be due a refresh. Why not talk to a specialist about a tasteful retrim in soft nappa leather, perhaps with some contrasting Alcantara? And with the trim looking crisp, the audio can be upgraded with a modern double-DIN head unit with integrated sat-nav from Kenwood or Pioneer, to replace the ageing Porsche navigation system.

When it comes to the exterior, your options are wide open. If you want to subtly augment the lines of the vehicle to beef it up a little, the AeroKit front lip is a £330.00 option, or at the other end of the scale, full widebody kits are available from TechArt (£2,400.00) – naturally you'll need to factor in the cost of fitting and painting too ○



The interior is well appointed and generally hard-wearing



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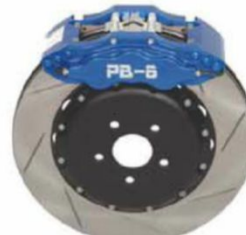
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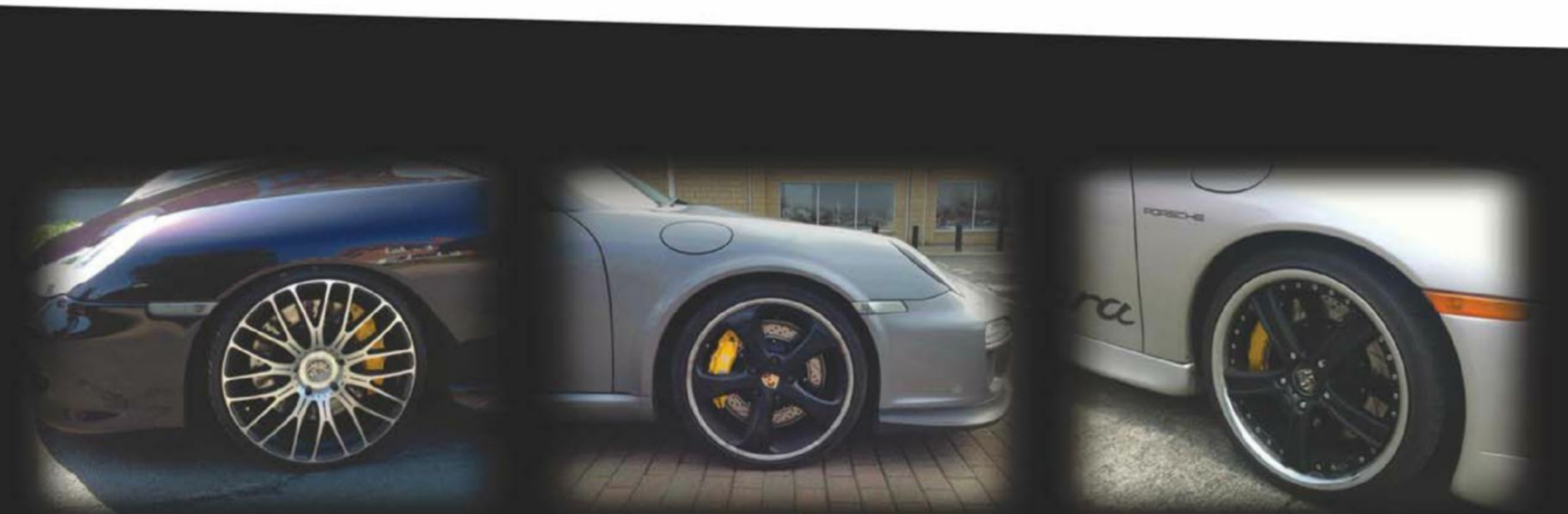
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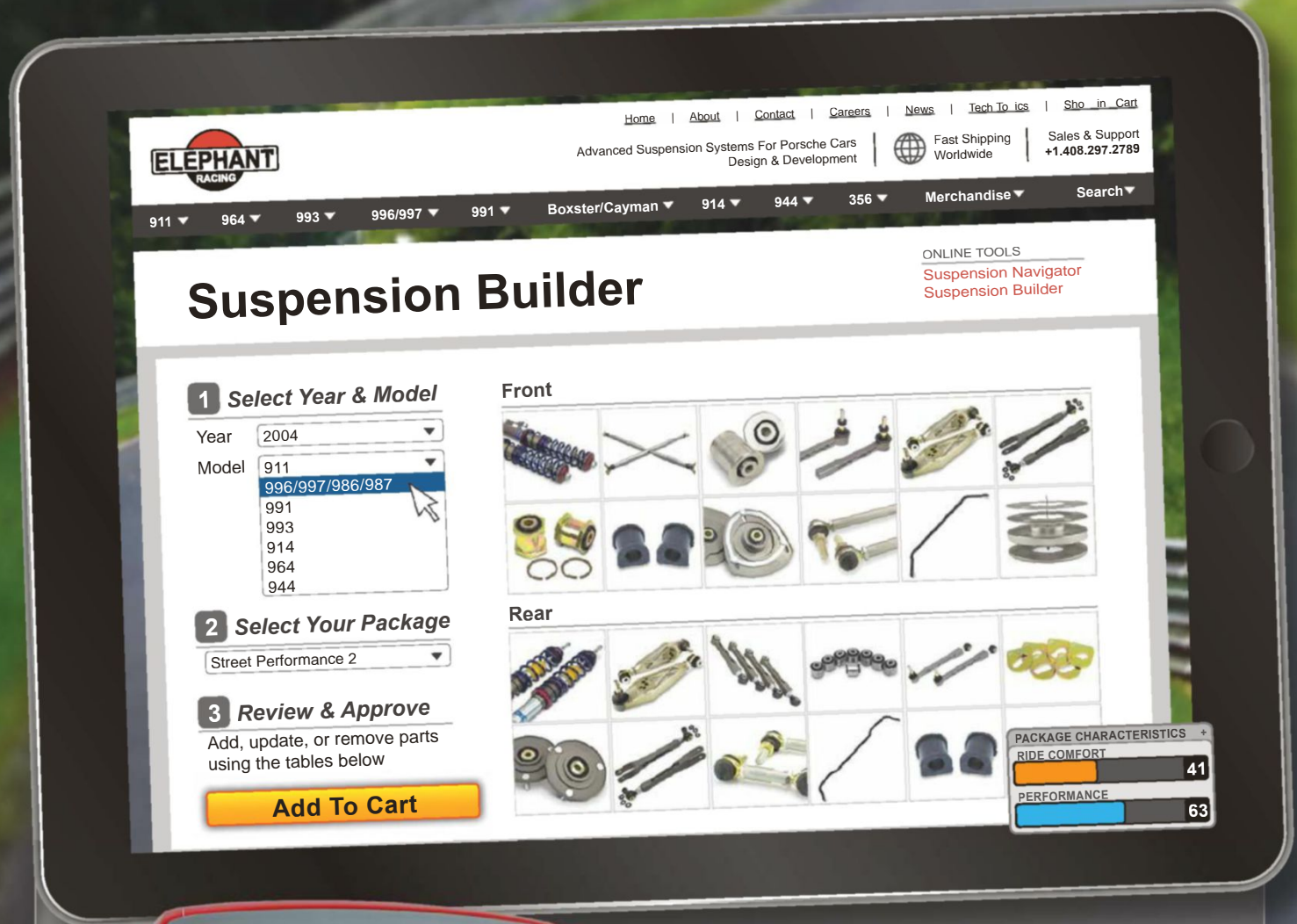


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PAINT

The science behind painting a Porsche, when it's new at the factory, or through a specialist later in life, is a highly skilled labour intensive process...

It's a truism that paint can make or break a car. Trends in colours have changed markedly over the years, and we've left the era behind us whereby Resale Red was the preferred box to tick and white paint meant base model; white equals premium these days, and enthusiasm for brighter colours has largely given way to a greyscale miasma of black/white/grey/silver. Such are the whims of the buying public. Whatever happened to flip paints and Chromaflair?

Of course, it's not just the colour of the paint that informs your initial impression of a car:

it could be the most beautiful shade of your favourite colour, but if it's riddled with orange peel and overspray, the effect is wholly ruined. This is why manufacturers go to great lengths to ensure a consistent quality finish from the factory – be it a wafer-thin skim over the carbon panels of a Ferrari or the mile-deep lustre of a shiny new Rolls-Royce.

Porsche are very much at the vanguard of paint technology, as you might imagine, and the paint shop at the Leipzig factory is one of the most advanced facilities in the world. New car bodies receive a multi-stage paint process, with the final

four coats measuring no more than 0.13mm – thinner than a human hair. How is this achieved? Very cleverly, that's how. Before the first coat is applied, the body is intensively prepared; to guarantee metallic purity of the surface, lubricants, polish and other interfering substances are removed, and then a zinc phosphate solution is applied to the sheet steel. This ensures perfect adhesion of the corrosion protection which is applied next, and to prevent air bubbles from forming in cavities, the body is turned by 360° in the basin. The electro-chemical coating process



only takes around five minutes, bathing the shell in electrophoretic dip paint and deionized water, and for adhesion to properly occur there needs to be a negative charge with the car body acting as a cathode – the basin acts as anode so the paint naturally settles in uniform fashion on the car.

The body is then dried at 175°C for fifty minutes, before sealing the welding seams with PVC materials and applying the PVC underbody protection. This is the point at which the painting robots arrive, applying a super-fine skim of filler to even out any microscopic imperfections, and also providing UV protection for the final finish. The filler provides an important role in boosting the brilliance of the topcoat, so there are three primary shades available depending on which colour the car will ultimately be: white for bright topcoats, anthracite for dark shades, and medium grey filler for anything in-between. Another forty-minute drying period is needed, before moving to the more visible stages.

Having been fastidiously cleaned once more, the colouring basecoat is applied using high-speed rotating atomisers. After eight minutes of drying, the basecoat turns matte, at which point it's ready for the clearcoat – this provides the gloss, colour-depth and environmental protection. Again applied by the paint robots, this topcoat is then dried for thirty-five minutes at 135°C. The final step is take the completed car into a special LED light tunnel for inspection, where quality inspectors are able to

detect even the slightest seemingly imperceptible flaw – if any such imperfections exist, the car is plucked from the line for spot repair to make it build-ready.

In addition to a base of eleven stock colours, the Leipzig paint shop has the ability to custom-mix an infinite palette of shades, and the facility also sets both technical and ecological standards: a separation system for overspray significantly reduces emissions of solvents from the process, and waste heat from the neighbouring biomass powerplant supplies up to 80% of the paint shop's heat requirements in a carbon-neutral fashion.

All of this explains why a showroom-fresh Porsche will always have a flawless paint finish. But what about aftermarket paintwork? After all, Porsche have invested vast sums of money in their cutting-edge technology, and it stands to reason that your average independent paint shop won't have access to such tech, right? But this doesn't mean your own project or restoration can't enjoy equally perfect paintwork. There's a world of difference between a backstreet mechanic with a spray-gun offering gritty resprays behind a curtain, and quality restoration experts whose bread-and-butter is hand-crafting beautiful one-off builds.

We spoke to Callum Seviour, Director at Retropower Ltd, about what's involved in achieving a world-class paint finish – one that will complement a painstaking build, with the ability to win trophies on the showground but also endure

the elements for years on end.

"It's been said a million times, but a good paint job is 99% in the preparation work," he explains. "For us it always starts with a bare metal shell. On an older car, this is the only way you can be sure that the 'foundations' are good – i.e. that the shell is rust-free and there are no unknown underlying paint layers. At Retropower we probably go a step beyond most, in that when the metalwork is complete we then re-blast the shell and immediately apply a flame-sprayed zinc coating to the underside. This essentially gives you the same high-level protection as galvanising, but without the risks and complication of hot-dip galvanisation. It's a process more commonly used in civil engineering projects; oil rigs, offshore wind turbines, that sort of thing."

After the zinc stage, the entire shell is then epoxy primed, which is the first really critical step to ensuring longevity of the body – the process isn't just about applying colour, it's about protecting the integrity of the metal for as long as is physically possible. The freshly blasted shell, having had the possibility of surface oxidation eliminated, is sealed in by the non-porous coating, meaning it's impossible for moisture to come into contact with the metal. "Typical body fillers and high-build primers will absorb water – even the humidity in the air – and hold this against the steel," says Callum, "so no matter what you do subsequently, there is a risk of this moisture





"A good paint job is 99% in the preparation work..."



causing issues further down the line. Once the shell is sealed we meticulously seal the seams by hand; this is to stop moisture creeping into these seams by capillary action, and again is essential if you want to be able to use the car without deterioration."

With the shell sealed, it's time to optimise the fit-and-finish of the panels. Arrow-straight and uniform panel gaps are required, as body filler on panel edges is a no-no if you're doing things properly. A fine skim of polyester filler is entirely acceptable though, to remove those microscopic imperfections that our friends at Leipzig would be irked by; a sprayable polyester gives an even coverage, which can then be block-sanded to perfection. This is all done with body panels in situ, to ensure faultless panel-to-panel reflections in the final paint finish.

"The panels are then removed again so we can complete preparing the polyester for another sealing coat of epoxy primer," Callum continues. "This seals in the porous materials again so we can wet-sand prior to final paint. The underside of our cars get coated with a tough polyurethane coating which gives a smooth, body-coloured finish while being extremely resistant to chips and scuffs. Once the shell is totally encapsulated in waterproof coatings (urethane underside and epoxy primer elsewhere) we then wet-sand down to 800-grit. This is done wet to eliminate clogging of the paper and the sanding marks that are created by this."

By now, the body is essentially better-than-new and ready for paint. With all of the prep work fastidiously carried out, a few coats of good quality paint products are all that's needed, and

a clinically clean booth ensures dirt and dust stay out of the mixtures. "Once baked and left to cure for a number of days, we then wet-sand the lacquer finish starting with 1500-grit on blocks, then moving to 2000 and finally 3000-grit discs in a dual-action sander," Callum reveals. "This process removes all orange peel from the surface before we then buff the gloss back into the finish with progressively finer grades of abrasive compound. This final sanding and buffing process is the only way to get a glass-flat finish, and is only carried out by a very small number of OE manufacturers such as Rolls-Royce. As a final step, we then typically have the paint ceramic-coated to give it an incredibly high resistance to scratching and make it easier to clean."

What we have here, then, are two different approaches which share the same eye-watering focus on perfection: the mainstream mass-production approach, and the bespoke handiwork of the craftsman. Each ensures a finish which will be both long-lasting and pleasing to the eye – for the scientists at Leipzig, this means that every single Porsche that goes out of the door will work as an aesthetic ambassador for the brand, while for custom and restoration specialists like Retropower, every unique customer project is guaranteed to have paint that's as strong and long-lasting as it is beautiful and flawless. If you're buying a new Porsche, you know that it will have these attributes baked in. If you're looking for a paint finish for a retro resto which employs modern technology and materials to achieve a classic finish, you know there are people you can trust. Because there's far more to paintwork than simply choosing your favourite colour ◯





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i8 » 415BHP
120i/220i/320i/420i » 275+BHP
116D/216D/316D » 160BHP
118D/218D/318D » 225BHP
120D/220D/320D/420D » 240BHP
328i/428i » 295BHP
335i/435i » 410+BHP
330D/430D/530D/730D » 360BHP
335D/435D/535D » 395+BHP
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C63 6.3 AMG » 530+BHP
500 4.7 BITURBO (ALL MODELS) » 498+BHP
63 AMG 5.5 BITURBO (ALL MODELS) » 700+BHP
55 AMG KOMPRESSOR » 600+BHP
(+DE-LIMIT & SUSPENSION LOWERING)
S65 » 780BHP (+DE-LIMIT)
SL65 AMG » 690BHP (+DE-LIMIT)
SL65 BLACK » 720BHP (+DE-LIMIT)
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200 CDI (ALL MODELS) » 173BHP
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991 GT3 RS 4.0 (ALL MODELS) » 525+BHP
997 CARRERA S » 376+ BHP
997 CARRERA PDK » 368 BHP
997 CARRERA S PDK » 400+ BHP
997 CARRERA GTS » 435 BHP
991 CARRERA (ALL MODELS) » 500+BHP
991 CARRERA S (ALL MODELS) » 500+BHP
991 CARRERA GTS (ALL MODELS) » 540+BHP
BOXSTER/CAYMAN 718 GTS » 420+BHP
BOXSTER/CAYMAN 718 S » 420+BHP
BOXSTER/CAYMAN 718 » 380+BHP
BOXSTER/CAYMAN 981 GT4 » 430+BHP
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CAYENNE 3.0 DIESEL » 318+ BHP
MACAN S » 420+BHP
MACAN GTS » 440+BHP

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MCLAREN 650S » 720 BHP
MCLAREN 675LT » 750BHP
MCLAREN 570S » 680+BHP
AVENTADOR » 750+BHP
HURACAN LP610 » 650BHP
GALLARDO LP560 » 600+BHP
BENTLEY 4.0 T V8 » 700BHP
BENTLEY GT/F-SPUR » 680BHP
GT SPEED / SUPERSPORT » 690+BHP
BENTAYGA W12 » 700+BHP
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MASERATI Ghibli 3.0 PETROL » 400 BHP
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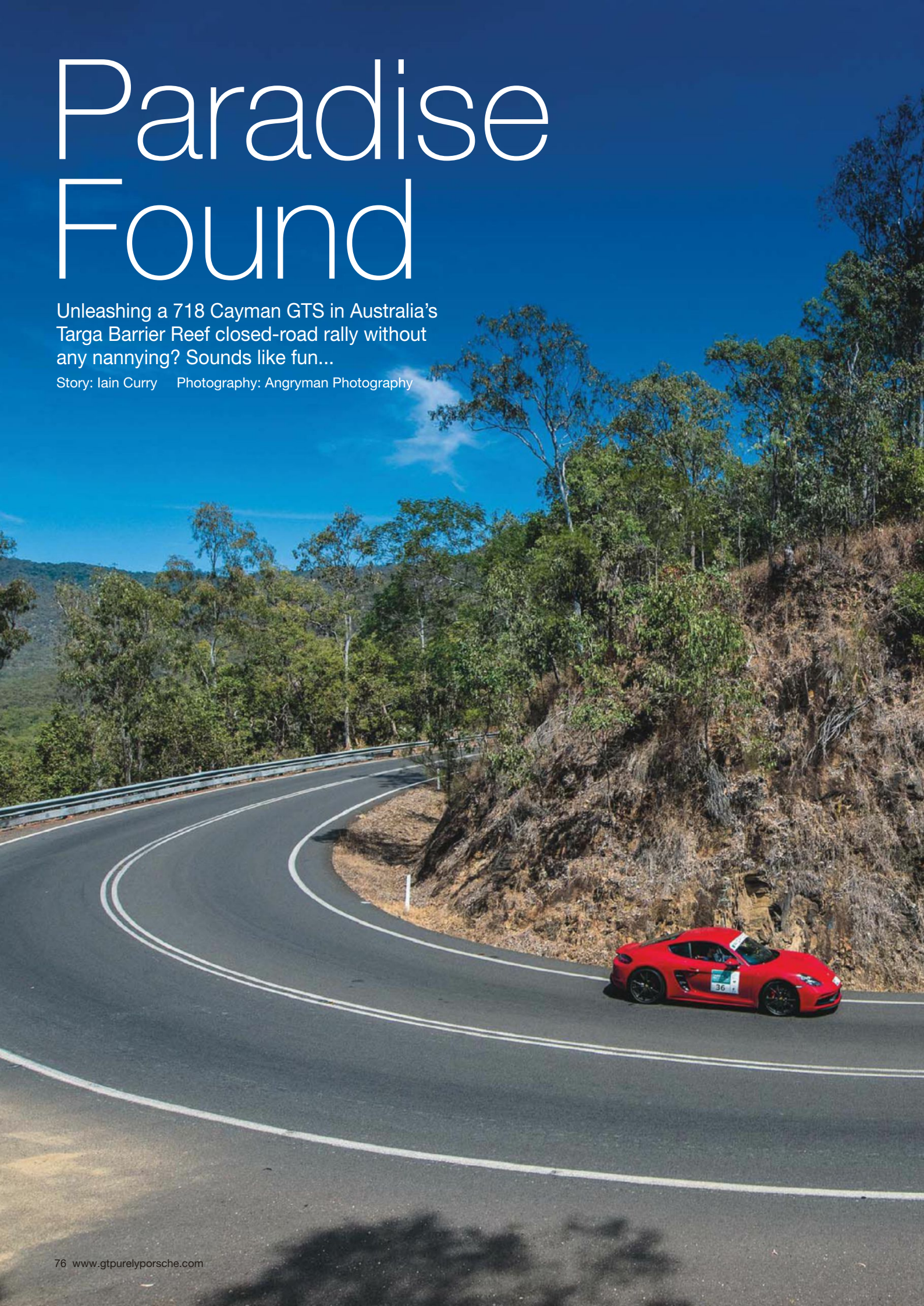
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Paradise Found

Unleashing a 718 Cayman GTS in Australia's Targa Barrier Reef closed-road rally without any nannying? Sounds like fun...

Story: Iain Curry Photography: Angryman Photography



Quick pub question. Any car, any stretch of road, no traffic, no speed cameras. Your choices? As your brain wrestles the endless options, I know your pleasure sensors have already plonked you in something fast and you're looking through an imaginary windscreen at a clear stretch of tarmac flush with switchbacks and a dazzling backdrop, probably mountainous or shiny ocean.

Now imagine it's actually possible. Sicily's Targa Florio route should be on your hit list, but sadly we can't go back to the carefree 1960s and score a closed road Porsche factory drive in a 904 GTS, Carrera 6 or 910. The Targa name and spirit lives on however, a long way from that picturesque island in the Mediterranean.

How does Targa Great Barrier Reef grab you? If the palm trees and sunshine don't convince, rest assured some of the routes in Australia's tropical Far North Queensland are equally dreamy. When considering fantasy drives, these sun-kissed twisty mountain roads should be on your shortlist.

The Italians may have let little things like no roadside barriers and multiple driver and spectator fatalities bring the curtain down on Targa Florio, but in Australia closed road tarmac "Targa" racing is booming. Spectator and driver safety is paramount, but organiser Targa Australia allows competitors a long leash. Taking a swipe at certain heritage events, they boast: "Targa is not a slow motion re-run; it is genuine red-blooded motorsport competition."

That's no exaggeration. The Australian Targa Championship consists of four events: Targa High Country, North West, Great Barrier Reef and the Daddy of them all, Targa Tasmania. Stirling Moss, Jack Brabham, Roger Clark and Barry Sheene have competed in the latter, while further competitive closed-road rallies are held around Adelaide and Perth.

Highlighting that these are practically nanny-free and damn dangerous to all, Aussie motorsport legend, nine-time Bathurst champion Peter Brock, met an untimely death at Perth's 2006 Targa West when his Shelby Daytona Coupe replica went rogue into a gum tree.

A sprinkle – or large dollop – of danger adds to the allure of such events, and the Alpha Aussie male (and female) doesn't mind taking a risk. That's why Targa Barrier Reef, taking advantage of its rather enticing location, was added to the list of closed road rallies for 2018.

There's the crystal blue ocean teeming with coral and marine life, the city of Cairns is well stocked with hotels, and sweeping hinterland roads run alongside sugar cane and banana plantations. And this being the tropics, it's a warm weather escape while most of Australia shivers through winter. Rally GB in October it ain't.

Porsche Australia taps into the potential for its competition-loving clientele to get their kicks on these Targas. Those not wanting to



go the Full Competition route – that of pace notes, roll cages, national rally license and potential 160mph mishaps into the scenery – can do the Porsche Tour. This isn't the 'tour' your dad used to take you on to Devon and Cornwall's medieval castles though. As I was to discover at the wheel of a 718 Cayman GTS, it was more balls to the wall driving thrills than I'd dared hope.

In a nutshell, you pay Porsche Australia \$6,740 (about £3,700) and they cover the Targa entry fee, required Rallysafe rally management system, four nights accommodation and meals and drinks for you and your co-driver. You just need to get your Porsche up to the Cairns start line, attain a basic race license for pilot and navigator and leave (most of) your ego at home.

Porsche invites up to 28 cars and their crew of two to participate. With 15 closed road Targa stages across 125 miles, plus a further 400 miles touring stages across three days, it's nice to have Porsche do all the logistical hand-holding. You follow a Tour lead car to stop you getting lost, all pre-event admin is sorted for you, some nice chap fits all your event

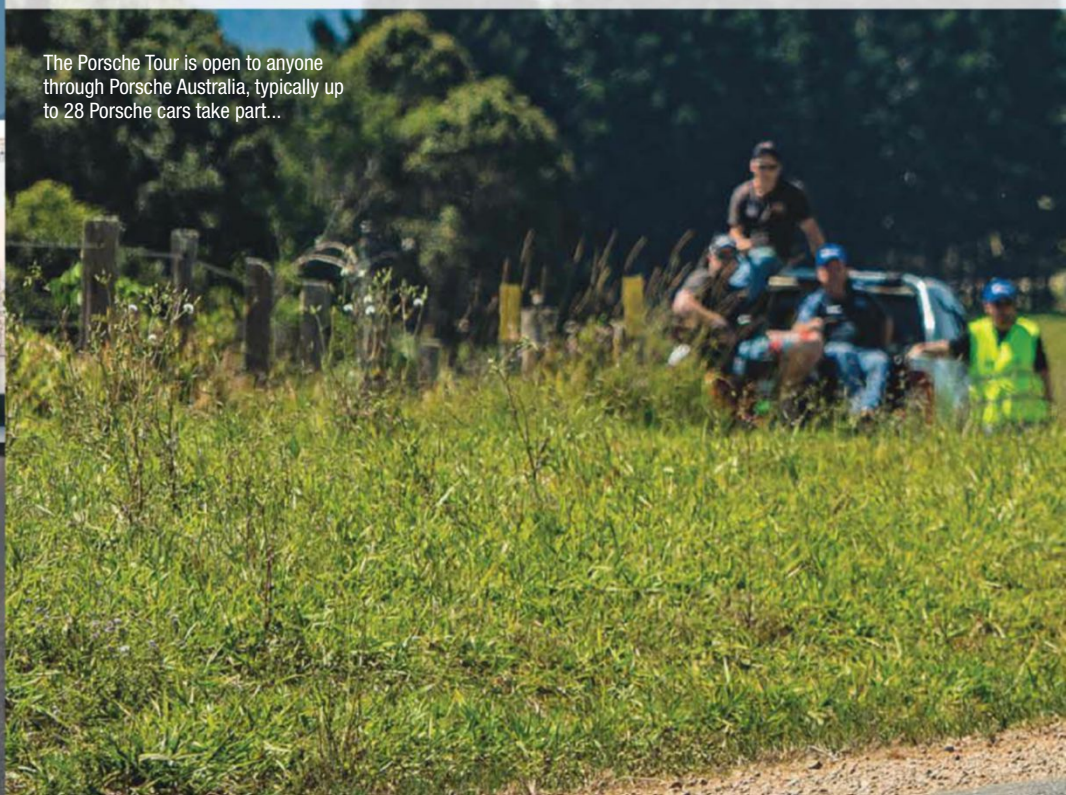
decals and gives your Porsche a going-over so it'll pass scrutineering.

They also offer what they say is "limited" technical support, but you get the impression the on-hand technicians go out of their way to keep you in the event should problems arise.

Having scored an invite to road test the 718 Cayman GTS at Targa, my already happy mood is boosted by perfect blue skies on arrival in Cairns. I'm greeted with the glorious sight of full-blown tarmac rally cars alongside the eclectic range on the Porsche Tour. Numerous 911 GT3s, six Cayman GT4s, a pair of retro delight 911 50th Anniversary Editions (just 22 came to Australia) and, instantly my favourite, a brand new GT3 Touring that the owner has patriotically fitted with kangaroo leather bucket seats.

Those risking it all in Full Competition's numerous classes include a 2015 GT3, two more Cayman GT4s, an '01 996 Turbo, '05 Turbo S, '82 944 and wide body '71 914/6. Rivals include Dodge Vipers, Lotus Exiges, Nissan Skyline GT-Rs and choice classics such as a 1984 Audi Ur Quattro, '75 Holden Torana, '75 Fiat 131 Abarth Rallye, and, for

The Porsche Tour is open to anyone through Porsche Australia, typically up to 28 Porsche cars take part...





particularly brave crews, a '72 DeTomaso Pantera and '70 Chevy Corvette.

Despite such distractions, I decide to acquaint myself with my borrowed 718 Cayman GT3. Thanks to Australia's nonsensical Luxury Car Tax, this is not a cheap car. The RRP Down Under is £95,000 (it's £60,000 in the UK), while my version adds optional Carmine Red paint, PDK gearbox, Alcantara, extended leather, red stitching, red seat belts and carbon for the cabin, electric seats, Bose audio, Park Assist and more, adding another £20,000 to the bill. So I'm piloting a £115,000 718 I don't own over closed tarmac rally routes, while relying on my dear wife co-driver to not stuff up the road book instructions. No pressure then.

Having your beloved beside you is typical on Porsche Tours. Many entrants are no strangers to track days and Porsche advanced driver training, but the Targa gives the chance for the better half to be involved.

"It's difficult for your partner to really understand what the car's capable of when you do single driver orientated events," Ashley Fraser with the GT3 Touring says. "It's

a team event as you can't drive without your navigator." His partner Angela agrees. "It's such a unique experience and great for team bonding. It'll make or break you if you confuse calling hard left or hard right."

Thankfully my better half is a diligent soul, and has come armed with highlighter pens to mark caution points in the road book, plus travel sickness pills. "We'll be going too fast for you to get sick," I half joke. She reminds me we have two kids, rubbish life insurance and, last she checked, I wasn't Sebastian Loeb.

We're divided into four groups on the Porsche Tour, each with a lead driver. Unlike my credentials, said leaders are a bit handy. Up front is Luke Youlden, 2017 Bathurst 1000 champion, while Alex Davison, fresh from driving Gulf Racing's 911 RSR at the Le Mans 24 Hours, fronts another group. Keep up with these boys and you can dine out on motorsport stories for the rest of your days.

Pre-event we're given the required safety briefing. Very steep drop-offs, plenty of gravel on the road, blind crests and the Rallysafe uses GPS to tell tales when you exceed the 130kmh (81mph) limit. How strictly is this limit

enforced? Let's just say there's some leeway as long as you don't take the proverbial. Besides, the longest straight in the entire rally is 100-metres long, so most of the fun is had below such speeds. "Savour every moment, as this is a rare privilege," we're reminded.

How true. After a short tour we're at the start line for the first Targa stage proper. Treat it like a warm up we're told, and with caution. No wonder. At times the four-mile stage is a goat track; it's covered in gravel, tight, there are blind corners and one '!!!Extreme Caution' crest where there's a 'possible jump'. Eager to keep the Cayman and its front bumper aligned I keep wheels on the black stuff... unlike the Comp cars that follow us showing clear daylight under their rubber.

We attack this opening stage in Sport Plus mode, selected on the Alcantara steering wheel's rotary dial. With engine and PDK more responsive and stability control loosened, the GT3 displays the mongrel I was hoping for. It had proved a comfy enough cruiser while touring, but I prefer the after-dark punchy side of its personality. Bi-modal exhaust button engaged the exhaust pops



Tarmac and gravel surfaces call for caution but offer plenty of driving thrills...



deliciously off-throttle, even if the four-cylinder turbo lacks the theatre and tingle of the old flat-six atmo Caymans.

What can't be debated however is what a complete sportscar this is. That turbo 2.5-litre's good for 360hp and 0-62mph in 4.1-seconds, and reams of torque arrive comically quickly. Prod the throttle and hang on. With Porsche Active Suspension Management, torque vectoring and electric limited-slip diff standard inclusions – plus trump card mid-engine layout – the Cayman GT4 is so very easy to drive quickly and well, but without robbing you of the desired involvement. It turns and steers with sublime predictability and accuracy, and combined with its playful nature, it's an ideal tool for this Targa.

Especially Stage Two. Twelve miles long, 263 corners and an 800-metre elevation change up the Gillies Highway. Normally a 35mph-restricted chore, it's massively wide and perfectly surfaced to cater for giant sugar cane trucks that go up and down the mountain. Add rock walls and a rainforest canopy and it's something close to heaven.

We set off at healthy intervals, but I soon spot the tail of a Cayman GT4 ahead giving clues to which way the road goes next. It almost feels like I'm in a video game. The road is so wide there's huge margin for error, and while my GT4's tyres are cold it wags its tail gloriously and it's so easy to steer with the throttle while my fingers lightly grip the Alcantara. I'm eventually on the be-winged bumper of the GT4, and enjoy watching it twitch out of tight corners, knowing my GT4 will do the same a second later.

At the finish line Bathurst champ Youlden

declares this the finest bit of road he's driven anywhere, grinning with the rest of us like schoolboys who've just hotwired the headmaster's car.

Things get tighter and stonier on the next stage and I pick up my first windscreen chip – I'd finish the event with four. The Porsche crew dig out some red masking tape for my already peppered wheel arches, and I begin to appreciate why regular competitors add clear paint protection to their rides.

Day one has featured five varied Targa stages, and after a quick shower, Porsche treats everyone to an oceanfront beach barbecue where the day's stories are shared over a couple of cold ones.

We're on the road before sun up on Saturday for six more closed stages. My confidence in the GT4 builds, not least when the apex of a corner taken at some 80mph unexpectedly goes from tarmac to gravel and dust. Despite this challenge, the front end holds its direction impeccably, while the rear communicates its slide delightfully. This minor Walter Röhrl moment has us both grinning from ear to ear.

That evening some 25,000 Cairns locals come out to enjoy 200 competing cars on show in the city centre, but it's early to bed again to prepare for the final day. Six more Targa stages, including two that are over 17-miles long. Even if we're nowhere near as committed as those trying to win the event, concentrating on pace note instructions, blind crests and keeping things smooth but quick takes its toll. There have been a few massive accidents in the Competition classes – some we see the remnants of on stages run in the

return direction – reminding how one lapse can prove costly.

By Sunday's end we've got a finisher's medal around our neck and a GT4 covered in dead flies, myriad road chips and with a sorry-looking windscreen. Blessedly, no panel dents though. The event proper has been won by a 2016 Dodge Viper – quickest Porsche was a '15 GT3 in 16th – and soon heroic stories are being bandied around the pub over jugs of the local tippie.

Alistair McKeough, driving an ex-Jim Richards three-time Targa Tasmania-winning Speed yellow 996 Turbo, is in awe of his car and the event:

"It's been like a carnival with kids waving on the street and supporters in utes on lounge chairs with a case of beer," he said. "The variation in roads is a highlight, from little farm tracks to the Gillies Range; I don't think I've done a better stage than that, even at Targa Tasmania."

Driver of an '04 Carrera 4S, Nicholas Adamo, lauded the uniqueness of the Targas. "I'm not aware of any events globally offering drivers this sort of opportunity," he said. "It's why we own these cars. To own something so magnificent and not drive it is perhaps more heartbreaking than if you put it into the side of a ditch."

In our over-nannied world, it's a rare treat to be let free on such roads. Risky? Yes. Insurance companies tend not to cover you doing such things. But much like all forms of motorsport, it's hard to not get addicted to the jeopardy of driving near your limit on such glorious roads. And really, weren't these just the sort of events Porsches were made for? ○



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A red sports car, likely a Porsche Cayman, is shown from the side, driving on a two-lane asphalt road that curves through a vast, open landscape. The terrain is covered in low-lying, brownish vegetation, typical of a Welsh moorland. In the distance, rolling hills are visible under a sky filled with large, white clouds. The sun is low in the sky, creating a warm, golden light and long shadows. The car's motion is blurred, suggesting speed.

GET REAL

As you've just seen the 718 Cayman GTS makes a decent rally recruit, but how does it fare in more conventional situations? We visit the Welsh countryside to find out...

Story: Simon Jackson Photography: Dan Bathie



Porsche recently revealed a new variant of 718 Cayman, the 'T' which stands for Touring. Following in the footsteps of its illustrious bigger brother of the same name, the 911 T, this new type of Porsche's successful mid-engined coupé aims to offer a focused, paired-back, driving experience. Saving a marginal amount of weight (15kgs) in comparison with the entry-level 2.0-litre Cayman upon which it is based, at 300hp the T has no more power than the aforementioned base model but does boast a few desirable (often optional) extras. And yet at £51,145.00, the 718 Cayman T comes in at almost the same price as its 2.5-litre 350hp 718 S counterpart (for which prices start at £51,853.00). This creates something of a conundrum for potential Porsche purchasers.

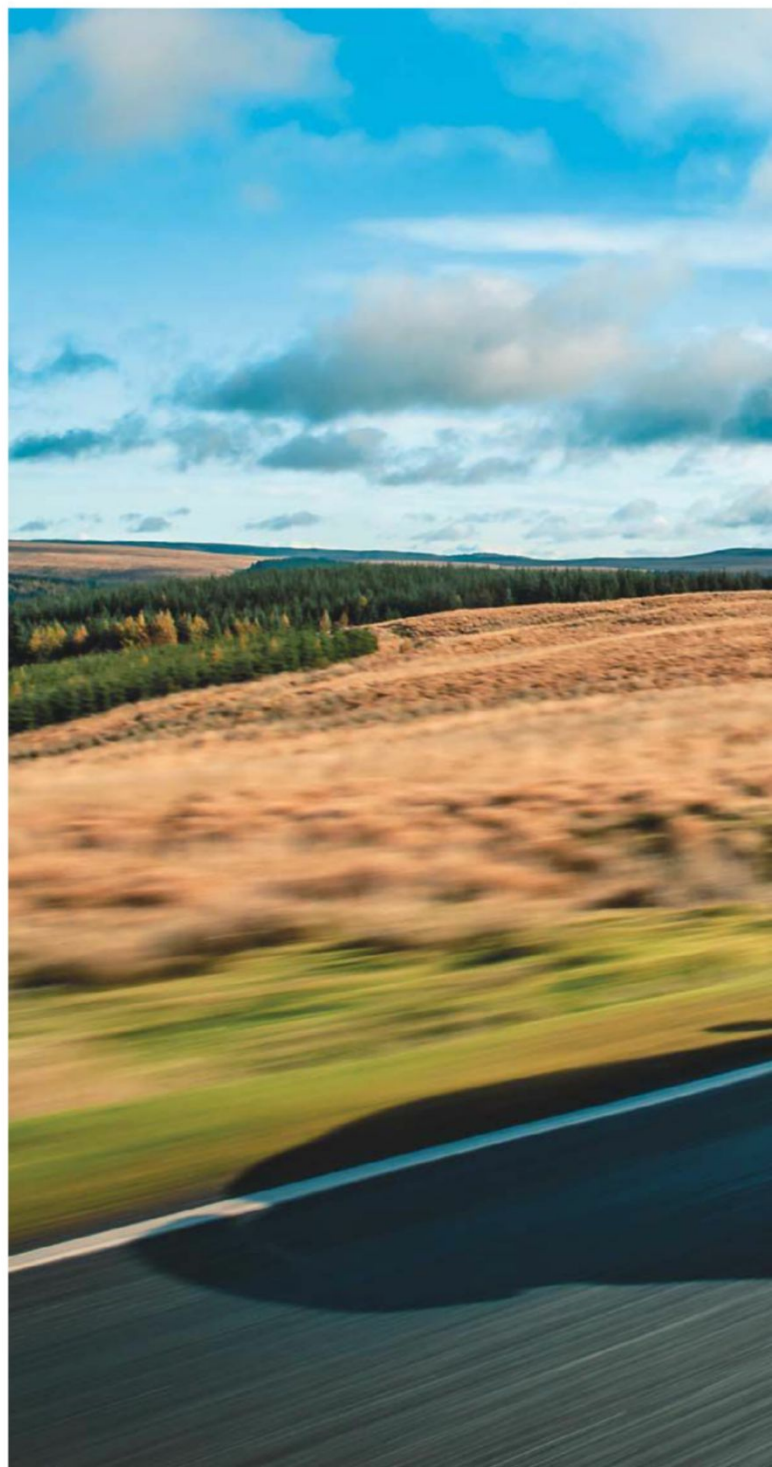
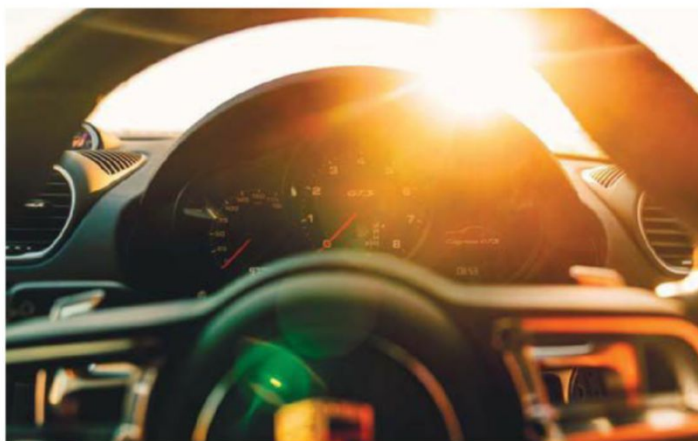
However, even with a few optional extras sprinkled on top, T nor S can in our view match the prospect or price point of the

current (until a 718 GT4 arrives at least) range-topping variant – the 718 Cayman GTS. For this prices start at £60,557.00. In return for that investment you receive a 365hp 718 Cayman that benefits not only from the bells and whistles of its lesser S relation, but also a car that delivers a focused and textural driving experience that, arguably, neither S or T will match. Now of course until we get our first drive in the 718 Cayman T we'd be doing it a disservice to right it off, but taking into account what we know of the relationship between the entry-level Cayman and Cayman S, and the 991.2 Carrera and Carrera T, we can make an educated guess.

Regardless of how the T might drive though, in the existing GTS we already have a sorted Cayman worthy of our attention and, as you've just read, a car with sporting ability aplenty when pushed. Yet, while that's all well good how does it perform in the real

world? To find out we headed west to the rural climes of South Wales in order to test the latest Cayman GTS in town, motorway and countryside settings. A car like this is likely to be used everyday and as an acid test for a decent daily driver our route should leave any foibles nowhere to hide.

We meet the Carmine Red Cayman at Porsche GB's headquarters in Reading and hit the M4 with the car's nose pointed toward Bristol. Late afternoon traffic slows our progress but immediately this Cayman's wide range of talents begin to impress. I remain a firm fan of the old 981 Cayman GTS, with the right specification that remains a mega car, so I desperately want to like this replacement version just as much. Of course the one sticking point is that Porsche has shifted from naturally aspirated to turbocharged engines, and in making that switch it has changed the very nature of the beast. In this environment,



slow moving motorway traffic, that's a bonus. The torquey character of the 2.5-litre flat-four force induced engine in this state of tune (365hp / 317lb ft) works beautifully with the PDK dual clutch gearbox in this particular car (a manual GTS runs a marginal torque deficit). Never does it need to be shifted down a gear in order to wake from its monotonous motorway slumber, the torque curve here provides power whenever you need it in effortless fashion no matter which cog is selected. The old car, for all its benefits, did need to be worked a bit harder to produce the same result – that's simply the natural between naturally aspirated and force induced motors. And right now, driving like this, I'd take this PDK 'box over the manual all day long – but new terrain lays ahead...

As we navigate our way from England into Wales, the GTS meets some faster yet smaller blacktop in the shape of more exciting A-

and B-road routes. As darkness falls it's the first chance the Cayman has had to show its sporting intention, but I don't know these roads which means I am the limiting factor in us making quick progress. Nonetheless the GTS is an eager partner, happy to offer plentiful grip and a serious spurt of power the split second I call for it in any gear at any revs, such is the nature of this turbocharged power unit. In the darkness ahead I look for clues about what the road might do next, eyes on stalks flicking between the (zoomed-in) navigation screen depicting the winding road ahead and the vista out front in a bid to push on. I'm certainly grateful that this Cayman's headlights have been upgraded to the Bi-Xenon Porsche Dynamic Light System (PDLS), this swivels the main beam on bends in-line with your steering angle and speed (£918.00). There's also the high beam assist which can detect oncoming traffic and dip the

main beam accordingly so as not to dazzle oncoming drivers – it's one less thing to worry about in this scenario. This PDK equipped 718 GTS is quick, it boasts 15hp more than the S version of the car, which results in 62mph being chalked-up in 4.6-seconds – that's two-tenths of a second quicker than a first-generation 991 Carrera (manual) could manage. But a Cayman has long been about more than just facts and figures, and true to form it's the poise and balance on offer here from a beautiful chassis engineered for driving fun which serves to please. Previous Boxster and Cayman GTS cars allowed for some serious slip angle even with all the safety systems switched on, these latest cars are more playful still, especially in the wet. That's in part due to the difference between the power delivery of a naturally aspirated engine and a turbocharged one, it could cause a surprise or two for some, the same is true of

A Cayman has long been about more than just facts and figures...



*Here under well lit skies it
can stretch its legs...*



contemporary turbocharged 911s which are getting very powerful these days. As an aside I get the sense that this is why Porsche has introduced its new 'Wet Mode' on the 992, a setting which dials down the car's eagerness and responsiveness a little and sets its assistance systems such as traction control and ABS systems to 'red alert' status. This Cayman however leaves a little more up to its driver and in doing so it's an exciting steer.

A resting night in a hotel later and the Cayman is up amongst the rolling hills and moorlands of the Brecon Beacons National Park. Here under well lit skies it can stretch its legs. Quick manual changes of the PDK transmission with the click of a paddle as I deem necessary keep the engine in its sweet spot, the (standard issue) GT sport steering wheel feels perfect in your grasp, singular sweeping movements are all that is required on this direct rack at speed, the small corrections to account for the lively rear end sometimes required at lower speeds

on slippery surfaces are absent today, this bolsters confidence and allows you to carry increasing speed through the quicker corners. The GTS comes with Porsche Active Suspension Management (PASM) adaptive dampers, this lowers the car by 10mm but also allows it to attack turns with a level of intelligence, adapting to its surroundings. Meanwhile Porsche Torque Vectoring (PTV) provides an electronically controlled limited-slip differential further ramping-up the dynamic nature of the driving experience. Sport Chrono delivers dynamic transmission mounts keeping everything as stable as possible underneath, the driving mode dial on the steering wheel (Normal, Sport, Sport Plus and Individual), cycle through these for your preferred behaviour of throttle response, chassis feel and the level of interruption from the car's stability systems. In combination all this provides a 718 Cayman that is both agile, smooth and easy to drive but at the same time its USP, just like those other Porsche cars

which share its three letter denomination, is that it focuses on providing a driving experience notably more exciting than the lesser models in the range. I still cannot accept the unappealing noise that the 2.5-litre engine (or the 2.0-litre one for that matter) makes over the glorious old naturally aspirated motor in the 981s, however the 718 Cayman GTS is undoubtedly a quicker car point-to-point in the real world, and it is a more relaxing companion in the humdrum real world. Around town and in far more mundane scenarios, this is the GTS I would rather find myself driving. With the advent of the 992 Porsche has further distanced the 718 from the 911, however that might be a good thing. This is a car which doesn't weld an overpowering presence like a 911 often can. If you need a Porsche sports car that can switch between offering pure, involving driving pleasure one minute, comfort, convenience and ease of use the next, then the 718 Cayman GTS is where I suggest you put your money ○



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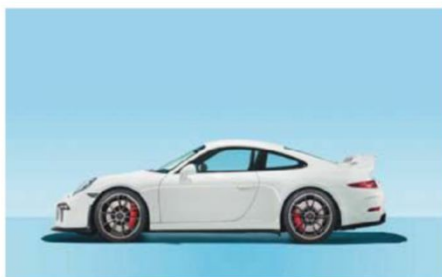
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991 Exhaust Systems

Until the arrival of the 992, the 991 was the most technologically-advanced 911 yet. High tech it might be, but there is still scope for more aural pleasure and performance to be unleashed...

AGENCY POWER

Agency Power Valvetronic Race Exhaust System

If the 991.2 Carrera doesn't offer enough of a 'true' sports car sound, then Agency Power claims its valvetronic exhaust system is for you. A faster throttle response with amplified turbo whistles, there are also switchable 'Quiet' or 'Race' modes. Three-inch piping is declared to do away with back pressure to let the turbos unleash their full potential, and a power gain of between 15 to 20hp is mooted. Designed for 991.2 Carrera and Carrera S 3.0Ts which are running the OEM non-centre exit exhaust, each Agency Power kit is bundled with the wiring and hardware for the valvetronic system on non-PSE cars. Where it has been specified, the original OEM PSE exhaust button can be connected to the Agency Power system's valves by way of the car's existing vacuum hoses. Manufactured from TIG-welded T305 stainless steel with a mirror finish with a choice of black, carbon fibre or polished tips, a lifetime warranty is included for complete peace of mind.

Fits: 991.2 Carrera 3.0T and Carrera S 3.0T (2017-2019)

Approx Price: \$2,795.00



AKRAPOVIC

Akrapovic Titanium Exhaust System

With a little over 25 years' experience, Slovenian company Akrapovic may be a relative newcomer to the tuning world, but its well-regarded products come in a wide range of fitments. When it comes to exhausts, the 991 Turbo and Turbo S are catered for by its 'Slip-On Line' titanium system, and although billed as a 'first stage' package, gains of 8hp at 3,300rpm and 11lb ft (14.8Nm) at 2,600rpm are commendable. So too is a reduction in weight of 6.4kg over the standard Porsche system. Crafted from high-grade titanium alloy, the carbon fibre and titanium tailpipes are handmade, while a deeper sound is stated to appeal more to the enthusiast. Akrapovic's 991 Turbo and Turbo S system can also be used with optional link pipes – in cat or non-cat specifications – and a hand-crafted carbon fibre rear diffuser can also be added to show off the tailpipes to their full extent.

Fits: 991 Turbo and Turbo S (2014-2015)

Approx Price: £6,927.00



ARMYTRIX

Armytrix Valvetronic Cat-Back Exhaust System

Available with a choice of quad burnt blue, chrome, or matte black tips, Armytrix trumpets its 991 Carrera / Carrera S exhaust system as showcasing a 'great deal of power and dynamic and valve control'. With a claimed power bump of 14.8hp and a similar rise in torque of 12lb ft (16.3Nm), the performance increases certainly seem to be present, and all can be adjusted with the touch of a button. Armytrix's wireless remote control has three settings – on, off, and auto – that make mood-changing performance simplicity itself. The 'on' mode sees the valves fully open for maximum power coupled to a racing sound, while 'off' returns the car to quieter running with the valves closed. 'Auto' mode detects the engine rpm and fuel pedal signal and automatically adjusts the valve movements to introduce a more dynamic edge. The Armytrix package is 3.5kg lighter than the OEM components, and its exclusive OBDII dongle system reduces the installation time by half and also operates via an Android or iOS smartphone app.

Fits: 991 Carrera 3.4 and Carrera 4 3.4 (2011-2016); 991 Carrera S 3.8 and Carrera 4S 3.8 (2012-2016); 991 Carrera GTS 3.8 (2014-2015)

Approx Price: From £4,455.72 (chrome tips)



DESIGNTEK

DesignTek Evolution Race Exhaust Muffler System

DesignTek claims its range of Evolution exhausts are designed for the 'tuners market', and are ideal for high performance, modified vehicles. This race exhaust muffler system complete with bypass X-pipe and opening and closing valves, features a sound switch which offers a choice of 'deep' and 'racing' sports sounds at the touch of a button. Dyno-tested with proven power gains, the DesignTek system has been built to ISO 9001 and TÜV quality certification standards, and is compatible with the standard OEM catalytic converter. With over 50 years of experience, DesignTek states that its products are built to the highest technical level.

Fits: 991 Carrera S 3.8 (2011-2016) and Carrera 4S 3.8 (2012-2016)

Approx Price: £4,665.00



MILLTEK SPORT

Milltek Sport Cat-Back Exhaust System

Available in a number of different configurations, Milltek Sport's cat-back exhaust for the 991 GT3 can be fitted with the OE Porsche trims, or be enjoyed with Cerakote Black, polished or titanium-finish GT-100 tips. At the heart of Milltek's system is a rear silencer delete assembly, with a diameter between 63.5 and 50.8mm. Constructed from aerospace-grade, non-magnetic stainless steel, the cat-back system keeps the side silencers which are essential to comply with UK noise regulations, as well as the OEM Porsche exhaust valve assemblies. Subtle increases in power and torque are promised, in addition to an obviously enhanced sound. Modification of the rear valance isn't necessary for installation, and the variety of tail pipes should ensure there is an option for most tastes and budgets.

Fits: 991 GT3 (2013-2015)

Approx Price: From £596.00 (OEM tips)



FABSPEED

Fabspeed Motorsport GT3 / GT3 RS Performance Package

Available in Street or Race configurations, Fabspeed Motorsport's high performance exhaust system for the 991.2 GT3 and GT3 RS consists of headers, valved side muffler bypass pipes, deluxe dual style tips in chrome, satin black and carbon fibre finishes, as well as an ECU tune upgrade. The company states that it offers 'daily-drivable' sound, and gives noticeable power and torque gains throughout the rev range. Made from 14-16 gauge, CNC mandrel-bent T304L stainless steel, the CAD-designed system is TIG-welded by Fabspeed craftsmen, and is Dynojet developed and tested. The Street-spec system includes 200-cell, HJS high-flow sport catalytic converters, while the Race package replaces those with Fabspeed's cat bypass, long-tube competition race headers. Both remove the OEM catalytic converters and are said to be only suitable for closed track events and off-road use in the US, and are also not certified by the EPA or the California Air Resources Board (CARB). An OEM muffler reinforcement brace can be optioned for an additional £232, while the ECU tune is required to check for potential engine faults as well as optimisation of the engine performance for the additional horsepower and torque. All Fabspeed performance products are backed by the Fabspeed Lifetime Limited Warranty.

Fits: 991.2 GT3 (2017-2019) and GT3 RS (2018-2019)

Approx Price: from £5,888.07 (+ optional £232 muffler reinforcement brace)



DESIGNTEK

DesignTek Front X-Pipe + Valvetronic Switch

As well as its more high-end systems, DesignTek also offers a front X-pipe with a Valvetronic switch for the 991 Carrera and Carrera S 3.8. Interchangeable with the OEM parts, the DesignTek X-pipe deletes the front mufflers for a sportier sound. A deeper 'sports Turbo' note is said to be emitted when the switch is closed, while a 'racing sports Turbo' sound is claimed to be heard when it is open. All the OEM exhaust fittings can be kept the same, and the factory centre muffler with its third chamber floats behind the exhaust tip for a stock look.

Fits: 991 Carrera 3.4 and Carrera S 3.8 (2011-2016)

Approx Price: £695.00



TECHART

TechArt Sport Exhaust System

TechArt's sport exhaust system for the 991.2 Turbo and Turbo S features a central silencer with a pair of exhaust valves as well as the sport valve control unit for sound enhancement. Stainless steel tailpipes lead to a choice of dual oval gloss or matt black chrome tips. Also compatible with OEM Porsche pipe tips, the TechArt system is EC-type approved, and situated between Weissach and Stuttgart, the company has 25 years of tuning experience. Every part of its high performance exhaust system undergoes a demanding test regime during the development process, and when the sport exhaust system forms part of its Performance Powerkit T 2.1 (which also includes two high-performance turbochargers), power is bumped by 140hp to 720hp, while torque increases by 125lb ft (170Nm) to a massive 678lb ft (920Nm).

Fits: 991.2 Turbo and Turbo S (2016-2019)

Approx Price: \$6,695.00 (Sport exhaust system only)



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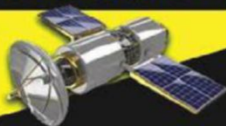
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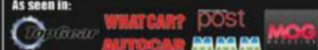


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Mythbuster: Boxster E - The first all-electric Porsche

Hybrids now widely proliferate Porsche's model range, while the arrival of the Taycan later this year will signal the arrival of its first zero-emission model, it won't be the first...

The howl of a Zuffenhausen six-cylinder engine as it reaches the redline is as Porsche as the shape of the 911, but times are changing and thanks to global environmental crises, electrically-powered cars are on the rise. And while the idea of an electric sports car is hard to swallow for some, we've had four years to get used to the idea of an all-electric Porsche. The Mission E concept debuted in 2015, and later this year the production Taycan will be unveiled. But it's not the first all-electric Porsche. That was the Boxster E.

Unwrapped at the Michelin Challenge Bibendum in Berlin in 2011, the electrically-powered Boxster prototypes demonstrated the idea that an electric Porsche can still be dynamic, as passenger rides to very eager show-goers displayed. Of course, there had been electrified Porsches before (think 911 GT3 R Hybrid, 918 Spyder and Le-Mans winning 919 Hybrid – even the 1900 Lohner-Porsche

Semper Vivus featured wheel-hub electric motors) but the Boxster E gave an insight into a Stuttgart sportster with no trace of a combustion engine. Its two electric motors mounted on the front and rear axles yielded a system output of 180kW (241hp), and ensured the electric open-top was four-wheel drive. It could crack the 0 to 62mph dash in a Boxster S-rivalling 5.5 seconds, but the electric 987 was efficient, too, with energy recovered through regenerative braking, adjusted by buttons on the steering wheel.

Constant mesh gearboxes and a central electronic control unit synchronised the two electric motors and managed the drive torque distribution of 398lb ft to the axles. At the Boxster E's heart was a liquid-cooled, 29kWh lithium-ion battery, which gave a theoretical range of 107 miles (170km). The Boxster's light weight made it a natural fit for an electric powertrain, but all the electric concept's extra heft was made up by the 341kg battery pack. Once drivers

had enjoyed their fun, charging took nine hours from flat to full, at a maximum rate of 3.3kW. A further two cars lost one electric motor and enjoyed a more traditional, more 'Porsche' rear-wheel drive layout, but all were built to explore the everyday practicality and usage of electric cars when the technology was in its infancy.

The Boxster E was built and trialed as part of the Federal Government's €130m 'Model Region Electro-Mobility Stuttgart' project, co-ordinated by NOW GmbH, the National Organisation for Hydrogen and Fuel Cell Technology. Slotting under the 'Porsche Intelligent Performance' banner, the Boxster Es were also designed to see how electric vehicles can be integrated into infrastructure. Fast forward eight years, and that infrastructure is more widely developed, with electric cars much more commonplace. And later this year, Porsche will join the electric age, almost a decade after it ignited its first spark.



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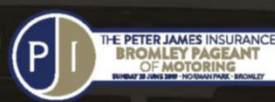
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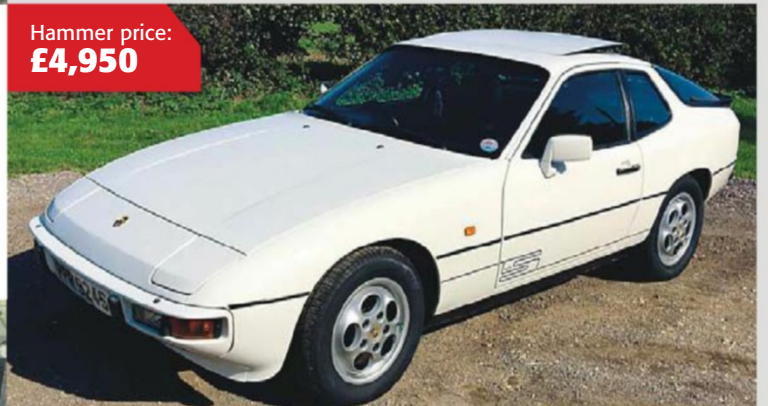
Hammer price:
£1,870



Classic Car Auctions' December sale in Leamington Spa helped to balance out the financial peril of the festive season by offering some surprisingly affordable Porsches; we were particularly taken with the pair of 911 SCs (one coupé, one Targa) that went for sensible money, but the real story here was the pocket money front-engined models. The gleaming white 1987 924 S auto looks as fresh now as it did when it emerged from its £10k restoration in 2016; with an extensive history file, a new interior, and even a '924 S' number plate, this felt like a snip at £4,950. Even more affordable was the 1986 944 – a pretty presentable example with reasonable history and a recent cambelt service, this one went for £2,860. And for proper piggybank-raiding, how does £1,870 grab you? That was the price of the other '87 924 S in the sale; a couple of advisories on the MoT, but with uprated suspension and brakes and a manual gearbox, someone's going to have a lot of cheap fun with this one.

...the real story here was the pocket money front-engined models

Hammer price:
£4,950





Hammer price:
\$775,000



Hammer Price:
\$357,000



The striking and iconic Petersen Automotive Museum in Los Angeles hosted a stellar auction from our friends at RM Sotheby's back in December, with a dazzling array of high-end lots crossing the block among a gaggle of bidders whose excitement could barely be contained – as much for their surroundings as the cars on offer. Naturally Porsches were plentiful, with the 959 Komfot being a particular highlight. This USDM-spec supercar was highly original, not even having had any computer system updates, and came with a gloriously complete history; one of very few 959s to be federalised for street use in California, this one had a reserve of \$950,000-\$1,100,000 – interestingly it didn't find a buyer, so that's one to keep an eye on. The 935 Group 5 Turbo by Kremer was a hell of a looker, with its unique Ice Green Metallic paint and extravagantly vented slant-nose, and this certified and matching-numbers road-racer was always bound to command a top-tier figure: \$173,600 was the hammer price, and deservedly so.

The really big ticket was the Weissach pack 918 Spyder, resplendent in Martini livery, which has only covered 279 miles from new and is more art piece than car. One of the most devastating driver's cars ever built, this one is probably destined for a life of stasis in a collection, which does feel like a bit of a shame but that's the modern world for you - \$1,534,000 was the meaty selling price. The 918's brutal V10-

The really big ticket was the Weissach pack 918 Spyder

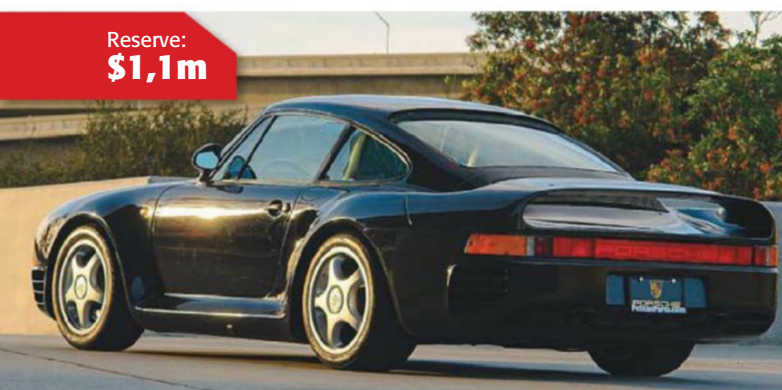
Hammer price:
\$1,534,000



Hammer Price:
\$151,200

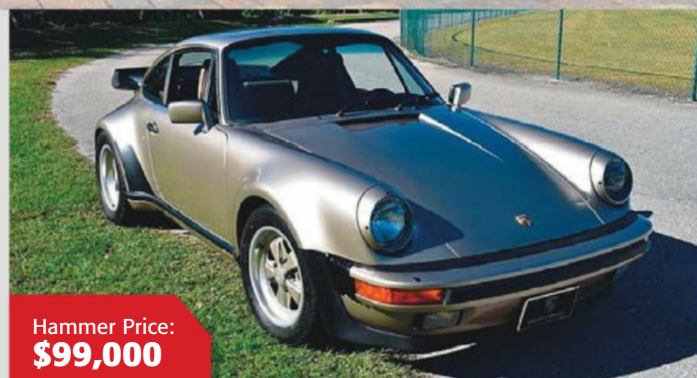


Reserve:
\$1,1m



powered forefather, the Carrera GT, is still more than capable of running the numbers too, with this auction's glossy black example (complete with its original matching luggage!) snaring \$775,000. Speedsters are very much in demand at the moment as well; this sale offered a 1994 example originally owned by Rush drummer Neil Peart, who specced it from new. One of fewer than 1,000 built in '94, this Speedster has always been pampered and was deserving of its \$151,200 sale price. And polishing things up with a real touch of class, we fell head-over-heels for the 1957 356 A 1600 Speedster by Reutter – with a matching-numbers drivetrain and correct colour scheme, this stunningly original car was a proper timewarp. Sadly we didn't have the necessary \$357,000 in our pockets, but we hope the new owner is tremendously happy with it!

Hammer price:
\$37,400



Hammer Price:
\$99,000



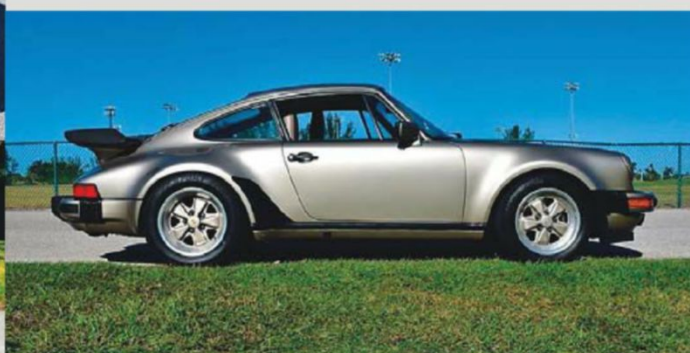
Hammer Price:
\$47,300



Hammer Price:
\$35,200



Mecum auctions in the States are always a big deal, and the Kissimmee outing of early January was no exception – stretching out over a number of days, it showcased the colossal variety of muscle cars and customs that you'd expect, along with plenty of Porsches to whet our collective appetites. The 1967 912 was especially pretty, with a matching-numbers motor and near-flawless aesthetics; a patchy history knocked the price down a little, but a decent repaint and alluring completeness netted a hammer price of \$47,300. The White Gold Metallic 930 Turbo did an equally good job of wowing the crowds, its genuine 46k miles and impressive originality (engine, paint, interior, wheels) helping it to bag \$99,000. The 944 S2 Cabriolet looked like a bit of fun, and also had the benefit of just 56k on the clock and the same owner since 1992 - \$20,900 felt like an appropriate sum for some retro top-down cruising. (Just try to look past the godawful federal rear bumper.) Further Guards Red open-top thrills were on offer from the 911 Targa slant-nose – an incomplete history meant unverified miles, but the condition and spec were spot-on... could \$35,200 be the cheapest entry yet to usable flachbau ownership? And for those looking for something a bit more modern, the 2008 Cayman raised a few excitable eyebrows, not least for its TPC Racing turbo conversion. With a 2015 short block, custom turbo install and thoroughly upgraded chassis, this eye-catching one-off looked deadly serious, with one (presumably quite brave) bidder throwing \$37,400 into the ring.



BUYING GUIDE: 911 (930) TURBO

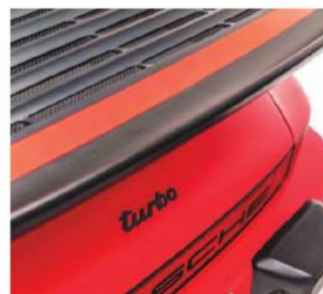
The Porsche 930 sits in an interesting position in the market in 2019. Back when these cars were new, they were – for some – the ultimate expression of status. Owning a 911 Turbo was a bold choice, it screamed at onlookers that you had disposable income to burn and weren't interested in Italian exotics or staid British traditionalists, you wanted something that was a little bit scary. Given these cars' reputation (at least partially deserved) for being rather hairy and throwing people into fields when they came on-boost mid-corner, owning a 930 also told people that you had a devil-may-care attitude to peril. Over time, the 930 grew to be regarded nostalgically as one of the archetypal 1980s Athena poster cars, along with the F40 and the Countach – cars that looked best in red on a glossy black background. This was strong cultural currency in the 1990s and early 2000s. And as the 21st century matures, so the 930 has come to be regarded as an interesting curio from a long-bygone age – a car with rudimentary turbo technology that now seems almost quaint, yet still possesses the power to wipe the smile off the face of anybody who underestimates this fearsome machine. All these decades down the line, it's still an incredible and otherworldly sports car.

It's interesting to note that this model, so evocative of the 1980s, actually debuted in 1975. At launch, the 3.0-litre turbo offered 260hp from its all-new Type 930/50 motor; in '78, the 3.3-litre 930/60 engine arrived, upping power to 300hp – this model was visually distinguishable by the evolution from whaletail spoiler to the so-called 'tea tray' with its upturned side fences. The first slant-noses were delivered

in 1981 under the Special Wishes programme, and in 1986 Motronic engine management appeared across the range to modernise things; at the same time, the Turbo SE was offered as a special-order model, with 330hp and that iconic flachbau styling. Contrary to what some believe, it was possible to buy genuine 930s in Targa and cabriolet bodystyles – these were introduced in 1987. The model was discontinued in 1989, although earlier in that year it enjoyed an upgrade to the new G50 gearbox and hydraulic clutch; for some collectors, an '89 model with a G50 is every bit as desirable and unicorn-like as a launch-spec '75. And for buyers who aren't obsessive collectors, and simply want an example of this revered model that they can tear about the countryside in?

You'll find the most abundant 930s being 3.3-litre models from '78-'88. Post-1983 cars are a bit torquier, and whichever one you're looking at, you'll be wanting one that's been properly maintained and regularly used. Buying a neglected 930 project could be a one-way ticket to the poorhouse, while underused low-mileage cars are best left in static collections unless you fancy shelling out for a full mechanical overhaul.

With firm suspension based on that of the Carrera RSR, a four-speed 'box that demands slow and measured shifts, and not a lot happening below 3,500rpm, this is a car for connoisseurs of the old-school. Don't expect it to be as friendly as your daily-driver modern hatchback. But it wouldn't be any fun if it was easy, would it?



PRICE GUIDE:

Project: £40,000

Usable: £75,000

Excellent: £120,000





BUYING TIPS:

- Modified and non-standard examples do exist, although with values of these cars continuing to rise, a huge premium is placed on matching-numbers cars and those with a full history. Check documentation thoroughly, and interrogate the seller too! Provenance is key, so the first thing to do is check that all the documentation checks out
- Inspect the bodywork thoroughly, particularly the wide rear hips – these were always prone to scrapes, with the tail being so much wider than the nose, and were often replaced with inferior fibreglass items
- Check thoroughly for corrosion too – while these cars were rustproofed with zinc coating from new, a lot of water has passed under the bridge since then and the zinc's effectiveness will almost certainly be compromised. It goes without saying that rust repairs can really add up cost-wise
- The 930's engine is very solid if it's been properly looked after, and you should be highly suspicious of a motor that produces a lot of smoke and/or doesn't idle evenly. Don't be surprised to learn that parts are eye-wateringly pricey too – exhaust heat-exchangers are £500 a pop, while a gearbox that's crunching in 2nd or 3rd could set you back £3,000 for a rebuild
- As with any car, super-low mileage – while good for investment purposes – doesn't always mean you're looking at a great car. These machines need to be used or they seize up and corrode in unexpected places – if your brake or fuel lines have dried up and split, for example, it could be almost a grand to replace it all
- Suspension is generally hardy, with the shock absorbers and anti-roll bar bushes being the most obvious causes of funny noises and wonky handling – listen out for clonks and rattles on your test drive

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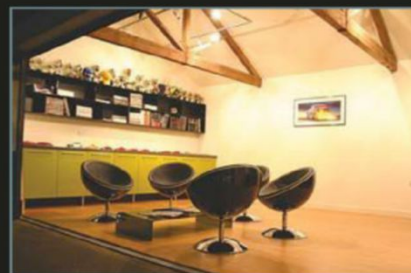
Buying a car

Our stock of around 40 used cars including high quality photos of each vehicle. Updated several times daily. There are also tips on buying a Porsche which could save you money.



Selling a car

Things to consider if you are selling a car, in particular, scams and potential pitfalls to avoid. Five minutes spent reading this could save you from disaster.



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Hurley Haywood

A five-time 24-Hours of Daytona winner – Hurley Haywood won Daytona and Le Mans in the same year. Today the 70-year old is one of Porsche's most precious ambassadors...

Born in Chicago, Harris Hurley Haywood is without doubt the most accomplished American endurance racer of all time. With multiple overall victories at the 24-Hours of Le Mans, Rolex 24-Hours of Daytona and 12-Hours of Sebring, Haywood's winning reputation was cemented over four decades of motorsport competition – much of it spent at the wheel of a Porsche.

For Haywood, endurance race victories came in both GT cars and prototypes alike in a career that spanned the period from 1969 to as recently as 2012, excluding a brief hiatus for a wartime tour of duty in Vietnam during 1970. Haywood's first overall endurance victory came at the 1973 Rolex 24-Hours of Daytona, co-driving with Peter Gregg, then owner of Brumos Porsche. The pair followed that up with another victory just one month later at the 12-Hours of Sebring. Haywood would ultimately go on to become Vice President and co-owner of the famed Brumos Porsche dealership in Florida.

In total Haywood won at Daytona an incredible five times, three times at Le Mans and twice at Sebring. In doing so he became the first driver to win the 24-Hours of Daytona and the 24-Hours of Le Mans in the same year – 1977 – creating in the process one of Porsche's most storied victories. Haywood secured five driver's championships during his career: IMSA GT Champion (1971, 1972), SCCA Trans-Am Champion (1988), SuperCar Championship (1991), and North American GT Endurance Champion (1994).

While driving either with or for Porsche as a works driver for most of his career, Haywood was sidetracked by a serious crash in 1983 at the Canadian Tire Motorsport Park (Mosport). The accident saw his left leg set in a plaster cast for a two year period, but Haywood wasn't about to let that make the end of his competitive driving career, he was able to continue racing while recovering. He joined Bob Tullius's Group 44 Racing team, first in prototype Jaguars that made use of semi-



clutchless Hewland transmissions (allowing Haywood to circumnavigate his injury and thus continue to compete), then later in the Group 44 Audi Quattro which led to a 1988 Trans Am championship. Haywood was back to racing in a Porsche by 1986 and in doing so he secured the 1991 IMSA Supercar Championship in a 911 Turbo.

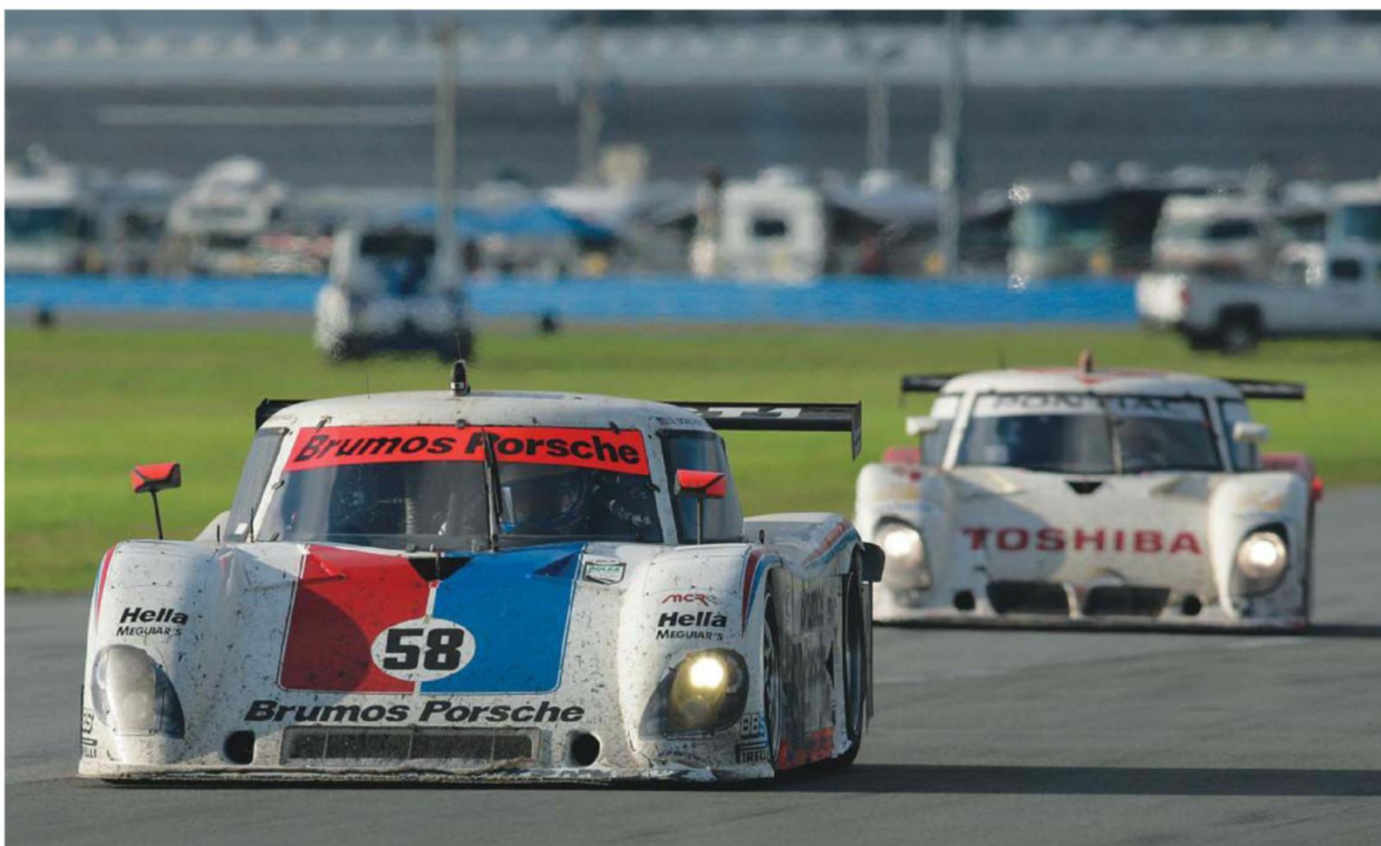
Speaking last year when Haywood's 70th birthday clashed with that of the 70th anniversary of Porsche sports cars, Klaus Zellmer, President and CEO of Porsche Cars North America underlined Haywood's continued place at the heart of Porsche's American arm:

"We wish him a very happy 70th birthday. As we prepare to celebrate 70 years of Porsche sports cars I do not believe the similar anniversaries are by coincidence. In recognition of his remarkable achievements and daily contributions he continues to make to our brand, it is important that all of us at Porsche congratulate Hurley and wish him a very happy 70th birthday."

Porsche is not alone in heaping praise upon Haywood, he has been honoured during his time by the Florida Sports Hall of Fame (1992), Motorsports Hall of Fame of America (2005), Sebring Hall of Fame (2010), Watkins Glen's prestigious 'Legends of the Glen', Rolex 24 Grand Marshall (2013), Porsche Rennsport Reunion V Co-Grand Marshall (2015) and was the Rolex 24 at Daytona Honorary Starter (2017).

Haywood continues to give back to the sport and brand that he loves by teaching and mentoring young drivers. He has been instrumental in

*Haywood continues to
give back to the sport
and brand that he loves*





JACKY ICKX ON LE MANS '77:

"After three hours we thought we'd lost the race. My 936 was out, and I joined up with Jürgen Barth and Hurley Haywood. But they were having trouble as well. We were in 42nd place. I still can't get my head around what happened next. It was this euphoric state. I drove the whole night through at top speed, always at the limit. In rain and fog. I just got faster and faster. 42nd, 35th, 28th, 20th, ninth, sixth, fifth. Everyone felt that we could achieve the unimaginable. Jürgen and Hurley drove faster than ever, and the mechanics did an incredible job. I didn't feel tired at all. Then we took the lead. On Sunday morning I was totally spent. In the end, Jürgen hauled the 936 across the line with only five cylinders. I wouldn't have been able to. There are a lot of great stories about a lot of races. But 1977 stands out. That was a once-in-a-lifetime thing. Races like that have made Porsche a legend."



the Porsche Young Driver Academy by guiding young drivers during their early careers, he is also the namesake of the IMSA Hurley Haywood GT3 Cup Scholarship for up-and-coming GT drivers. A featured guest driver at all previous Porsche Rennsport Reunion meetings, Haywood has become a regular guest of honour at Porsche's party which now takes place at the WeatherTech Raceway Laguna Seca in California. The largest Porsche festival in the world, Rennsport Reunion has become a tradition every few years since 2001. Last year's Rennsport Reunion VI brought together tens of thousands of enthusiasts for a gathering of significant Porsche race cars and racers, as well as those who have designed and engineered them.

Haywood's 'day job' if you will has been occupying the role of Chief Driving Instructor for the Porsche Sport Driving School in Birmingham, Alabama, a position he has held since 1999 – he currently resides in St. Augustine in 'the sunshine state' of Florida. In hindsight it is easy to see why Hurley Haywood and Porsche have been inextricably linked and somewhat synonymous for the best part of five decades and, likely, many more years to come ○





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Matt Biggs

1986 924 S, 1981 911 SC, 2004 996 40 Jahre

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1978 911 SC

On my list of "must have" 911 motorsport paraphernalia add-ons has been extended wheel studs for some time now. I blame, among other things, exposure to the racing 911s in the paddock at Spa last spring and having fine-tuned my Instagram feed to deliver me racing inspired and lightweight Porsche hot rods daily. Yes, I have indeed exposed myself to the modern internet age: @racereightysix though I can assure you there are no selfies... whatever they are, just a dribble of cars I'm messing about with of interesting ones I've seen. The practical justification is It makes life easier taking wheels on and off and also lets me run spacers if I choose at a later date. The other benefit is the move to 10.9 open-ended nuts to replace the factory alloy ones which wear out over time. These were originally replaced as a

service item by Porsche so, despite being in good condition on my car, it was probably time to change them on a preventative basis.

I chose studs from Sway-A-Way (swayaway.com) who have been manufacturing high quality suspension components and accessories since 1967. They've had a long competition history in everything from Trophy Trucks to NASCAR. Brian Skipper, CEO, who worked with the company since 1978 and owned the company since 1981 has been a racer and engineer with a passion for all things suspension related; from developing VW parts he made the natural progression to Porsche and the Porsche-specific product line-up now includes uprated torsion bars and adjustable spring plates. The Sway-A-Way wheel studs are manufactured out of heat treated aircraft grade alloy steel and are cold-headed and

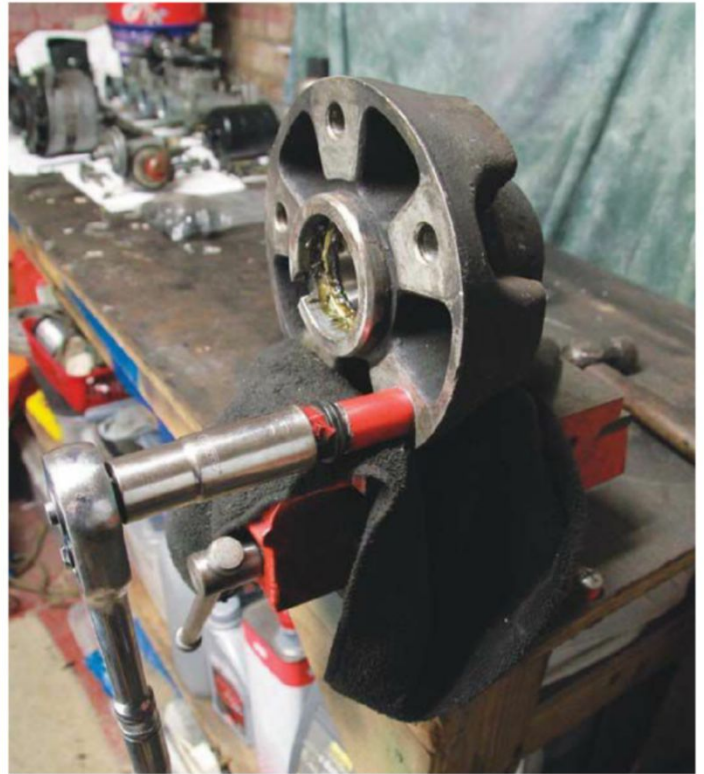
thread rolled for an entirely cold formed stud. This is a key process and gives a much stronger stud as the material has an uninterrupted grain flow; essentially the grain lines of the steel are compacted to follow the geometry of the stud. This results in a strength advantage over machined studs. Thus concludes the science lesson.

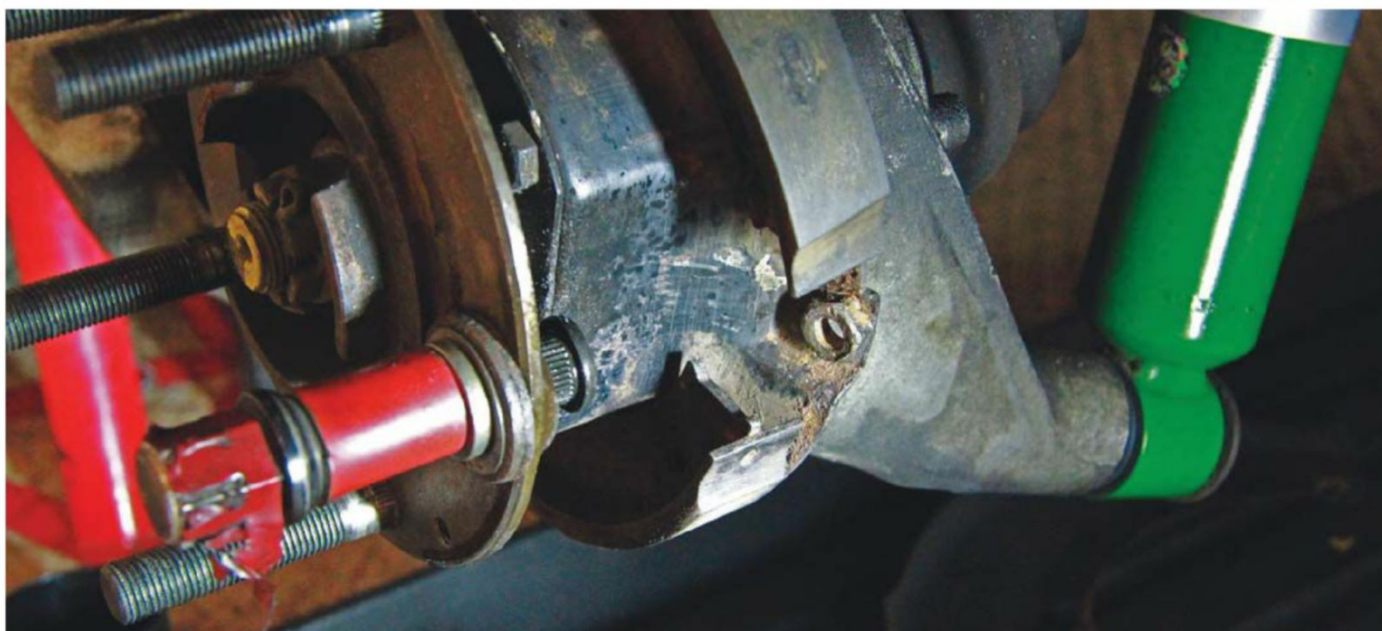
A key consideration when choosing the length of the studs is how much disassembly you are prepared for on the rear hubs. Removing the rear hubs means damaging, and thus replacing, the rear wheel bearings. However, thanks to the wonder of the Pelican Parts forum and their wealth of knowledge and experience a quick search had me covered: I didn't want to disturb the wheel bearings (as they are recent and in fine condition) so 78mm was as long as I could go was the tried and tested response.

Happily that was the exact size I wanted to give me the motorsport look as well as the practical benefits. To change the rear I simply tapped the old studs out, removed the disc and then removed the handbrake adjuster. This leaves a nut welded to the back plate which you can tap-back and bend out of the way to give you clearance to thread the new studs through. Once all your studs are fitted you just tap it back into position; it makes the whole job much easier.

The front was more simple and just a case of removing the disc bell/hub and pressing out, then winding in the new studs with an old bolt. I made a spacer to wind the studs against to account for the extra length. While the hubs were off the car I gave them a good clean and re-packed the wheel bearings with fresh grease and adjusted them up; another part of the car checked over







that won't need worrying about for some time.

With the hubs reassembled with the new studs I could bolt the wheels back on. I used hardened steel classic open-end nuts from Porsche Shop (porscheshop.co.uk) which are grade 10.9 and much stronger and harder wearing than the factory alloy nuts. These are M14x1.5 so will fit all 911s up to '89 as well as early 356, 912, 914 and 914 models.

It's a small detail but gives that motorsport look to the car and piece of mind that all the hardware is upgraded. As someone that works

on their own car a lot the wheels are on and off frequently so it's good to know the kit is now up to the job and will last for years.

Rob Richardson

Rob Richardson
911 SC

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1982 911 CABRIOLET FLATNOSE

The great thing about old 911s is that, even when they're not running very well, you can just sit there and look at them, can't you?

Very few classic cars look so statically beautiful as an aged Porsche does, and it has been fair to say, as I'd walked passed mine to the coffee machine in the workshop each morning, it always raised a smile – despite the fact that I knew it was still mechanically unhappy.

Ever since I've owned this car it's had the same issue. It starts poorly, runs fairly well for around twenty minutes or so, and then coughs, splutters and chokes itself to a shuddering halt. My salve for this so far had been to limit all journeys to a maximum of 15 minutes. While it made for an almost entertaining punchline during pub explanations, it did rather defeat the point of owning such a wonderful old barge. Let's face it, we don't just buy these cars for their good looks, we buy them because they are the most useable

of all old sports cars. They need – and deserve – to be driven.

I had no idea of the cause, but sent a few emails out to various local Porsche specialists in Nottingham to see if anyone had any thoughts. Bizarrely, most of them didn't reply at all, but one almost immediate return call stood one out as a cut above the rest; Cavendish.

Having never dealt with this chaps before, I had very little to go on. Their site and reviews looked very comforting, and the calm, informative manner of Cavendish's Simon on the phone all felt very reassuring. 'A 3.0 SC, you say?' he mused. 'I'd like to start with looking at cold fuel pressures, warm up regulator and CO2 set-up before we do anything else. Have you got time to drop it down over the next couple of weeks?'

It all sounded very positive, I must say. Simon gave the air of a truly reassuring depth of knowledge, so with just the Christmas break to separate us, I soon arrived at their

smart Long Eaton premises, having trailed the party-frocked SC there to ensure all was stone-cold to begin with. For what was to follow, it would be imperative, Simon had politely demanded of me...

After the usual introductions, cups of tea and whistle-stop tour (impressive, by the way) we were soon in the workshop where Technician Sam was busily preparing for what looked like open heart surgery, prepping the patient with a reassuring plethora of wing protectors and anti-scratch paraphernalia. Although the paint on the Flatnose is far from perfect, it's always lovely to see technicians taking such care to avoid damage like this. To my mind, it's a great indicator of thought and care taken during the more essential parts of the mechanical process. I've rarely had poor work from a garage that's really taken time to look after my car whilst in their care, put it that way! Just take a look at the pictures of my stablemates on the day, by

the way. I've always found that contemporary clientele is always a very accurate and useful benchmark of a specialist's quality.

Having checked the engine temperature, delightfully referencing it against a period book of tables, Sam started with the basics; the system pressure at the fuel pump, the settings of the warm-up regulator and on he went. The regulator rang the first bell, pingin in at a high 5.0 bar of pressure, against a Stuttgart recommendation of just 1.3. So, clearly, too much fuel was being allowed through. Not an ideal start.

Having removed the regulator, carefully rebuilding and re-setting its displaced needle, Sam also flipped its internal diaphragm. These can weaken over time, reducing efficiency, but once stripped, cleaned and inverted to effectively increase their spring rate once again, they can enjoy a new life.

With this back together, Sam was happier, but still looked as if he had work to do. 'CO2' next!' he





long term fleet

exclaimed as he bounded out of the workshop to set up the appropriate equipment. The guys at Cavendish often see US import cars like mine with a very simple fault – that the CO2 has been sampled *after* the catalyst, rather than before it, causing a false, clean reading. By removing the sensor ahead of the cat and sampling from there, Sam was able to see that the car was also far too clean and lean. Great for polar bears, but not ideal for engine longevity. Having set it once again to its factory figures, and tidying up the sensor wiring, we were back in business!

With this work done, the car was already sounding remarkably happier. The idle note had changed significantly, being smoother and quieter, and a blip of the throttle revealed a willingness to rev that I'd never seen before. Out on the road, I felt like I was in somebody else's car, so marked was the difference! Where before there were flatspots and lethargy, the car now leapt forward with an urgency that finally started to cash some of the cheques those body mods had been writing! It may still be 'just' an SC underneath, but it's now driving

like a true sports car, with a crisp, responsive throttle and, best of all, unlimited running time!

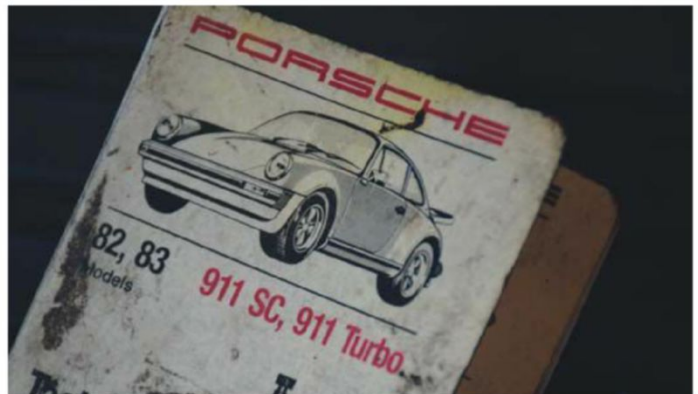
My first visit to Cavendish was deeply impressive; bosses Simon and Adam have created a great business here, that looks after air and water cooled with equal proficiency and have assembled a team that clearly know their stuff. I shall be back – and very soon! Besides, anyone that can nail a diagnosis from my poor email description with such telepathic accuracy needs to be suitably rewarded! If you're anywhere near

the Midlands, I suggest giving Cavendish a bell. Truly top chaps! Until next time!

Paul Cowland

Paul Cowland
1982 911 Cabriolet
Flatnose

 [@PaulCowland_](https://twitter.com/PaulCowland_)

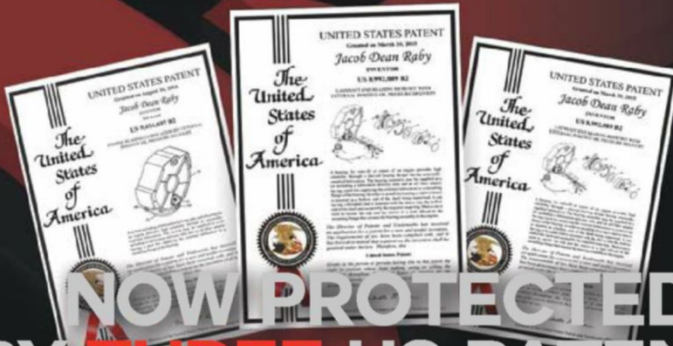


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1989 944 TURBO

It's been a while since I reported on my 944 Turbo. And, until recently, everything was going well with F5 TBO. Let me start with my heater woes

On a recent outing, with the R14 section of Porsche Club GB, to Llangoed Hall (a fantastic venue in a stunning location), the heater defaulted to full hot. Carolyn and I nearly roasted. Even though the rainy weather was best described

as 'Biblical', we had no option other than to open the sunroof and lower the windows in an attempt to expel some of the heat from the cabin... or should that be sauna!

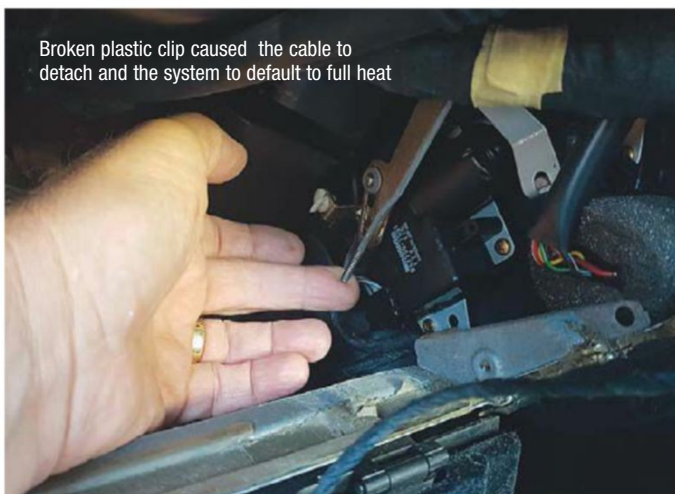
Having visions of a hugely-expensive fix, I was massively relieved to discover that the repair was simple – and only cost a few pounds. The problem was caused by switching to full heat, to demist the windscreen. The sudden movement

of the lever resulted in the heater cable's plastic retaining clip, which was brittle with age, breaking. Amazingly Porsche keeps stocks of these clips. I bought two just in case. They were less than a pound each. In fact, the postage was more! I obtained the clips via the ever-helpful Porsche Centre Cardiff.

To access the clip, the glovebox has to be removed (an easy task) and replacing the clip is

straightforward. Indeed, the whole job was completed in around five minutes. The good news is that the heater now operates throughout its entire range – and not just on full heat. So, the 944 can now be as cool on the inside as it looks on the outside! Perfect.

On our next R14 outing, to the wonderfully-quirky and quite fabulous Abbey Cwm Hir, the car ran very well. But, on the return





journey, in the dark, the headlights simply weren't up to the task. I've since replaced the main/dipped bulbs with GE Megalight Ultra +130 H4 bulbs. A great improvement. I'm currently in the throes of uprating the driving lights too (one of the screws holding a cover is proving difficult to release which means that only one has been swapped at the time of writing).

As well as doing subtle improvements, I'm planning some more major ones, beginning with the sills. I was disappointed to discover that some rust was becoming evident on the sills. To be honest, this has come as something

of a shock and I'd urge potential 944 purchasers to be more vigilant than I was. I would strongly suggest the use of a borescope to ascertain the condition of the sills (unless you have documented evidence that they have been professionally replaced/repainted and then treated with rust preventative).

Fortunately, the rust on my 944 is not major (hopefully!), but I have made arrangements to get the sills, door bottoms, edges of the wheelarches and a number of stone chips attended too. In fact, this work should have been completed by now. However, it hasn't. The reason for this is due to the engine cutting

out on the day before I was due to deliver the 944 to the bodyshop.

I'd just had the car MoT'd at Morgans Garage, Ewyas Harold, and had pulled out onto the main street, when the engine cut out. After 20 minutes it restarted and I was able to drive home. Then it cut out again, and on a number of other occasions over the next few days. It's not safe to drive, as there's no warning when this is due to happen. As a result, the bodywork is on hold until the fault can be found and remedied. I've replaced the DME relay, the crank sensors are almost new, but still the problem persists. I've even sent the ECU to FrazerPart for testing

(it passed). Even so, I've asked them to get the ECU rebuilt. At least I'll know that this is A1, and can think about where else I need to check. Fed up? You bet!

Martin Morgan-Jones





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Porsche 911 997 "2S" 3.8 (57 - 2008)
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Porsche 911 997 "2S" 3.8 tip (57 - 2007)
Silver with black leather
53,000 miles £32,000



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Basalt black with black leather
65,000 miles £32,000



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66,000 miles £32,000



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Porsche 911 997 "2S" 3.8 (07 - 2007)
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Porsche 911 997 "4S" 3.8 (06 - 2006)
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MAY 2018

Cover Story: 987 Boxster Spyders
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
Inside: 987 Cayman Ultimate Guide, new 991.2 GT3 RS driven, Paris-Dakar 959 explored, 'sleeper' 930 Turbo, Tech: 944 servicing, Porsche People: Hanns Herrmann, Porsche Human Performance, Panamera Sport Turismo UK drive, Modifying Guide: 986 suspension



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



SEPTEMBER 2018

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Inside: Flatnose 964 Turbo S, 912: the last affordable classic Porsche? 919 Hybrid Evo Nürburgring record lap witnessed, Carrera T in Wales, 'Mad Max'-style 986 Boxster TV star, Porsche tractors, Modifying Guide: 914 suspension, Tech: 986 Boxster track prep



OCTOBER 2018

Cover Story: RPM Technik 996 CSR EVO
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



DECEMBER 2018

Cover Story: Porsche's greatest ever road cars...
Inside: 991 GT3s do battle on road and track, 911 3.1 Carrera Targa, restored 911 2.4S, Type 64 - the real first Porsche? Porsche Sound Night 2018, Rennsport Reunion, Modifying: 986/987/981 Induction Upgrades



JANUARY 2019

Cover Story: 992 officially revealed
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



FEBRUARY 2019

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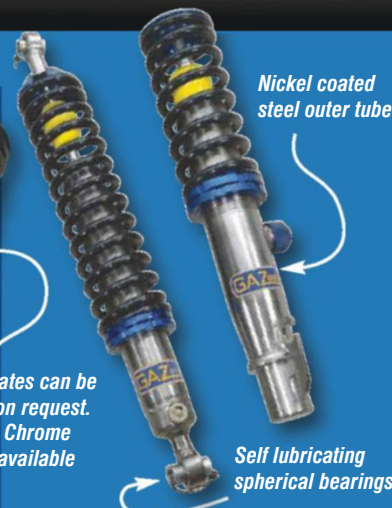
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Where from? www.pioneer-car.eu

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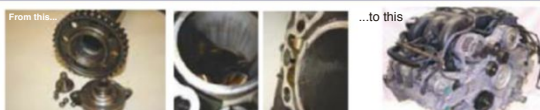
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Where from? www.racingmodels.com

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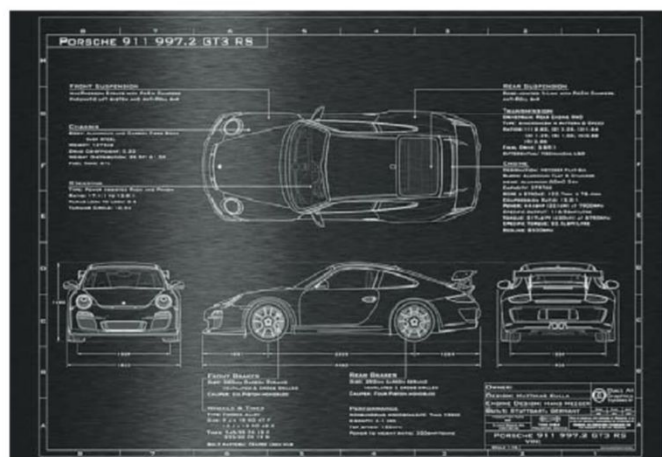


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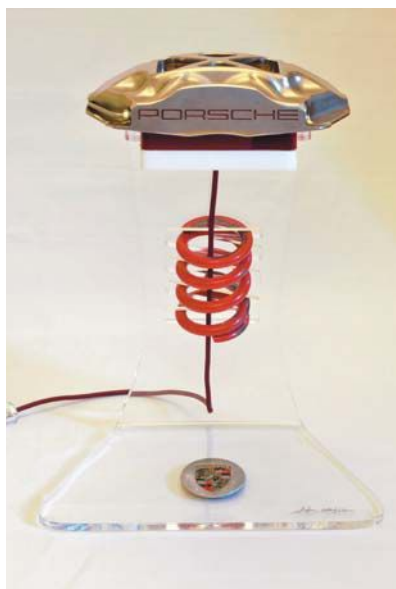
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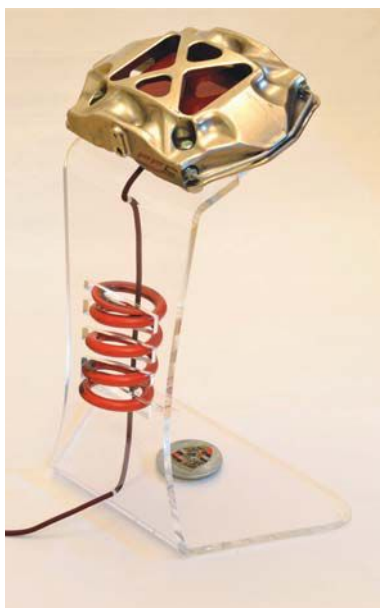


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Stefano Notargiacomo is an Italian artist who reinvents parts of classic cars and motorbikes, turning them into unique statement pieces for high end home interiors. These pieces can take the form of all kinds of things, from coffee tables to a 'desk glove box', however lamps are a mainstay of Notargiacomo's work. Recent creations have seen the artist use Porsche parts, originally from both the 356 and 911, to great effect. An elegant desk glove box inspired by 356 was one key work, a lamp made from a 356 drive shaft another. Ultimately anything goes here and each piece is unique and expertly crafted based on customer's requirements.



SPARK 1:43 996 GT2

How much? £53.95

Where from? www.racingmodels.com

The New Hardware Racing / Parr Motorsport 996 GT2 replicated here by Spark in 1:43 scale was raced during the 1996 24-Hours of Le Mans. Driven by Stephane Ortelli, Andy Piggrim and Andrew Pagnall, the real car was driven to 17th place. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



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How much? £9.99 (125ml)

Where from? www.raceglaze.co.uk

Glass Shield is a hydrophobic polymer sealant which keeps your vehicle's windows clear both inside and out. It does this by building a water repellent barrier, enabling water to run off glass effortlessly and preventing dirt from sticking. Enhancing wiper performance and reducing judder, it is easy to apply and lasts for up to six months, though it is recommended that the substance is applied weekly for four weeks for best results. We've tested Glass Shield and can confirm that it is effective and easy to use, assisting clearer vision which is especially invaluable during these winter months.



KNITTED STEERING WHEEL RATTLE

How much? £25.00

Where from? www.porsche.com

Designed in the style of a Porsche Motorsport steering wheel from the likes of the 911 GT3 Cup, this knitted wheel from the Porsche Driver's Selection is a baby's rattle! With embroidered buttons and the Porsche Crest, it is made from 90 percent cotton and, importantly, it is machine washable to 30 degrees celsius. The official article number for this item is WAP 040 901 OK.



1:43 SPARK 718 RSK

How much? £53.95

Where from? www.racingmodels.com

The Porsche KG 718RSK was driven during the 1959 24-Hours of Le Mans by Edgar Barth and Wolfgang Siedel. Sadly the car retired with gearbox failure but this Spark 1:43 resin model continues its legacy. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



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Chesterfield Diagnostics/Repairs www.chesterfielddiagnostics.com	✓		✓	✓		✓	✓	✓		✓	✓			✓	✓			✓
Classic Additions www.classicadditions.com	✓																	
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CMSPorsche Tel: 01952 608911 / www.cmsporsche.co.uk	✓	✓	✓	✓		✓	✓	✓		✓	✓			✓	✓			✓
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