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May 2019

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Ignition



Simon Jackson
Editor [@retro_jackson](https://twitter.com/retro_jackson)

This year we celebrate a number of milestone Porsche anniversaries. In the last issue we took a deep dive into the 914 in its 50th year, this month we look at the 964 in this, its 30th year. However, perhaps the most compelling Porsche anniversary in 2019 is that of the 917 – it too celebrates its 50th birthday this year.

As racing cars go the 917 is arguably one of the greatest, for Porsche it is without doubt a certified icon and, interestingly, its legendary status seems only to grow with each passing year. I recently spoke with Richard 'Dickie' Attwood, one of the few men who drove the 917 in period, listening to his tales of derring-do in the 1970s at its wheel was nothing short of awe-inspiring. I got the sense from Dickie that perhaps he didn't fully compute the significance of the car in period, but that he very much does now... It seemed fitting to me that for his final assignment before moving on to pastures new, regular

contributor (and former editor of *MotorSport* magazine), Andrew Frankel, described the 917's story for us in full – page 22. I'd like to personally thank Andrew for his insightful and entertaining contributions to *GT Porsche's* pages over the years, I know many of you have thoroughly enjoyed his work as much as I.

Also in this issue you'll find our trademark blend of old and new, with a look at everything from a rallying 356 (p46) to our first drive of both the 718 Boxster T and Cayman T (p38). Ahead of the upcoming 991 Speedster we revisit the Porsche Exclusive lineage that gave birth to it with two of the finest; the 997 Sport Classic and 997 Speedster (p54). In addition we meet a rare restored 930 Turbo (p82) and examine whether or not the latest Cayenne S is the best all-rounder currently available from Porsche's SUV range (p76). On top of all that there's plenty more to keep you entertained – enjoy the issue.



Even at 50 the 917 remains Porsche's most admired racer

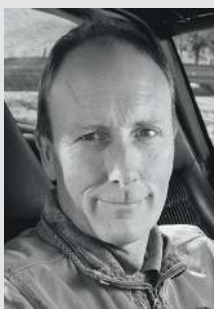
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One of the industry's most respected senior automotive journalists, Andrew writes for *Motor Sport*, *Autocar* and the national newspapers.

This month: In his final feature for *GT Porsche*, Andrew delves into the fascinating history of a Porsche icon in this, its 50th year – the 917...



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

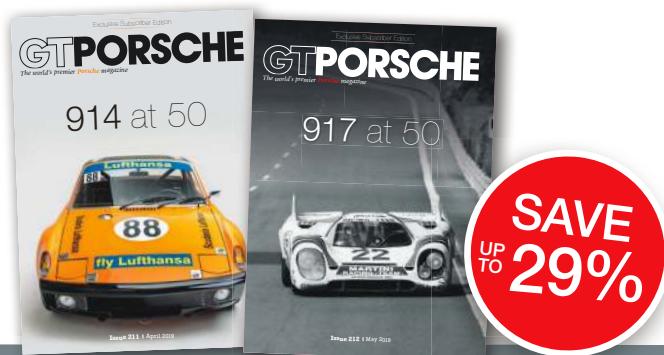
This month: In his monthly column Philip looks at how as a Porsche dealer he often sees cars returning to him.



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

This month: Fitting in with our look at the 917 this month, John recalls his personal experience of the car and one of its drivers.



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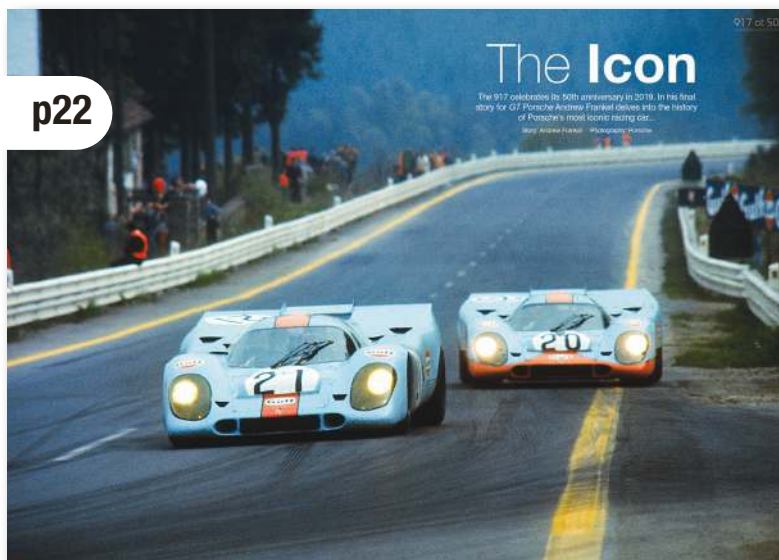
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NEXT MACAN TO BE ALL-ELECTRIC

In a somewhat shock move, Porsche has announced that the next generation of its Macan compact SUV will be an all-electric affair...

Porsche has announced that the next generation of Macan, due at the "start of the next decade" will be all-electric. The bold move will see Porsche's best-selling model follow in the tyre tracks of the upcoming Taycan – the marque's first purely electric vehicle – due at the end of 2019. The next Macan will be based on the PPE (Premium Platform Electric) platform developed in collaboration with Audi, the SUV will be powered by the same 800-volt electric motor found in the Taycan.

"Electromobility and Porsche go together perfectly; not just because they share a high-efficiency approach, but especially because of their sporty character," commented Oliver Blume, Chairman of the Board of Management of Porsche. "By 2022 we will be investing more than six billion euros in electric mobility, and by 2025 50 percent of all new Porsche vehicles could have an electric drive system."

"Nevertheless, over the next ten years we will focus on a drive

mix consisting of even further optimised petrol engines, plug-in hybrid models, and purely electrically operated sports cars. Our aim is to take a pioneering role in technology, and for this reason we will continue to consistently align the company with the mobility of the future."

Though moving the Macan to a strictly electric proposition is a huge sea-change for Porsche, it fits with the brand's expectation that every second car it sells will be 'electrified' (electric or hybrid) by 2025.

The next Macan will be built at Porsche's Leipzig site, where the Cayenne and Panamera are made. Leipzig, which is located around 300 miles from Stuttgart, currently produces more than 90,000 Porsche vehicles annually. Though Porsche is not releasing further technical details on the future Macan at this stage, we already know from the Taycan that the proposed electric drivetrain will be capable of driving at least 250-miles on a full charge, and that charge will take just 15 minutes.





PORSCHE AT THE GENEVA MOTOR SHOW

Porsche looked to its past and future at the 89th Geneva Motor Show...

These are interesting times for the traditional motor show format. The recent 89th Geneva Motor Show certainly wasn't short on industry buzz, but in terms of new car debuts it was, generally speaking, a relatively quiet affair. Nowhere was that more evident than on the Porsche stand.

Having already revealed the new 992 Cabriolet a number of weeks previous, Porsche had no surprises on offer in Switzerland. In terms of new metal the highlight of the brand's stand was the aforementioned new Cabriolet, the Boxster and Cayman T models, and the Macan S – all vehicles the world had already seen.

"With each new generation of the 911, we face the challenge of enhancing our iconic car carefully and yet consistently to meet the needs of the future," said Chairman of the Executive Board of Porsche, Oliver Blume at the press conference as he stood in front of the latest drop top 911.

With nothing particularly new or exciting to talk about, Porsche instead focused on its past – namely the fact that it had been exhibiting vehicles at Geneva for 70-years. As such the other star of its stand was a classic 911 complete with skis on its roof.

Away from the official Porsche stand, as was always the case at Geneva, it was RUF that stole the show. Its stand featured a number of exciting reworked Porsches, this year marks the 80th anniversary of Alois Ruf Sr. founding his repair business. To celebrate RUF debuted the 2019 RUF GT – a 991 GTS based creation boasting 515hp, and a production-ready RUF CTR Anniversary. The CTR Anniversary is a 30th anniversary tribute to the famed CTR Yellowbird. First revealed as a concept at the 2017 show, this time RUF brought along a production version of its 700hp, carbon fibre chassis, Anniversary creation. Only 30 will be built.



PORSCHE ANNOUNCES RECORD PROFITS

Porsche's annual financial statement has revealed record profits in 2018, with further growth expected through 2019...

Porsche achieved new records for operating profit, sales revenue, deliveries, and headcount in the 2018 financial year. The company's operating profit grew by around four percent compared with the same period in the previous year, reaching €4.3 billion. Sales revenue increased by 10 percent to €25.8 billion. In 2018, the company delivered 256,255 vehicles to customers, representing a four percent increase on the previous year. Meanwhile its workforce grew by around nine percent to 32,325 employees.

"In the 2018 financial year, our attractive product range enabled us to once again significantly increase deliveries. Porsche is synonymous with emotional petrol engines and high-performance plug-in hybrids; in the future it will be just known as well for pure electric drive systems," said Chairman of the Board, Oliver Blume (right).

Porsche will be investing around €15 billion in new products in the period up to 2023 as it looks to expand its offerings in the field of electromobility. In 2018 the Panamera, Cayenne and 911 all showed increases in sales, the growth of the Panamera, Cayenne being attributable to new models arriving. Despite the 911 being at the end of its product cycle it recorded double-digit growth, the number of cars delivered increased by 10 percent to 35,573 vehicles. The Macan remains the Porsche's highest volume seller, 86,031 vehicles were delivered in

2018. Despite other manufacturers posting losses, the Chinese market remains a strong one for Porsche. In 2018 it recorded a growth of 12 percent with 80,108 vehicles sold. The US remains the second most important global market for the Porsche brand, there an increase of three percent (57,202 vehicles delivered) was registered.

Despite new WLTP test cycles, gasoline particulate filters, and the elimination of its diesel models, Porsche remains positive about the coming year, projecting increased growth in 2019. The launch of the new 911, the 992, further derivatives of the 718 and Cayenne; and the launch of the Taycan will all assist that growth as Porsche looks to a future very much focused on electrified vehicles.





INAUGURAL **UK PETROLICIOUS** EVENT

Cult automotive website Petrolicious will host its first UK event in May at Bicester Heritage...

Cult website Petrolicious is home to high quality original automotive videos and articles aimed at classic car enthusiasts. While Petrolicious focuses on the machines, it also investigates the personalities behind them and boasts a dedicated fan following split between the USA and Europe.

For the first time the online phenomenon will come to life on UK soil with the inaugural Petrolicious Drivers' Meeting, it's the first time such a Petrolicious event has been held in the UK. Bicester Heritage, the former RAF bomber

base turned centre of excellence for the classic car industry, is the location, Sunday May 12 is the date for your diary.

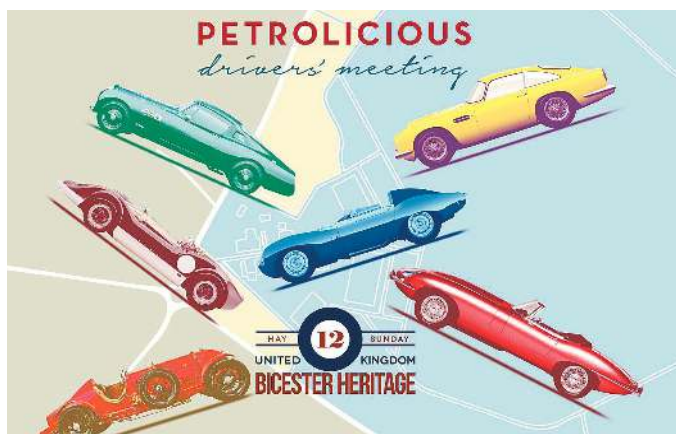
The event promises to follow the Petrolicious 'Drive Tastefully' mantra, with curated displays of approximately 200 vehicles strategically placed around the picturesque Technical Site, leaving plenty of room for viewing and photography. Exhibits will include a recently restored Colin McRae Subaru Impreza works rally car, the first Williams F1 transporter and matching historic Williams F1 car,

a line-up of very special Ferraris, Le Mans endurance cars, one of the world's rarest Lamborghinis, homologation specials, and a collection of models from 1989 which are all celebrating their 30th anniversaries this year.

In addition comes a special display area in one of the exhibition hangars next to the Technical Site, inside visitors will find a Petrolicious stage and cinema screen, motoring art displays and selected trade stands and manufacturer displays. Outside in the car park there will be a Drive Tastefully parking area set

aside for transport deemed to follow the Petrolicious way of life, plus separate VIP parking for Petrolicious Members. Founding Petrolicious Members will also receive access to a VIP area and roof terrace overlooking the site. Firms based at Bicester Heritage will be opening their doors to visitors on the day, including Porsche specialist Sports Purpose and Porsche Classic Life.

Open to all, tickets are priced at £12.50 per person, Petrolicious Members enter free of charge. Visit the Petrolicious website for more information: www.petrolicious.com





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AUTO FINESSE LAUNCHES DETAILING ACADEMY

Leading car care specialist Auto Finesse has opened a dedicated Detailing Academy, designed to teach visitors the dark art of detailing...

Auto Finesse has launched a Detailing Academy at its Hertfordshire headquarters, it is designed to serve enthusiasts and professional detailers alike. The stunning dedicated detailing space at the firm's flagship store hosts a range of courses covering everything, from the foundations of detailing through to professional week-long specialist training courses. Facilitating the learning process are two state-of-the-art and fully equipped detailing bays, each with colour balanced lighting systems, purified water filtration systems, low level ramps and demonstration vehicles to enable visitors to practice their technique. There's also a cool coffee bar for caffeine aficionados.

Auto Finesse offers four different tailored courses intended to appeal to a range of enthusiasts. The first is 'Detail What You Bring' (£395.00), a chance to learn detailing techniques and apply them to your very own vehicle in situ. Second comes 'Enthusiast' (£295.00), this is billed as an introduction to detailing, ideal for the beginner. 'Advanced' (£395.00) allows attendees with an existing level of knowledge to master the finer points of detailing, enabling them to take their skills to the next level. Lastly there is 'Professional' (£2,495), which is designed to afford experienced pupils complete confidence in tackling any detailing task at a professional level. Booking is a simple case of visiting the



website and selecting your course from the available upcoming dates.

In addition to the paid-for classes Auto Finesse holds three types of free event; 'Cars and Coffee', 'Product Masterclass' and 'The Theory of Detailing'. Cars and Coffee sees the doors to the academy swung open to a variety of vehicles in an informal open day, there are refreshments and detailing experts

on hand to answer any burning detailing questions. The Product Masterclass is a free evening class where detailing methods are discussed and prototype products from the Auto Finesse range are blind tested. The Theory of Detailing is the final free event, this is for clubs and groups of up to 10 people. Attendees are guided through the entire Auto Finesse

range during a day of theory and hands-on detailing activities, with tips and tricks imparted from experts throughout. Those who like the sound of the three free events are encouraged to register their interest on the Auto Finesse website.

If you like the sound of the Auto Finesse Detailing Academy navigate your way to the website: www.autofinesse.co.uk/academy





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IMSA WEATHERTECH SPORTSCAR CHAMPIONSHIP



PORSCHE WINS AT SEBRING

Porsche took victory at the IMSA WeatherTech SportsCar Championship's 12-Hours of Sebring long-distance classic...

Briton Nick Tandy and his French teammates Patrick Pilet and Frédéric Makowiecki took victory in the Sebring 12-hour race – one of the IMSA WeatherTech SportsCar Championship's blue ribbon events. Early into the race a lack of grip in heavy rain put both Porsche 911 RSRs down the pack, but, as conditions improved at the half-way point of the race, the pair picked up pace and employed strategy to put them back into play. The No.911 car of Tandy, Pilet and Makowiecki fought

its way back into the lead of the race. In a gripping close to the event, Tandy fended off all comers to cross the finish line with a 1.951-second lead after 12-hours of hard racing. The trio are the first to win the IMSA race at Sebring twice in a row.

The sister No.912 RSR of Earl Bamber, Laurens Vanthoor and Mathieu Jaminet fell back two laps in the early phase of the race but managed to put in a spirited charge through the field to finish fifth.

Vice President Motorsport, Fritz

Enzinger, commented "I've been in motorsport for a long time, but I've never experienced anything like this. Within 48 hours we won a 1,000-mile race and a twelve-hour race with our factory teams at one venue. That's phenomenal. I was impressed by how focused every single person was – that's what sets Porsche apart. And we must not forget the successful performances from our customer teams. It was one of the best motor racing weekends I've ever experienced – just brilliant."

Nick Tandy said: "It was a totally crazy race that one rarely experiences. We got the lot: extremely wet at the beginning, a dry track, then predicted rain, which didn't eventuate. We started from pole, then quickly fell back, only to end up in the lead again. You only get such things at a long-distance race. And this is the precisely the kind of discipline that Porsche excels at. Never give up, always push and then pull out all stops at the right moment. That's how it's done."



Earl Bamber said: "Initially, both Porsche 911 RSR lost ground in the rain. But we got faster later on. Unfortunately the timing of a pit stop didn't work out for us. While our sister car regained the lead, we were still a lap down. We fought

hard, but we couldn't really do much. Congratulations to our colleagues. It was a dream weekend for Porsche."

The next IMSA WeatherTech SportsCar Championship meeting, Round three of the championship, will be contested at Long Beach.



SPORTS CAR WORLD ENDURANCE CHAMPIONSHIP

GT VICTORY AT SEBRING

Porsche's GT Team extended its world championship lead with a win in the 1,000-mile race at Sebring...

Prior to the headline 12-Hours of Sebring (see left) comes the 1,000-mile race – round six of the Sports Car World Endurance Championship (WEC). Capped at eight hours, the race before the other race saw Gianmaria Bruni and Richard Lietz finish first in Florida with their No91 911 RSR – a factory entry run by Manthey-Racing.

Bruni and Lietz were running in second place when rain set in about 25 minutes before the end of the race, the conditions forced an extra pit stop on the field which the No91

crew capitalise to take the race lead. The win sees the duo move into second place in the championship standings for drivers.

Having started on pole the sister entry, the No.92 911 RSR, of Kévin Estre and Michael Christensen had a troubled early part of the race. At the start Estre collided with an opponent and incurring a stop-and-go penalty as a result. With overtaking on the bumpy 3.7-mile circuit extremely difficult, the No.92 RSR finished in fifth place, however, with just two races remaining of the season's

eight, Estre and Christensen retain a clear championship lead. In the manufacturer's standings Porsche has now further extended its lead.

A clearly ecstatic Gianmaria Bruni commented: "It's a fantastic result for us drivers and for Porsche. The way the team managed to catapult us to the front at the last pit stop was simply sensational. This shows just how special our crew is. The fact that we were able to win the 1,000-mile race at the return of the WEC to Sebring is incredible. For me personally it's even more special:

it's the first time I've won a race for Porsche. That means so much to me..."

Kévin Estre added: "What a huge race. Our car was really strong, but unfortunately we didn't get ahead because of an incident. I was locked in a fight with an Aston Martin and had the better line out the corner and wanted to go for it. I touched him slightly and he spun – my mistake. The penalty cost us a possible victory and many points. It's not the end of the world, but it's still a shame."





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PORSCHE TESTS FORMULA E CAR

Porsche got its Formula E project off to a rolling start as Neel Jani successfully completed a number of laps at Weissach...

Porsche factory driver Neel Jani completed the first powered test of Porsche's forthcoming Formula E racer, due to enter competition in the sport's sixth season (2019/20). The former endurance racer and A1 GP competitor drove the new Formula E car at Porsche's test track at Weissach. Porsche said that the first test drive with the 'newly developed fully electric Porsche powertrain' passed without incident. The important milestone in Porsche's re-entry into single seater racing will have provided valuable insight into the new car's characteristics which

will shape Porsche's development of it over the coming months.

Jani, who has already competed in Formula E, commented: "I am very proud to have been behind the wheel the first time our Formula E racing car was driven. Being allowed to drive the roll-out is not only a great honour, it is also very exciting. We're breaking new ground. It was a fantastic feeling for me. Everyone in the team feels it: The project is really gaining momentum now. We didn't push it to the limit during the roll-out, but the powertrain and the car made a very good first impression overall. I

can't wait to get back to testing."

Vice President Porsche Motorsport, Fritz Enzinger, added: "The newly developed Porsche powertrain for Formula E completed its baptism of fire. It is an important day for everyone involved in this project.

"We still have a lot of work to do on the road to our works entry in Formula E, but an important initial step has been taken. Now we will be fully focused as we continue to work on familiarising ourselves with the particular challenges of Formula E."

Porsche joins a number of automotive manufacturers looking

to make a splash in Formula E. The series provides entrants with a vehicle and battery unit, powertrain components are developed by competitors. When finalised Porsche's powertrain will produce in the region of 272hp (the maximum permitted) while its car will weigh approximately 900kg (including the driver), 0-62mph will be achieved in 2.8 seconds. Porsche's development timetable aims to crash test its new offering sometime in June, before final homologation takes place in August ahead of the first race of Season Six in December.



PORSCHE CLUB MOTORSPORT CALENDAR CONFIRMED

The 2019 Porsche Club Motorsport calendar has been announced, it will incorporate the return of the Porsche Classic Restoracing Championship for 986 Boxsters...

The Petro-Canada Lubricants Porsche Club Championship with Pirelli, along with the Restoracing Competition Boxster series, has confirmed its race dates for 2019. In total five UK circuits will be visited during 2019, starting with Donington Park in Leicestershire this April but also taking in Brands Hatch (Grand Prix and Indy circuits), Snetterton, Oulton Park, and (provisionally) Silverstone. During the season, which runs until September, the Porsche Club Championship will host races in conjunction with the Porsche Classic Restoracing Championship for 986 Boxsters – it will extend its meetings to five incorporating 10 races.

The Restoracing championship was born out of the Porsche Classic restoration competition in 2018, celebrating the 20th anniversary of the Porsche Boxster. It encouraged UK Porsche Centres and partner bodyshops to restore and race 986 Boxster S cars painted in iconic and historic Porsche motorsport liveries. Run by Porsche GB in 2018/2019, the series has become part of the Porsche Club Motorsport calendar, due to its popularity we anticipate it will grow further going forward.

The main Porsche Club Championship attracts a number of race-prepared Porsche vehicles in



different classes, last year's exciting championship was taken by Paragon Porsche frontman Mark Sumpter in his 996 Carrera.

Anyone thinking of getting involved in Porsche Club Motorsport should in the first instance download the helpful booklet produced by Porsche Club Motorsport entitled 'From Armchair to Race Track' – it is available from the website: www.porscheclubmotorsport.co.uk

2019 Calendar:

20th April – Donington Park

Porsche Club Championship / Restoracing Boxster Championship

4th May – Brands Hatch GP

Porsche Club Championship / Restoracing Boxster Championship

15th June – Silverstone

Porsche Club Championship / Restoracing Boxster Championship

7th July – Brands Hatch Indy

Porsche Club Championship / Restoracing Boxster Championship

27th July – Snetterton 300

Porsche Club Championship

31st August – Oulton Park International

Porsche Club Championship / Restoracing Boxster Championship

28th Sept – Donington Park

Porsche Club Championship



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The screenshot shows the Elephant Racing website's Suspension Builder tool. At the top is a navigation bar with links: Home, About, Contact, Careers, News, Tech Topics, and Shopping Cart. Below this is a header with the Elephant Racing logo, the tagline 'Advanced Suspension Systems For Porsche Cars Design & Development', a globe icon with 'Fast Shipping Worldwide', and contact information 'Sales & Support +1.408.297.2789'. A secondary navigation bar lists Porsche models: 911, 964, 993, 996/997, 991, Boxster/Cayman, 914, 944, 356, Merchandise, and a Search button. The main content area is titled 'Suspension Builder' and includes 'ONLINE TOOLS' for 'Suspension Navigator' and 'Suspension Builder'. The interface is divided into three steps: 1. Select Year & Model, 2. Select Your Package, and 3. Review & Approve. In Step 1, 'Year' is set to 2004 and 'Model' is set to 996/997/986/987. In Step 2, 'Street Performance 2' is selected. Step 3 shows a grid of suspension components for 'Front' and 'Rear' views. A yellow 'Add To Cart' button is at the bottom left. On the right, a 'PACKAGE CHARACTERISTICS' box shows 'RIDE COMFORT' at 41 and 'PERFORMANCE' at 63.

1 Select Year & Model

Year: 2004
Model: 911, 996/997/986/987, 991, 993, 914, 964, 944

2 Select Your Package

Street Performance 2

3 Review & Approve
Add, update, or remove parts using the tables below

Add To Cart

Front

Rear

PACKAGE CHARACTERISTICS

| | |
|--------------|----|
| RIDE COMFORT | 41 |
| PERFORMANCE | 63 |



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911 RS (964)

Rubystone Red • Triple Tone Leather Bucket Seats • Manual Gearbox • 17" Magnesium Cup Wheels • 79,701 km (49,813 miles) • 1992 (J)

£189,995



911 GT2 (996)

Polar Silver • Black Leather Sport Seats Manual Gearbox • Sports Exhaust 18" Turbo II Wheels • 21,725 miles 2003 (03)

£134,995



Panamera Turbo Sport Turismo

Jet Black Metallic • Bordeaux Red Leather Adaptive Sport Seats • PDK Gearbox • 21" Turbo Design Wheels 85 miles • 2018 (18)

£114,995



911 GT3 (997)

Basalt Black • Black Half Leather Adaptive Sport Seats • Manual Gearbox Satellite Navigation • Sport Chrono Pack Plus • 26,917 miles • 2008 (08)

£84,995



911 Turbo (997 GEN II)

Carrara White • Black Leather Adaptive Sport Seats • PDK Gearbox • Porsche Ceramic Composite Brakes • 20,913 miles • 2010 (10)

£79,995



911 GT3 (996)

Atlas Grey • Black Leather Sport Seats Manual Gearbox • 18" GT3 Wheels Air Conditioning • 37,370 miles • 2003 (53)

£74,995



911 Carrera 4 GTS (997)

Guards Red • Black Half Leather Sport Seats • PDK Gearbox • Touchscreen Satellite Navigation • 19" Centre Lock Wheels • 28,593 miles • 2011 (61)

£74,995



911 Turbo (997) GEN 1.5

GT Silver • Cocoa Leather Bucket Seats Manual Gearbox • 19" Fuchs Wheels Touchscreen Satellite Navigation 51,436 miles • 2009 (58)

£64,995



911 SC

Guards Red • Tan Pasha Seats Manual Gearbox • 15" Fuchs Wheels Electric Sunroof • 70,186 miles 1982 (X)

£59,995



911 Turbo (996)

Basalt Black • Black Leather Seats Tiptronic S Gearbox • 18" Turbo II Wheels • Satellite Navigation • 55,346 miles • 2003 (53)

£49,995



Boxster Spyder (987)

Carrara White • Natural Red Leather Bucket Seats • PDK Gearbox Touchscreen Satellite Navigation • Sports Exhaust • 11,169 miles • 2010 (60)

£46,995



911 Carrera 2 S (997)

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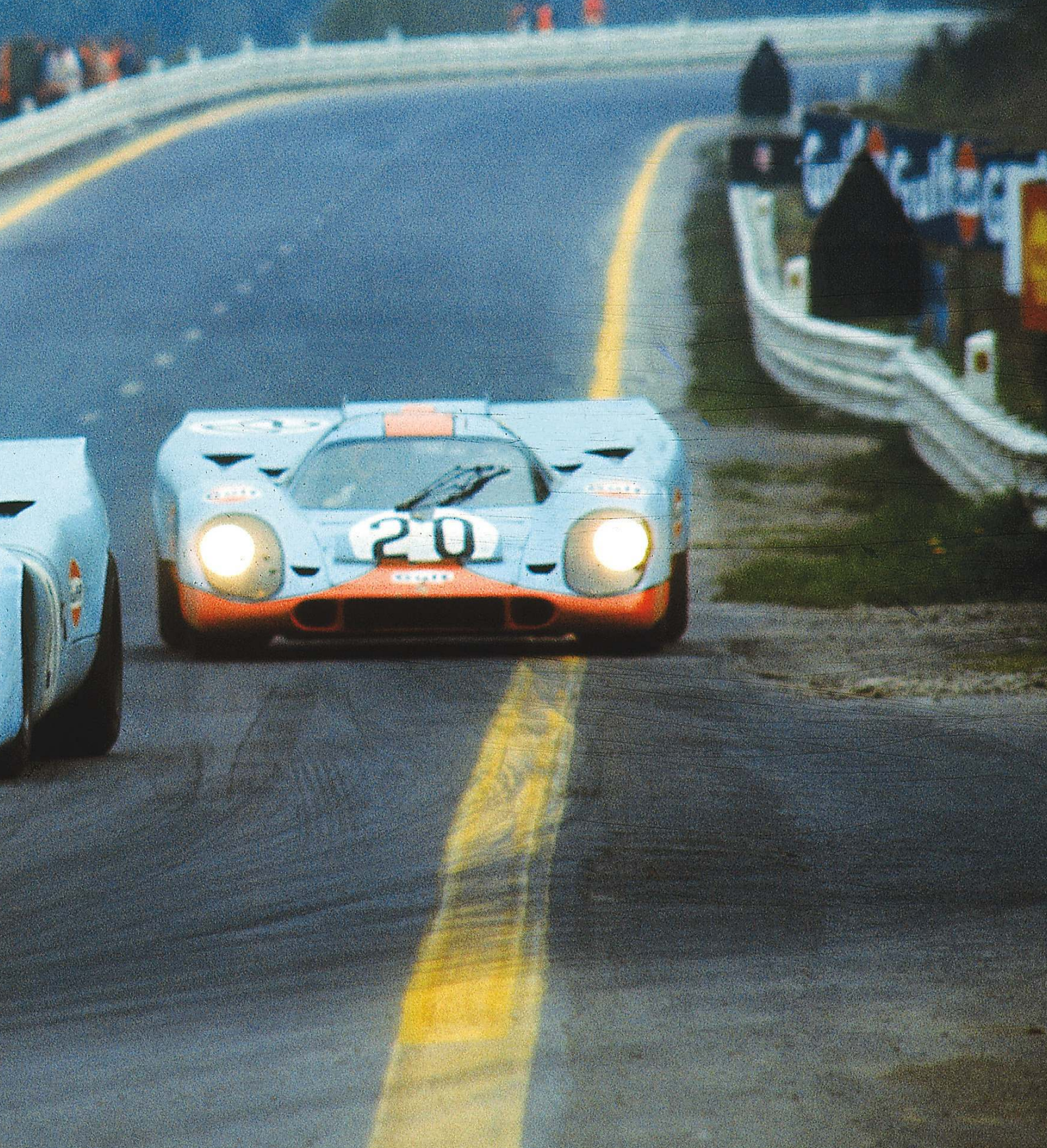
Porsche 718 W-RS Spyder,
1963

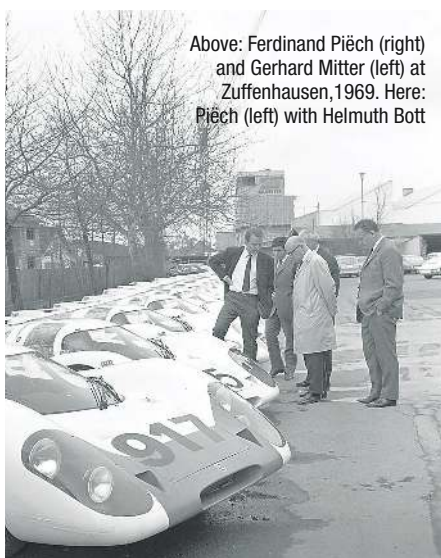


The Icon

The 917 celebrates its 50th anniversary in 2019. In his final story for *GT Porsche* Andrew Frankel delves into the history of Porsche's most iconic racing car...

Story: Andrew Frankel Photography: Porsche





Above: Ferdinand Piëch (right) and Gerhard Mitter (left) at Zuffenhausen, 1969. Here: Piëch (left) with Helmuth Bott

When I was the editor of MotorSport magazine 20 odd years ago, we held a little poll to identify what readers and industry luminaries regarded as the greatest racing car of all time. The competition was insanely hot; the Lotus 72, McLaren MP4/4, Williams FW14B and any number of Ferraris were in the running. When the answer came back it could scarcely have been clearer. It was the Porsche 917, and by a mile. Not a F1 car, but a sports car whose career on the world stage lasted fewer than three full seasons. By contrast the Porsche 956 and its 962 derivative spent seven years at the top, was still good enough to win Le Mans a dozen years after its debut and came nowhere by comparison. Why? What is it about the Porsche 917? Half a century after it made its debut, we thought it was an apt time to have a closer look.

Of course it was no one thing. The fact it was so successful helps, but that's not even half the story. You could argue an Audi R8 wielded even greater superiority over its rivals, but you rarely see people getting misty-eyed about them. It was beautiful, yes, but no more beautiful to these eyes than Ferrari's 512S of the same era or, indeed, the Lola T70 MkIIIB.

In fact I think the aura that has always surrounded the 917 stems in part from a combination of all these factors, with a frisson of flat-12 soundtrack thrown in, but with something else thrown in too: the car was so bloody dangerous.

At certain tracks, even before its 1000-hp second career as a Can-Am car, the 917 really was quicker than the fastest F1 cars of the era. But unlike F1 cars or indeed, its closest rivals, it wasn't built up around a strong and stiff monocoque; instead its body was draped atop

a complex latticework of tiny tubes. Moreover the driver sat with his feet far ahead of the front axle with just one such tube and the paper-thin bodywork to absorb the impact before your feet became part of the crumple zone. All the works drivers who regularly frequented the inside of the 917 knew that the first thing you did when an accident was unavoidable was spin the car: anything other than going in headfirst.

And, of course, it wasn't just that it was not a great car to crash, it was also far more likely that you'd crash it than anything else out there, at least until its wayward aerodynamics were sorting out over the winter of 1969-70. "Anyone who tells you they enjoyed driving the early 917 is talking rubbish. It was one of the worst cars I raced," a typically forthright Richard Attwood once told me. And as a man who raced it in all its iterations through its life in the World Sports Car Championship, he should know.

He will tell you stories of wheelspin on the Mulsanne Straight in 1969 at well over 200mph caused not by a surfeit of power, but the rear tyres no longer being in contact with the road. When the car retired with just three hours remaining and a lead of 50 miles, he said "I'd never been so happy in my life". And by then the 917 had already claimed its first victim. Just one private 917 made it to Le Mans in 1969, to be driven by accomplished driver Digby Martland and its owner John Woolfe. Martland lost control of it in practice at 200mph and retired from racing on the spot. Porsche loaned Woolfe their massively experienced test driver Herbert Linge to replace Martland and begged Woolfe to let him take the start. Woolfe however was having none of it: this was his car and he would start the race. He did not survive the first lap.

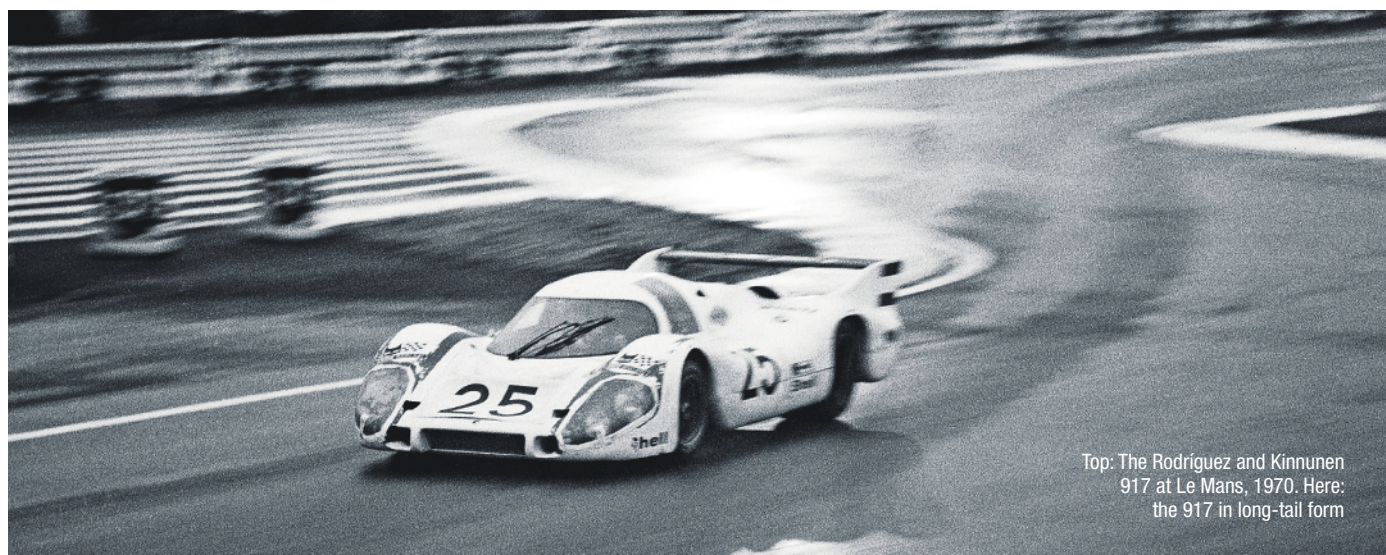
Such are the risks inherent in designing a racing car the likes of which had never been seen before. You'll get some idea of how quick the 917 was fresh out of the box by the fact that despite all its drivers being very cautious – it wouldn't even go from full acceleration to maximum braking without slewing across the road – it's pole time at Le Mans in 1969 was 13 seconds quicker than that of the pole-sitting 908 from the year before. Even at Le Mans, that's a lifetime.

The irony is that it resulted from a rule designed to ensure that just such a car never got built. Indeed it was the frightening speeds of the 7.0-litre Ford GT40s at Le Mans in 1967 that persuaded the authorities to mandate a 3.0-litre capacity limit for Group 6 prototypes. If you wanted a bigger engine (up to 5.0-litres) you'd need to be in the Group 4 category for sports cars, which meant you had to build 25 cars. And surely no one was going to build over two dozen prototypes when normally you'd only construct a handful? The trouble is the rulemakers reckoned without Porsche in general, and its desire to win Le Mans in particular.

Porsche saw an opportunity to make a racing car with an advantage over the opposition like none had ever seen before: a pure prototype with an engine half as large again as that of its nearest competitor. Which is precisely what happened.

But time was short – the whole car was developed and engineered in just 10 months – which meant that despite what would be fantastical performance, it would have to be derived from technologies Porsche already knew well. The tubular spaceframe chassis was directly related to that of the already successful 908, so much so that it retained its 3.0-litre sister's wheelbase and front and rear track. The engine may have had 4.5-litres and 12-cylinders, but it was essentially the flat-8 of the 908 with an additional cylinder at each corner and power taken from the middle of the engine. Indeed its bore and stroke was identical to that of the 908.

Straightaway, the engine developed 580hp



Top: The Rodríguez and Kinnunen 917 at Le Mans, 1970. Here: the 917 in long-tail form



in a car that weighed only just over 820kg to provide a power to weight ratio of over 700hp per tonne. If it helps, the latest GT2 RS can't quite manage 450bhp per tonne. The problem was, no-one wanted to drive it.

The car was utterly terrifying. Drivers who reached the top level in those days were the bravest of the brave but at its race debut at Spa, men of the calibre of Jo Siffert, Vic Elford and Brian Redman declined to race it. In the end only one car was entered and its driver, Gerhard Mitter, blew it up on the first lap. According to Hans Herrmann, some Porsche drivers thought the car so wild that it would never be tamed.

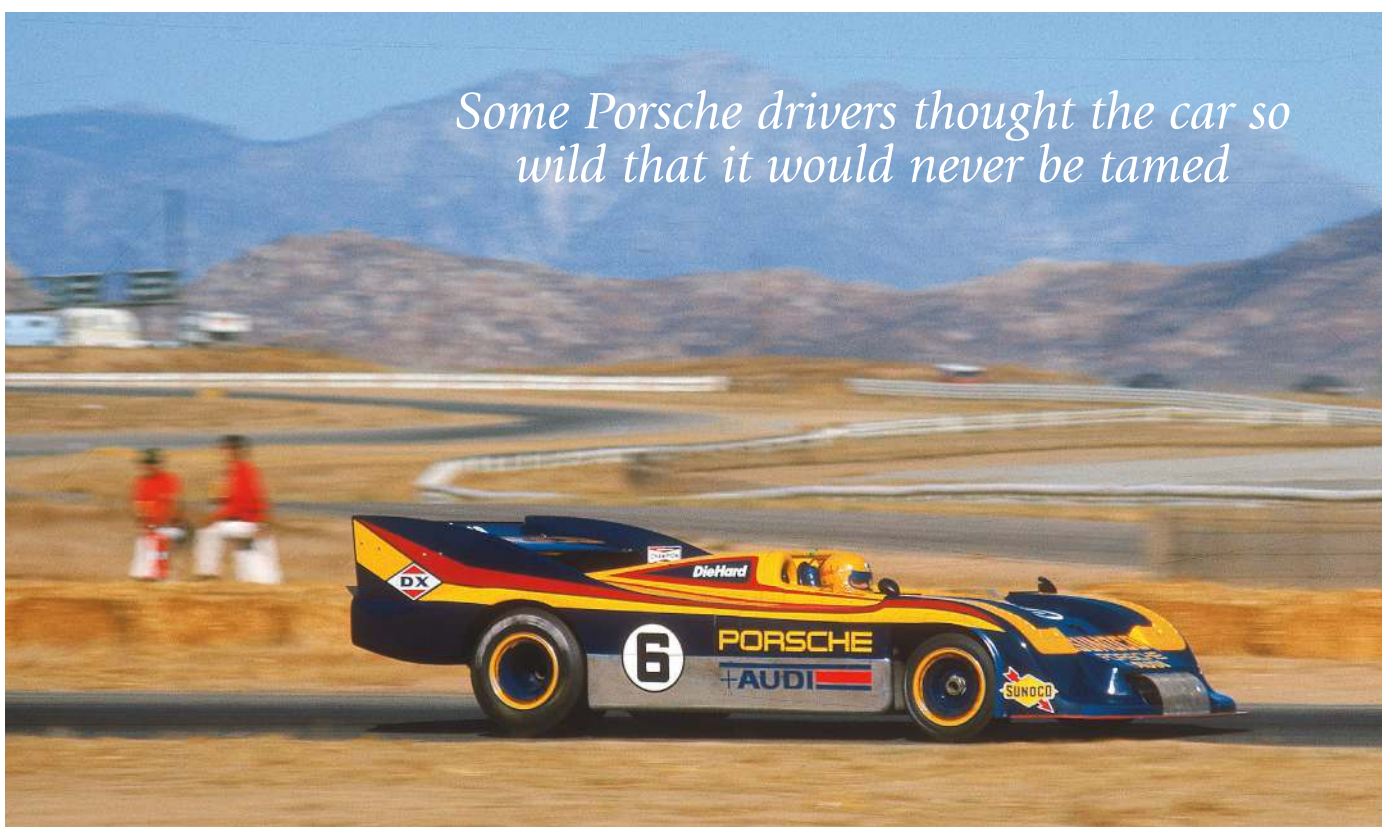
But tamed it was. The feeling at Porsche all along had been that the car's wayward behaviour was caused by chassis flex. But in testing towards the end of the 1969 season by Porsche and the British JW Automotive race team, whose Gulf sponsorship would become indelibly associated with the car, using different body styles soon revealed the issues to be almost entirely aerodynamic. In one three day test at the Österreichring, the car improved by over five seconds a lap around a quite short circuit. And far from hating the thing, the drivers now all loved it. As transformations go, it is doubtful than any in the history of racing was more swift and

effective as this.

The 1970 season of the World Sports Car Championship comprised ten rounds. Of these, two were not contested by the factory 917s as the tight nature of both the Nürburgring and Targa Florio favoured the lighter, more nimble 908. Of the remaining eight, a batch of duff wheel hubs ruled the 917s out of Sebring, but all the others it won, despite the fact that Ferrari had by now designed the 512S in response. But the Porsche was lighter, more powerful and putting it bluntly, quicker.

That was the year which brought Porsche the first of its Le Mans victories, the super-

Some Porsche drivers thought the car so wild that it would never be tamed





experienced pairing of Attwood and Herrmann driving the slowest of the seven 917s entered, triumphing over appalling conditions that saw just seven of 51 starters classified as finishers.

The 1971 season was scarcely any different: the 917 contested nine of the 11 rounds, conceding two to Alfa Romeo and winning the rest. By now, and according to Attwood, the 917 had progressed from being something close to the worst car he'd ever raced to quite clearly the best. In 5.0-litre form the engine was good for 630hp, in which trim Jackie Oliver lapped Le Mans at an average speed of over 155mph.

If there was a surprise, it's that Ferrari did

not raise its game sufficiently to challenge the 917. In 1970 the 512S was a hastily conceived response to the 917 but its successor, the lighter, more powerful, aerodynamically efficient 512M could have provided Porsche with some very stiff competition indeed. In the event however Ferrari abandoned it to concentrate on developing the 3.0-litre cars that would become mandatory for all in 1972.

It is possible Porsche had something to do with this, by sneakily publishing an image of a new flat-16 engine that actually displaced an ineligible 7.2-litres. But Porsche manipulated the image to make it look the same size as the flat-12 parked next to it. Some say Ferrari saw

the picture and concluded trying to respond would offer too little reward for too much effort with just a single season before both the 512M and 917 were outlawed. The pity for fans of both Ferrari and close competition is that a factory prepared 512M and works 917 did race together, just once, at the Kyalami Nine Hours in November 1970 and the Ferrari beat the Porsche fair and square, the only time it would do so. But it was a non-championship event, which means that today only sports car geeks, like me, remember.

Porsche abandoned sports car racing in 1972 – the 908 was now five seasons old and its elderly air cooled flat-8 was clearly going to



Left: The 917/30 Spyder, 1973.
Right: Rodríguez / Oliver
at Le Mans, 1971



Here: Briton Dickie Attwood in the 917.
Above: the famous 917 'Pink Pig'.

be no match for Ferrari's newer flat-12 motor in its 312PB. But that's not to say the 917 was finished. No way.

As far back as 1969 Porsche has dabbled in Can-Am, the North American series for open two seat sports car with precious few other rules. But even in the hands of Jo Siffert, a standard engine fitted to the 917 PA Spyder stood no chance against the McLarens with their monster big block Chevys. Indeed it was to address that problem that was the real intention behind the aforementioned 7.2-litre flat-16. But that engine was costly, in need of development and required an extended wheelbase that created chassis flex and spoiled the 917's handling.

So Porsche simply took what it already had and turbocharged it. Despite having no prior knowledge of turbocharging, the resulting 917/10 had 900hp pretty much out of the box, more than the McLarens and more than the best estimate (880hp) for the flat-16. It was terrifying to drive thanks to enormous turbo lag but in 1972, which was meant to be its development season, it still won six out the nine rounds of the championship. Developed further for 1973, the 1100hp 917/30 was the most powerful racing car the world had ever seen. In the eight round championship 917/10s won the first two, then 917/30 of Mark Donohue the remaining six.

But while the cars were incredible, the racing was rather dull and soon the Porsche steamroller became a victim of its own success. Entrant and spectator numbers dropped which, combined with the oil crisis, spelled the end of Can-Am in its original form. The story of the 917 was almost over. But not quite.

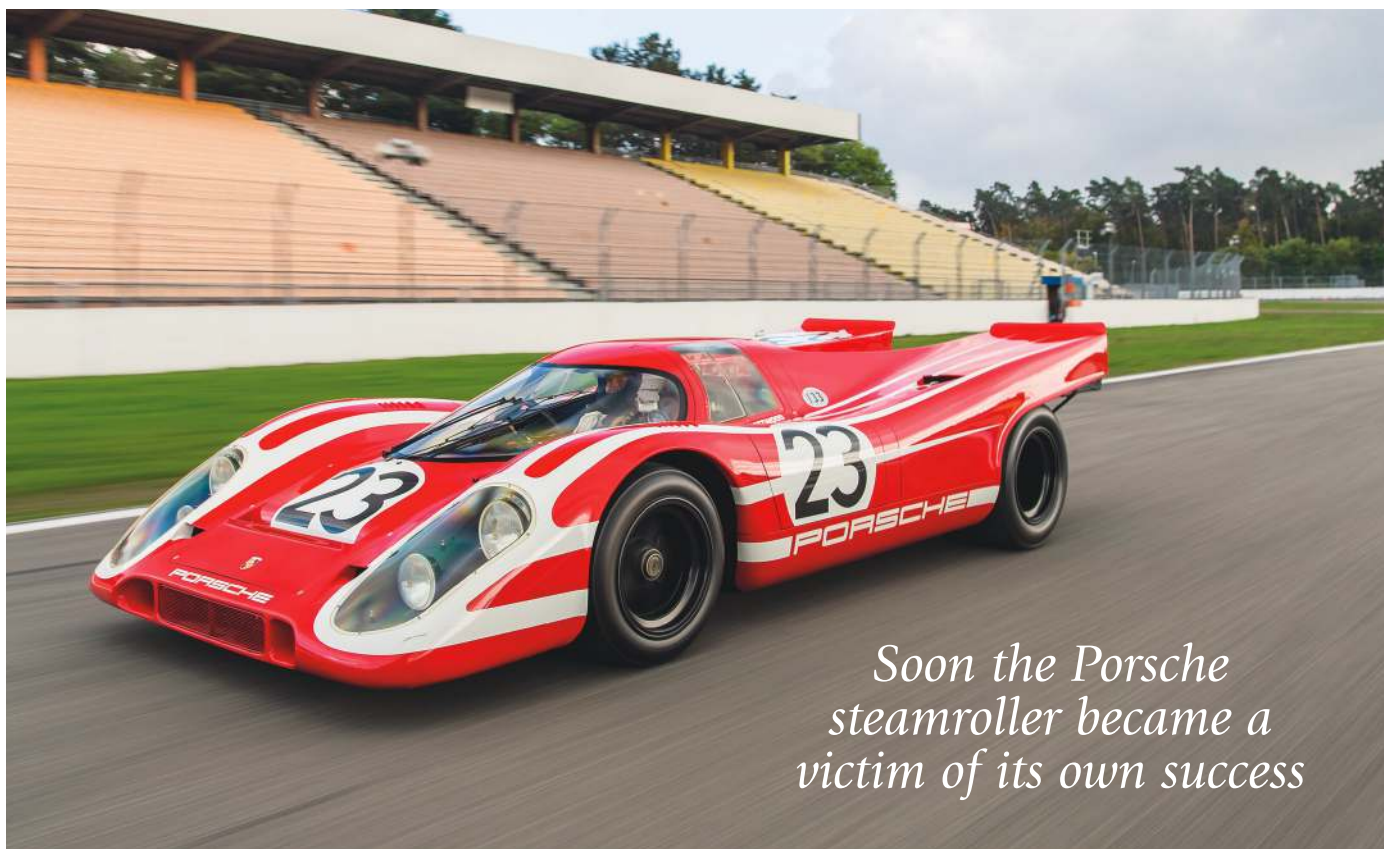
Two years later Porsche wanted to claim the record for lapping a circuit faster than any other car in history, so literally took a 917/30 out of storage, wound up its engine to give 1500hp and sent Donohue out around the Talladega Superspeedway to see what he could do. The answer was a 221mph average speed for the lap and, indeed, a new record.

And that really should have been that, except for another loophole which once more made a 917 technically eligible for sports car racing in the 1981 season, ten years after its heyday. The Kremer brothers, who already had an illustrious reputation for preparing and tuning Porsche racing cars, decided to build one last 917 – entirely from scratch. With Porsche's assistance the result had a stronger frame to take the higher loads brought by 1980's slick tyres and aerodynamic downforce but with little time for testing, the car proved slow at Le Mans, particularly along the endless straight. Though it worked its way into the top 10, it eventually retired with a blown engine.

The car appeared one last time at the Brands Hatch 1000km meeting later that year and briefly actually led the race before retiring once more. Twelve years after its debut, the 917 still had what it took to compete with the best, today it is remembered as an icon ○



Above: The 917 KH of Rodríguez and Kinnunen at Le Mans, 1970.
Here: In long-tail guise, 1971



Soon the Porsche steamroller became a victim of its own success



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6-7th

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6th-7th

Porsche Carrera Cup GB

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7th

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*Porsche Classic Center,
Heteren, Netherlands*
www.porsche-model-club-europe.nl

10-14th

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28th

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4-7th

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www.goodwood.com

18th

Heretics at Heritage

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Shoreham-By-Sea*
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20th

914/50

Brooklands Motor Museum
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AUGUST

15th

Heretics at Heritage

*Heritage Parts Centre,
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www.heritagepartscentre.com

17-18th

Oilcooled

Boxengasse, Bicester
www.boxengasse.com/oilcooled

SEPTEMBER

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Heretics at Heritage

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BEFORE



AFTER

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

Tying in with our celebration of the 917 at 50, John recalls his personal experience of the legendary Porsche racer...

Almost ten years ago a magazine I was writing for organised a gathering called Ultimate Porsche. Each of the regular contributors would select their ultimate Porsche and bring it to a circuit in the midlands, where the assembled cohort would then judge each car and rate those present in order of Porsche-ness. More appeal meant a higher score and the one with the highest would be crowned Ultimate Porsche.

There was absolutely no doubt as to what I would bring: it could only be a 917. This car was the purest expression of what made Porsche great for me, mould-breaking engineering wrapped in a unique design that demanded the absolute maximum from all those around it. The fact that the car had earned a series of unforgettable wins and served as the highlight of Porsche technical achievement when the brand was at its most beautiful made it all the more special.

My first problem in getting a 917 was a court case where a freelance journalist, driving a 917 on track for a story, had later been sued by the car's owner for damage he claimed was caused during the test. The legal costs bankrupted said writer and led to a major fallout in the magazine world. Not an ideal starting point.

I didn't expect to drive a 917, nor did I want to. Infinitely more skilled pilots than me had raced these cars in period, so getting the driver's perspective from world champions would be easy. All I wanted was the presence of greatness: setting the greatest Porsche in history against

anything else would have to mean victory, I'd expose my colleagues as philistines.

Outside of the lawsuit I only knew two other cars that lived in the UK. Both had recently attended Classic Le Mans and both were in the middle of a strip and rebuild. One of the mechanics thought he could bring his car sans engine and transmission to our location for photos, but of course that would only be half the story: the engine was what made this car the ultimate Porsche. I was forced to concede that it was not going to happen and

Watching the cars dance through the turns was mesmeric

brought a 964 RS instead.

The following year, I went to Rennsport Reunion IV at Laguna Seca in California. A number of 917s were taking part and Gijs van Lennep was driving the recently restored Sandeman/Shell David Piper 917 – chassis number 021 – under the Gunnar Racing banner (see right). Having previously met Gijs through my friends at Twinspark Racing, I latched on to the Dutchman for the weekend and followed his progress through the event. The charismatic nobleman and 1971 Le Mans winner in a

Martini Porsche 917K had plenty to say.

As Gijs sat on the side of his car, telling me about the practice session he had just finished, another 917 driver, who was highly experienced at Laguna and had his car set up for the circuit, rode up on a pit bike and asked Gijs how he had found it on track. Gijs noted that the car was prepared for Le Mans, so he had barely stretched the engine in third gear. He told how his shoulder was aching and how he was taking steroid injections. All in all, the racing gods were unlikely to shine on his weekend: it would be just about showing the car and giving the faithful a great Porsche experience.

I've been around racing drivers long enough to know a tall tale when I hear one, and this one was climbing a ladder. Gijs did have a shoulder issue, but everything changes with adrenalin. As the clock ticked down to the 917 race, the yellow and red 917 went quicker and quicker until the pace reached

its crescendo in the main event.

Van Lennep was soon in the lead, racing Brian Redman in a Porsche 908 for lap after lap like time had stood still. Each was in his twilight years, but natural talent streamed through the controls. Standing at the bottom of the Corkscrew and watching the cars dance through the turns was mesmeric. Eventually, I put down my camera and took advantage of my media pass, walking alongside the track and soaking up two cars expressing the full meaning of Porsche, just a few feet away.

The 917 is now fifty years old. While Porsche has restored chassis number 001 and placed it in the Porsche museum, the spirit of the 917 transcends museum status. I've shared many great drives with friends in air-cooled 911s and they are amongst my most treasured memories, but watching the 917 dance at Laguna at the hands of a master: I just can't imagine a greater expression of pure Porsche magic ○



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



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

As Porsche confirms interest in its upcoming Taycan, Simon wonders whether a matching all-electric 911 might be a step too far?

Porsche's presence at the recent Geneva Motor Show was pretty low-key by its own standards, largely because the only stuff it had to shout about was old news. One smaller piece of information that emerged though concerned the upcoming Taycan – Porsche's first all-electric car which is due out in September this year. Porsche confirmed that 'more than 20,000 people around the world' have registered serious interest in buying one. That's before the Taycan's ultimate final form has been revealed to the world.

Fanning the flames, Detlev von Platen, Member of the Executive Board for Sales and Marketing at Porsche said: "The overwhelming interest in the Taycan shows us that our customers and fans are just as excited about the first Porsche electric athlete as we are – and we've therefore increased our production capacities. The Taycan will be the most sporting and most

technically advanced vehicle in its segment – a true Porsche."

Undoubtedly the Taycan will be a revelation for Porsche, judging by what we already know of that we can be pretty confident. The Taycan will accelerate from zero to 62mph in 'less than 3.5 seconds', but moreover it will have a range of more than 300-miles on a single charge and it will be possible to add enough charge to complete a distance of 60-miles in just four minutes. What that means is that the electric car will suddenly become a very real prospect for those who have, up to this point in time, dismissed it purely based on range ability. Porsche hopes that people will flock to own its electric car/s

over something like a Tesla, and they had better because Porsche is putting nearly all of its eggs in the electric basket. It says it is in 'pole position for electromobility.'

Recent news that the next generation of Macan will be an all-electric affair shocked a few people, that will make it the second purely battery-powered model from Porsche. Can you see where this is going? Porsche says that 'by 2025, half of all sales from the Porsche product range will be of electrically driven models, or partially electrically driven plug-in hybrid models.' That's only six years from now in case you hadn't realised. A very short space of time to transform the Porsche business model. I imagine that

the projections beyond that point, which are no doubt for internal consumption only, would make even more eye-opening reading.

Porsche has been quick to jump on the electric bandwagon, perhaps that's because history tells us it hasn't always been at the cutting edge of seismic shifts in automotive trends. This time it looks likely to be at the forefront, but what happens if all-electric or plug-in cars aren't the answer? What if hydrogen fuel cell is the better solution to the world's eco-friendly transportation dilemma?

Some car companies are hedging their bets and investing in both technologies. Hyundai is particularly advanced in the development of fuel cell technology, but it also offers pure electric vehicles too. From what I can see, Porsche has no 'option B' and, within something like a decade, we could be faced with an entirely electric range of Porsche vehicles – such is the pace of change within the company. We know a hybrid 911 is on the cards but whether that would include an electric-only 911 remains to be seen, if that were the case it would be a very brave move.

The 911 has gently evolved throughout its lifetime but might moving it from a petrol to all-electric prospect be a step too far? It's hard to tell given the rapid fashion in which consumer tastes are currently changing, but if it were the only car in the Porsche showroom left powered by a traditional Internal Combustion Engine (ICE) then that would be plain weird, wouldn't it? The future of the ICE presently hangs in the balance, and while the 911 is sure to endure regardless, if I were a betting man I wouldn't want to put my money anywhere near either side of the argument... ○

We could be faced with an entirely electric range of Porsche vehicles



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



Philip Raby sees black, has dirty thoughts, and wonders about photography and social media...

Black cars are great but, boy, do they need some work to keep them looking smart! At the time of writing, we have no less than six black vehicles in stock; a Macan S, 991 Carrera S, 996 Turbo Cabriolet, 997 Turbo and (whisper) an Audi RS5. Our valet is about to retire to Monte Carlo on the money he's made from us from these cars alone. Either that, or he's going into therapy for a while...

The problem with black paintwork is that it shows every little mark, so it has to be thoroughly cleaned, prepared and polished to look its best, which can take hours. It's worth every minute, though, as a pristine black Porsche (or, indeed, Audi) is hard to beat. Until, that is, you take it out on the road. We are always happy for customers to go for test drives and accept that stock will need washing afterwards (especially on the country roads around here) but black takes maintenance washes

to whole new level.

I love a clean car as much as the next person (although looking at my Cayenne at the moment, you wouldn't think so) but I confess that I am useless at washing them myself. Despite investing in some top quality products and cloths, and spending ages working away, I inevitably stand back at the end of the job and spot swirls and smears. And that is why we pay a professional valet, who does a superb job but is always too busy with our showroom cars to spend time on my personal vehicles, which invariably remain mucky.

Last year, I told the story in this column of a superb Porsche 911 Carrera 3.0 which I facilitated

the sale of on behalf of a local gentleman. The buyer lived in Switzerland, flew over to visit us, and paid for the car there and then, before driving it straight to Zurich, via the Channel Tunnel. I was delighted to hear that he'd recently been in touch with the previous owner, via email, to say he'd taken the 911 to his local Porsche Centre for a service and was informed that the car needed no additional work. It's always lovely when customers keep in touch.

Speaking of which, it's very common for customers to bring cars back to us to resell. The aforementioned black 996 Turbo Cabriolet being a case in point. We sold it last year and it's come

back, because the buyer's wife bought a Mini Countryman instead (no, we can't understand the logic either). We're also in touch with the owner of a 924S which we have, to date, sold twice before and that may be coming to us again. It's always great to get Porsches back into stock, as we know them and, if nothing else, we don't need to photograph them again!

Speaking of photographs, we've been shooting our cars inside the unit, against a white wall. While these pictures look good, it is time consuming emptying all the stock out to make room, and then retouching the photos accordingly. Although it's nice to have all the photos looking uniform, a part of me is tempted to take the cars out on location and create lifestyle shots. Although this would also be time consuming, it may make us stand out from the crowd. We have some lovely locations here in Chichester; from the South Downs, to Chichester Harbour and the beaches. I know a classic car dealer who shoots some fantastically quirky and atmospheric photos of his stock, and they look great. I'd be interested to hear readers' thoughts on this – indoor or outdoor photos?

We also use photographs for Instagram which, we're told, is the place to be right now. We've long had a good company presence on Facebook with a decent number of followers, who like to comment and share our content. However, Instagram is where it's at at the moment, which is why we're working hard to build it up – so if you have an account do please follow us: @rabyporsche. Or, if you're 'old-fashioned', you can also find us on Facebook and Twitter! ○

*It's very common for customers to
bring cars back to us to resell*





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120D/220D/320D/420D » 240BHP
328i/428i » 295BHP
335i/435i » 410+BHP
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GALLARDO LP560 » 600+BHP
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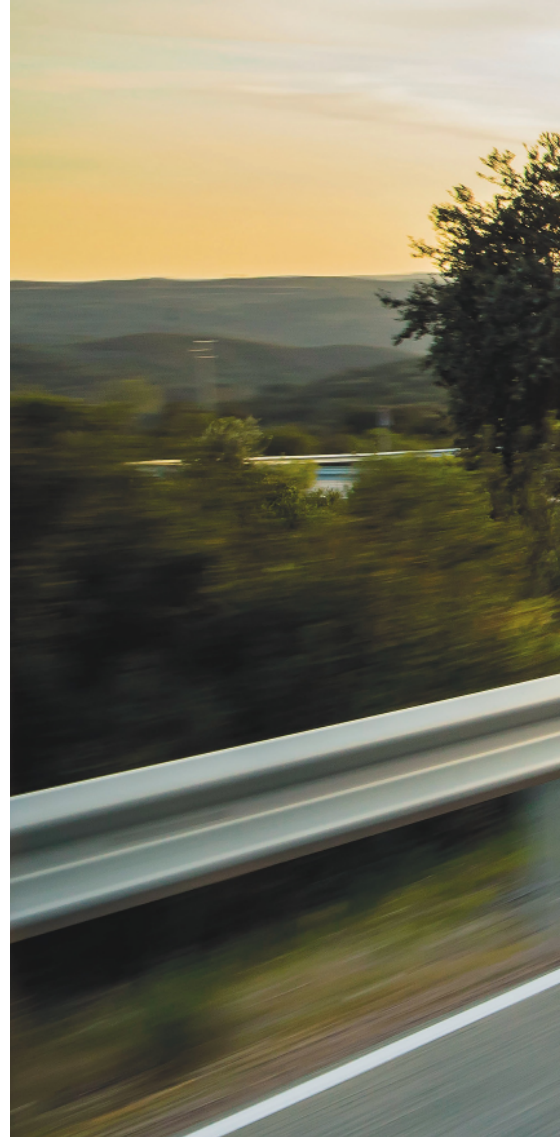
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More or Less?

Following in the footsteps of the 911 Carrera T come the Boxster and Cayman T. Do these driver-focused 718s make for worthy additions to the Porsche range? We drive both to find out...

Story: Dan Prosser Photography: Porsche





When the car you're trying to review is only subtly different to the one it's derived from, you really need a good amount of time behind the wheel. But when you have only a handful of hours in which to reach your conclusion? In that case, it's pretty much essential that the roads you drive the car on are of the highest quality.

The Porsche 718 T isn't so much the result of a total re-engineering exercise as a raiding of the toy cupboard – though there is a little more to it than that, more of which in a moment – and the launch event in Spain gave us only a single day at the wheel. These are detail upgrades; one day is not a lot of time. It's just as well, then, that the roads that duck and weave through this corner of Spain are among the best and most revealing you'll find in the entire country.

The 718 Cayman and Boxster T stick to much the same recipe that was set out by the 911 Carrera T back in 2017. Taking the entry-level 718 as a starting point, the T derivatives cherry-pick all the racy stuff from the options list and garnish it all with subtle decals here and fabric door pulls there, rendering a more driver-focused sort of Cayman or Boxster. Best to think of it this way: if the keenest and most enthusiastic driver you ever met went into an Official Porsche Centre to spec up an

entry-level 718, caring not at all for the size of the final invoice, the resulting car would be mechanically indistinguishable from a 718 T.

Lovely. But if you can spec a 718 up to this level anyway, what purpose does the T actually serve? It's all about value. Tick every corresponding box on a standard 718's options list and you'll end up spending more. Porsche reckons a T would work out several thousand pounds cheaper than a similarly-loaded 718. What's more, there are one or two interesting upgrades that simply aren't available on a basic Cayman or Boxster.

So these new T derivatives do actually serve a purpose; they aren't just there to complicate the 718 model range. By doing much the same to the 911 Carrera, Porsche was able to produce a more athletic 911 that had its own distinct character. The 911 Carrera T wasn't all that different to a base model 911 in technical terms, but it felt like a substantially different car to drive.

It will have been Porsche's intention to achieve the same thing with these newer T cars. Over and above a basic 718 they get Porsche Torque Vectoring (including a limited slip differential), Porsche Active Suspension Management with a drop in ride height, Porsche Active Drivetrain Mounts, Sport Chrono (which comes with a customisable driving mode and a halfway-house setting for





the stability control) and 20-inch wheels with a smokey finish.

Specify Porsche Active Suspension Management on a basic 718 and it'll drop only 10mm closer to the surface of the road, but the Cayman and Boxster T each sit 20mm lower. That's the most substantial T-specific technical modification, although those buyers who are so committed to adding lightness, and who are so heavily invested in what Porsche would have us all call 'puristic driving', can also choose to have the Porsche Communications Management (PCM) system replaced by a large and very dark cubby hole. Very few actually will.

There are more agreeable ways in which a 718 T could be made to feel more like a Porsche Motorsport product, although by the time you've added the smaller 360mm GT steering wheel that's wrapped deliciously in Alcantara, plus bucket seats, carbon ceramic brakes and one or two other 'nice-to-haves', you'll be spending not much less on a four-cylinder 718 than you might on a three-year-old 981 Cayman GT4.

What Porsche hasn't turned its attention to is the engine, nor any other part of the drivetrain. It's therefore as you'll find it in any other entry-level 718. That means the 2.0-litre turbocharged flat-four delivers 296hp at 6,500rpm and a peak torque output of 280lb

ft from 2,150rpm. A sports exhaust is part of the standard T equipment, however, and while the powertrain itself might not have been in any way modified, the mounts that connect them to the body certainly are, as already mentioned. They're adaptive, which means they can soften and harden depending on the driving conditions to improve comfort on the one hand, or agility and handling precision on the other.

The quoted performance figures are identical for both models, Porsche reckoning on a 5.1-second 0-62mph time for manual cars and as little as 4.7-seconds when fitted with PDK. In any case the top speed is 171mph. The Cayman T is a little cheaper than the Boxster T, costing £51,145 compared to the roadster's £53,006.

We're in the Parque Natural Sierra de Hornachuelos, to the north of Seville. Whereas so much of Spain's interior is scorched and arid, this enormous park is green and lush all year round. The hills are tall and rolling, and while vultures and eagles circle ominously overhead, out there in the woodland wild boar, lynx and wolves stalk their quarry.

We're here for the roads, not moderately scary wildlife. By and large there seem to be two types of highway around these parts. If the road beneath you isn't narrow, tight, twisting, unsighted and uneven of surface, it'll be wide,

expansive, smooth and flowing, with no tight turns whatsoever but endless sweeping bends. Between those two types of road we'll be able to learn everything we need to know about the Cayman and Boxster T, because what you want from a sports car on the narrower sections is steering precision, agility and body control, and on the quicker, more open roads you need stability and consistent grip. Whatever the road, you need a car that fills you with complete confidence.

On the faster bits? The 718 T is planted and perfectly-balanced. The tighter ones? It could hardly be more agile or responsive. In purely dynamic terms the 718 T, whether it has a fixed roof or a fabric one, is almost beyond criticism. The way it steers, the balance of grip between the two axles, the way it contains its mass even as the road rises and falls violently, the way the suspension deals with bumps... it's all exemplary. What's more, the adaptive engine mounts and the 20mm suspension drop really do make a difference, for this is as sharp a thing to drive as any other Boxster or Cayman, leaving aside the GT4 and Spyder specials, feeling taut and athletic when you really fling it around. In normal driving or on the motorway, however, the T simply isn't highly strung or in any way demanding.

What benefit that torque vectoring LSD confers on a dry and warm road is debatable,



It's in one of the cars' weaker areas that we discover the most striking difference between the two...





because while you do sense the diff helping to trim your line under power away from a bend, it's hardly game-changing. And the fact is the 718 has massive traction anyway, so it's rare to feel as though you've got the LSD hooked up at all. On a wet road or a circuit, however, it'd be a totally different matter.

The car steers beautifully, the brakes are excellent, the manual gearshift with its stubby lever and short throw is one of the best in the business and as with any other 718, the seating position is spot on. And aside from the fact that one car is much windier and far noisier than the other (as long as you have its roof down), there's really nothing to separate

the Boxster T from the Cayman T. That isn't to say the 718 T is perfect in every way, however, and it's in one of the cars' weaker areas that we discover the most striking difference between the two models.

Oh yes, it's the engine. So much has been written already about the 718's turbocharged four-pot that there's probably nothing original left to be said. The thing about the 2.0-litre unit – which for my money is inferior in every way to the 2.5-litre motor found in 718 S models – is that it's actually very effective. As soon as the crank is spinning at 3,000rpm or so it's brilliantly responsive with barely a trace of lag, it feels very muscular with an amount

of torque that does let you tweak the rear axle with a jab of your big toe, and right at the top end, where so many turbocharged engines wilt like a pot plant in a student house, this one continues to pull all the way to 7,000rpm. But it sounds bad. Whichever of the two modes the sports exhaust is set to, it simply isn't very pleasant to listen to, especially when it's being worked hard. And it isn't just a four-cylinder thing, or a turbo thing, because there are similar engines out there that sound far sweeter I can tell you.

It certainly doesn't ruin the driving experience, though. Most probably you'll tune out of it after a while and cease to be bothered



by it. And here's the thing: there must be something about the Cayman's fixed roof and the sizable stowage compartment right on top of the engine bay that somehow multiplies the most grating tones, because the coupé sounds much more offensive than the roadster. The

Boxster's soundtrack is actually quite bearable. I have always preferred coupés to convertibles of any kind, but in this instance I could see myself in a Boxster T more readily than I could a Cayman T.

Any car that can be marked down in one

significant area only is clearly a very fine car indeed. So it is with both of these. And what you need to know about the 718 T, be it a Cayman or a Boxster, is this: it is so good to drive that if you really care about those things, it simply has to be on your shopping list o





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Adventure Seeker

This 356 is already on its way to China where it will compete in the World Rally Tour Peking to Paris Rally – an 8,000-mile competition running from China to Europe...

Story & Photography: John Glynn





Renée Brinkerhoff was born into adventure. The third of four daughters of a US Marine Captain, Renée's early childhood was spent in Taiwan, where life was lived under the nuclear shadow amidst smouldering Sino-American tensions in the late 1950s. The family spent a brief spell back in the USA before moving to Hong Kong, where Captain Mushett's skills as a Mandarin speaker earned him a role with a US business overseas. A second return to America was followed by two years in the US embassy in Laos, where her father was embassy chief of security services during the final years of the Vietnam War.

After the war, the family settled in California. Renée finished high school in San Clemente, before shipping out to Maui, Hawaii. She returned to the mainland to study medicine at the University of Colorado, but soon encountered a handsome young student named William Brinkerhoff. They were married within a few months and have since spent four decades together, raising four children along the way.

Formative years spent in the world's most turbulent political hotspots gifted Renée and her sisters with a stimulating childhood. The mother of four was determined to ensure that her own children would be raised in a similarly vibrant environment, so she embarked upon the ground-breaking challenge of educating them at home, including classes in music and sports. Renée wholeheartedly embraced the roles of mother,





Renée and the team from Tuthill Porsche shook the 356 down on UK soil ahead of its epic adventure...



teacher and wife.

"Raising and schooling four children required me to surrender my personal ambitions," she admits. "All the things one dreams about doing one day: I put those on hold without realising. There would be times when I felt like inside I was dying, but all those years, I had a mantra. I would say to myself "one day, I'm gonna..." and imagine what could finish that sentence. I needed to find something big: something 'out there' and magnificent.

"Eventually, I heard myself saying "one day, I'm gonna race a car". I knew nothing about racing, or what sort of car I would use. I heard about a Mexican race called La Carrera Panamericana that was said to be the most dangerous road race anywhere in the world. This was big and it was definitely 'out there': La Carrera became my obsession.

"I was researching La Carrera when a relative bought a Porsche 356 to restore. As soon as I saw it, I knew this was what I wanted to drive. Searching through cars for sale, we came across a 1956 Porsche 356A 'Outlaw'. The silver 356 was my racing soulmate: we were the same age and we still had what it takes. We were just perfect for each other."

As the car began to take shape in a local racing workshop, attention turned to preparing the driver. Renée took lessons at the Porsche Sport Driving School, alongside the great Hurley Haywood. Hurley explained that flat-out racing on open roads was entirely different to driving on track, so Renée decided to experience La Carrera Panamericana in person, driving and navigating another Porsche 356. It was a true baptism of fire.

On the first day of La Carrera 2012, three people perished when a racing car collided with a motorcyclist and a policeman. Later in the event, five cars went over a cliff. The danger affected the debutante, but the desire to compete drove her on. "When you have

challenges in your life of any kind – and these races are challenges – then you have an opportunity to see yourself. You see new parts of yourself; you see new ugly things, you see new beautiful things. You find out who you are and who you are not. And I like that."

As Renée crossed that first finish line, her ambitions were stronger than ever. La Carrera 2013 was the first in her own car, and the pair have since competed in three further editions of La Carrera Panamericana. Every race has challenged this unique competitor and her Valkyrie Racing team, but each has made Renée stronger and more determined to show the world just what can be achieved when motivated people support one another.

After the 2016 La Carrera, the team upped the ante by announcing the 356 World Rally Tour: racing all seven continents of the world in the little 356. Media interest in the 356 World Rally Tour encouraged Renée to harness the attention to highlight the problem of child trafficking, which is prevalent in many parts of the world traversed by marathon rallies. The 'Valkyrie Gives' philanthropic arm reaches out to organisations supporting children at risk in these areas with education and information.

The 356 World Rally Tour is comprised of six long distance events. It began in 2017, with the La Carrera Panamericana. From Mexico, the car was shipped to Australia for the 2018 Targa Tasmania. The third event of the World Rally Tour was Caminos del Inca in Peru. Next up is the Peking to Paris Rally across Asia in June/July 2019, swiftly followed by the East African Classic Safari Rally at the end of this year. The final event is a race across Antarctica: the 356 will make use of eco-friendly alternative power for this.

La Carrera Panamericana is run on public roads and the fastest cars are straight off a race track. Taking the 356 to the next level of rallying – racing on gravel – would require many modifications to give it the strength and

endurance required to survive. For this, Renée turned to Tuthill Porsche in Oxfordshire.

Tuthill Porsche is synonymous with Porsche rallying. Three-time winner of the East African Safari Classic Rally and FIA R-GT Cup champions in a Porsche 997 GT3 with François Delecour, the cars that come out of this workshop are built to survive any terrain. Renée's 356 would be engineered to the very same recipe.

"Richard had already reached out to

offer his help when he saw we were racing in Mexico," notes Renée. "He flew out to California and helped set the 356 up for the 2017 La Carrera Panamericana, also introducing us to mechanic Simon Redhead, who is now chief technician for the Valkyrie Racing project.

"The second race of our 356 World Rally Tour was Targa Tasmania in Australia. That was an asphalt event, but the third race would be held on South American soil, through the

mountains of Peru. Rally Caminos del Inca is a marathon event through the high peaks of the Andes, all on rough terrain. There wasn't much time between the World Rally Tour events in Australia and South America, so the car sailed straight to England as soon as we had finished in Tasmania. After Tuthills had collected the car from the shipping company, its transformation could begin."

The first job was to steam clean the 356 before stripping the parts that are checked

"After Tuthills had collected the car from the shipping company, its transformation could begin"





and rebuilt after every rally. The engine and transmission were removed and the rolling shell was pushed into Tuthill's fabrication workshop. Skilled metalworkers then started the work to take the car to gravel spec. Time constraints meant they would have to do this without completely stripping the shell, as they would normally do for a super-strong gravel rally car build.

The project was a mix of adding parts where nothing existed on a factory 356 and modifying or upgrading parts that formed part of the existing tarmac specification. The fabricators would add mountings for the skid plates that would protect the components from damage on rough ground. The suspension arms would also be strengthened and front and rear damper mounts added for gravel suspension.

Mounting the skid plates was a major undertaking, due to the difference in chassis architecture between the 356 and the more familiar 911. As the 356 does not have the rear chassis legs used to mount the ladder bars that support the rear skid plate, the fabricators added a triangulated section on either side of the engine bay to do a similar job. The central tunnel also had to be reinforced for the front mounting points: not easy with the car still together rather than apart.

The rear end of the modified 356 is a hybrid of 356 and early 911 parts, so the rear suspension arms could be modified in the same way as a Safari 911. Custom AVO dampers were fitted to the new mounts. The large fuel tank was secured with stronger mounting points to stop it coming adrift on rough ground and the main fire extinguisher bottle was relocated to the rear of the cabin for safety, with hand-held fire extinguishers fitted up front.

Both driver and co-driver seats were mounted on stronger seat rails and the co-driver had a new footrest, with a raised floor made for the driver for comfort. Smaller jobs

included a new quick-release mount for the jack, better spare wheel restraints and a larger washer bottle.

To improve performance on loose surfaces, the brakes were upgraded with Tuthill's aluminium callipers all round, controlled by an adjustable twin-master cylinder pedal box and a new hydraulic handbrake. The wheels were upgraded to stronger Braid rims with DMACK gravel tyres. After a full rebuild and with the overhauled engine and transmission back in the car, it was taken to Wales for its first gravel test.

The team could not have asked for better weather on the test, with clear blue skies and a gentle breeze rustling through the Welsh mountains at Walters Arena, supporting the Red Kites and Peregrine Falcons soaring overhead. Originally a 4,000-acre open cast coal mine that reached the end of its life shortly after WW2, Walters Group bought this place as a partially landscaped site in the 1990s and began to redevelop the property as a working forest and off-road paradise, adding

several renewable energy projects in recent years. The site has hosted stages of Wales Rally GB and is home to the BMW Off-Road Skills Centre, as well as being a popular destination for manufacturer launches.

With hundreds of miles of graded roads over a mix of terrain, the former coalmine is an excellent place to test rally cars. Richard Tuthill is with us to test the car and offer Renée some tuition. Also on the test is Calvin Cooledge, who has joined the team as Renée's co-driver. Calvin brings a vast amount of rally experience to Valkyrie Racing and will work with Renée on this year's Peking to Paris and East African Safari Classic rallies.

Richard is happy with his first run in the 356 over a stage loop of several miles. With initial ride height and setup judged to be perfect, the mechanics can focus on damper adjustments and driver comfort. Renée tries several iterations of seat and pedal adjustments before finding the perfect solution. Then it's time for more testing and some tuition. The car clocks up many test

miles in Wales before the day ends with a fifty-foot jump at more than 100mph. Teacher and student both proclaim the 356 ready to ship to South America.

Tested to the limit by local red tape and the physiological effects of extreme altitude as the route climbed to almost 16,000 feet above sea level, Caminos del Inca was not the easiest event for Valkyrie Racing, but the team pulled together and got to the finish. The 356 was the only classic car to complete the rally in Peru, achieving another goal increased Renée's determination to do well on the next World Rally Tour outing: the Peking to Paris Rally.

This 8,000-mile rally challenge from China to the heart of Europe across the wilds of Mongolia will be Renée's first event without an accompanying technical support team, so she and Calvin have been training on mechanical work with Tuthills in the interim. By the time you read this, the 356 will be on its way to China to start another great adventure. Follow its progress on social media or on the Valkyrie Racing website: www.racevalkyrie.com ○

*The day ends with a fifty-foot jump
at more than 100mph...*



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Where
Exclusivity
Began



As the new 991 Speedster is prepared for production, we revisit two 911s that shaped the modern Porsche Exclusive lineage – the 2009 Sport Classic and 2010 Speedster...

Story: Matt Zuchowski Photography: Maciej Kintop





In 1955 Max Hoffmann, a well-known car supplier for the sybarites living on the American east coast, made a call to Zuffenhausen to ask for a cheaper and sportier version of the 356. In return, he received the first Porsche Speedster. His idea was brilliant in its simplicity; it took not much more than a raked windscreen and elimination of part of the equipment to create a more focused, distilled version of the Porsche formula. The 356A 1600 Speedster rose to such prominence that throughout the following decades its idea was repeated five times, in the form of 930, 964, 993, 997, and now, 991 Speedster.

The 991 iteration of the famous body style will presumably be once again the most coveted 911 derivative of its time, the final act in the current generation's production cycle. Before we get a taste of this special car though, we thought we'd reacquaint ourselves with its direct predecessor, the 997 Speedster, to determine what to expect from it. But to get the full picture, we need to dig a little deeper.

Arguably, the 911 that started the retrospective Porsche movement as we know

it was the 997 Sport Classic of 2009. In the cynic's eyes it wasn't much more than a humble 997 Carrera S with a handful of bespoke details and a unique finish that pushed its price way beyond the flagship 911 Turbo – and beyond any rationale. But with its long-time-no-see double-bubble roof, ducktail spoiler and Fuchs wheels, this was a 911 for those in the know; indeed it was a special car. Porsche fans loved it and collectors yearned for it, they bought all 250 cars allocated for production before you could count that far. Now sellers value them at around £250k to £300k apiece, more than twice their original asking price (and roughly five times the price of 997 Turbo of the very same vintage).

The 911 Sport Classic played a pivotal role in the Porsche Exclusive department's expansion. The skunkworks garage was set up in 1986 in response to the growing demand for individualisation that the previous Sonderwunsch (Special Wishes) programme, which had operated for nine years, simply couldn't accommodate. Even if the Porsche Exclusive nameplate was

yet to be widely recognised in 2009, the department already had several advanced and truly special 911s under its belt. Those included high-performance 964, 993 Turbo S, some little-known Turbo Cabriolets, and two Speedsters. Those were a rather unsuccessful 964 Speedster that failed to meet their 3,000 unit production estimate by selling in less than one thousand, and a little known 993 Speedster of which just two were built.

With today's individualisation mania, Porsche Exclusive is a heavily promoted sub brand with a global reach. It even gave its name to some of Porsche's most, well, 'exclusive' models. In 2014 the Panamera Exclusive Series and in 2017 the 911 Turbo S Exclusive Series for example. But it's much more than just a name. Even though the division operates within Porsche's main headquarters in Zuffenhausen, it has its own dedicated team working in a separate facility using its own manufacturing methods.

Last year's 911 Turbo S Exclusive Series can be regarded as a recent highlight for the workshop, this special model can also be viewed as a spiritual successor to the 911 Sport



Classic. There's clearly a pattern here. These limited edition models mark the end of any given 911's reign – the 991 generation together and the 2019 Speedster being a case in point. Just like it, the pair of 997s in our photos ended the 997 era. Let's remind ourselves how they did it.

I grasp the Speedster's keys. As in the Sport Classic's case, here the 3.8-litre flat-six has also benefited from a slight power hike, result being 402hp and 420lb ft. The fact that the forthcoming Speedster will still be naturally-aspirated is quite a statement, but in the time of its predecessor, the 911 line-up was still mostly turbo-free. The contemporary 3.0-litre turbo Carrera motor may impress with its flexibility and effectiveness, but surely it can't match the aural drama of what I'm dealing with tonight? The 997's engine wakes with a spine-tingling bark. Soon it settles into low revs, but the red tachometer needle clearly wants more as it dances happily on the analogue dashboard in search of the 7,250rpm redline.

To my surprise, the first thing that makes me excited is, objectively, the least special



These limited edition models mark the end of any given 911's reign..







about this car. After all, its six-cylinder boxer engine doesn't differ dramatically from the one that could be found in the common decade-old 911 S or GTS. Nonetheless, taken out of this context, it makes a glorious impact and complements this truly fine sportscar.

There's still so much fun to be had from a smartly-specced, but still pretty basic, late-2000s 911, which, technology-wise, this Speedster effectively is. Fitted with voice control, PASM suspension, a seven-speed PDK gearbox, and PCCB brakes, this 2009 car comes remarkably close to current equipment standards. The active suspension makes a good first impression as it provides a supple ride while rolling slowly. As speed rises, it keeps the body in taut control as it should. Then there's the steering, which with hydraulic assistance, is a gem. The electrical setup of the current 911 may be miraculously good but, at best, is just as good as this one.

Of course, there are also places where Porsche and its suppliers have made significant progress over the last decade. The pedal feel of the carbon ceramic brakes is one of the welcome improvements, while the dual-clutch auto 'box possibly has made not even one, but two steps forward during

last ten years. Not that much of this means anything today as the "No.000 of 356" plate displayed on this car suggests, it has assumed the role of (Porsche Museum) garage queen.

If this car is meant to be admired, so be it. After all, it does make quite a visual impact, doesn't it? Mixing well-known 911 motifs with a distinctive two-humped tonneau, it really looks like a Porsche' Speedster. Just like in 1955, it didn't take much to achieve this effect. The windscreen got shortened by 77mm, but, unlike the previous Speedsters, this car's windscreen rake remained the same as in the other 997s. The body is 40mm lower than a conventional Cabriolet, making it the flattest 911 of its generation. In combination with the 997 4S, extended arches (and the 964-style black decorative film mounted in front of the rear fenders) it also looks to be the widest.

For a complete sense of occasion, the Speedster's creators borrowed lightweight aluminum door panels from the 911 Turbo and a front lip spoiler that debuted on the nose of 911 Sport Classic. They designed and constructed the folding roof and the double-bubble tonneau cover especially for this model, still, effectively forcing the side

windows to take on a unique shape as well.

In good old Speedster tradition, the owner has to do without rear seats or any aid in getting the roof above his or her head. The mechanism is operated by hand and one needs to get out of the car to unload it, but the procedure remains logical and ergonomic in a very German way. The solution serves its purpose even during heavy rain. A close examination of the 991 Speedster Concept reveals that the new car might feature a far more spartan solution, a lightweight cloth attached with eight Tenax fasteners. Before we see the production version of the car, the jury is still out on whether this is just a car designer's fantasy or production reality.

After the main design work was done, it was Porsche Exclusive's turn to make the Speedster even more desirable. The final result is a highly elegant combination of some distinctive black details and Pure Blue paint that was created especially for this model. Even if it hasn't appeared on any other Porsche model to this day, even rarer (and thus more coveted) are the Speedsters finished

in plain Carrera White, the other colour option that was available upon request.

The cabin boasts even more details that make this car something much more than just yet another 911 derivative. There are some unique and quite striking parts, like the aluminum handbrake lever with Speedster lettering, and the chequered flag motif embroidered in the seat centres. Even without these trinkets, the cabin would still be quite a special place to sit, Porsche Exclusive's exceptional attention to fit and finish has managed to single-handedly elevate the final effect well beyond usual 997 fare. Virtually everything you touch here is leather, including not only door panels or dashboard, but air vent frames and seat bolsters.

Truth be told, the Sport Classic took this level of individualisation a step further, throwing into the mix such gems as leather-clad coat hooks. Possibly, it was this car that displayed the power of Porsche's Exclusive department most explicitly during its nascent times, as it had nothing more than just some body and cabin details to play with in its

quest to create a 911 that stands out. And stand out it did, ending up as possibly the hitherto most convincing reference to the 911s of yore. With its blatant '70s inspired bodywork details and cabin colours, this quirky limited edition 911 was a 997 like few others, if maybe not as appealing to the wider audience as the 991 Turbo S Exclusive Series that arrived eight years later.

The new 991 Speedster will likely be an improvement on this 997-based car on all fronts. For starters, it won't be based on a Carrera S. Instead, Zuffenhausen engineers have decided to go big this time by basing the new creation on the GT3, effectively making the drop-top version of Porsche's street-legal racecar we've longed to see. To complete such a feat, Porsche Exclusive has been aided by other two special divisions of the company; Porsche Design and Porsche Motorsport. These three great offshoots have teamed-up so that the new Speedster may deliver the same USP it has always stood for: the purest, rawest, and the most back-to-basics 911 driving experience of its time ●

*It was this car that displayed the
power of Porsche Exclusive...*





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Travelling Without Moving

Once the perennial Porsche 911 bargain, the 964's popularity has soared in recent years and so have asking prices. In celebration of this iconic 911's 30th anniversary we examine its story...

Story: Simon Jackson

Photography: Porsche



It is often the case when looking retrospectively at Porsche's history that we find ourselves discussing periods of hardship. Porsche's balance sheets, profits and losses certainly spiked wildly over the decades, often seeing it plunge into a dark abyss from where drastic measures and inventive changes were required in order to reemerge with head held above water. During the mid- to late-1980s, however, Porsche was in rather rude health. The boom years of the 1980s had been profitable and handy domestic tax legislation had made it possible for the company to invest heavily in infrastructure putting it in good stead for the future. However two things loomed large on the radar in Stuttgart.

Firstly an all-new 911 was already taking shape behind the scenes (production was slated for the end of 1988), always a tense time at Porsche, secondly came a perceived threat from the East – specifically Japan. So concerned were Porsche about the rise and rise of Toyota and Honda in the sports car sphere that talks between Porsche and the newcomers were rumoured to have taken place. The idea that a 1980s era Toyota Supra or even the technologically advanced (for the time) Honda NSX could de-throne the 911 might seem a touch laughable now, but these relatively unknown quantities without doubt worried those in charge at Porsche. The next 911 was therefore a very important car for the German brand.

With the technological tour de force that was the 959 not just in the back of everyone's minds but staring them in the face, there were questions over how closely related the next 911 would be to its supercar cousin. It had been agreed as early as 1984 that the next 911, the 'Type 964', and its turbocharged sibling (codenamed 'Type 965') would both be offered with four-wheel drive. It was an ambitious undertaking not least because the idea of a four-wheel drive road car was a pretty new one, but also because Porsche had a lot to learn about the concept before it could be implemented in a series produced vehicle. But, adding four-wheel drive to the forthcoming 911 was not the only cutting edge technological addition. The 964 was proposed



to include the latest ABS braking and air-bag technology, amongst other fresh advents of the period. All this should be wrapped in a new body that remained distinctly '911' so said the ruling Porsche and Piëch families.

Tony Lapine, director of Design at Weissach, was the man tasked with the styling job. Following months of tweaks in the wind tunnel, the design he and his team arrived at suitably reflected what had come before; 911s of old, the 928 and 959. But it also pointed to the future. Body aside though Porsche's biggest headache was the aforementioned introduction of four-wheel drive to the 911. Simply bolting in a setup mimicking the 959's was way too complex and costly, but some of its design principles could be carried over

– namely the solid driveshaft arrangement together with the use of bevel gears with helical teeth. A centre differential allocated torque between the car's axles, controlled by a hydraulic system which also worked with the ABS. While drive remained bias to the rear its allocation, alongside the car's division of weight front to rear, sought to irradiate understeer which Porsche had seen on its early four-wheel drive vehicle designs. It was a fine balance of gaining all the benefits of four-wheel drive without sacrificing the 911's historically important rear-drive handling characteristics. The system, which added approximately 100 kilograms to the 964, was called Porsche Dynamic All-Wheel Drive (PDAS). The weight gain was a problem.

The powerful 959 counteracted the added weight of its four-wheel drive system with pure grunt, things would not be so easy for the 964. Sticking with the air-cooled flat-six engine, Porsche set about extracting at least 240hp – an increase of around 40hp over the outgoing 3.2 911. Work on this had started as early as 1983 with the idea that it would be integrated into the 911 as soon as it was ready – prior to the launch of the 964. However Porsche's engineers struggled with a number of factors which meant the engine itself would ultimately delay the proposed launch date of the 964 altogether. A new twin plug design (with two spark plugs located at the top of the engine's combustion chamber) was used, it also boasted dual Bosch Motronic ignition

*30-years after its launch where
does the 964 stand in the
great 911 hierarchy?*



which posed its own problems to overcome. Porsche negotiated its way around the numerous issues over time, ending the process with first a 3.5-litre engine, but then finally a 3,600cc version producing 250hp, and 229lb ft torque. It was enough it felt to overcome the 20 percent weight increase between 964 Carrera and Carrera 4 – such was the weight penalty added by the four-wheel drive system.

In addition to the somewhat radical changes to the engine came equally seismic choices on the transmission front. Porsche had initially continued development of its old Sportomatic automatic transmission with a view to offering a revised version in the 964 (alongside a manual option). The continued work on the Sportomatic was not really born out of a love affair with its design and prospect but rather

out of necessity – at the time there wasn't a viable alternative. While Porsche's PDK system did exist, being used for racing in the 959 as it happens, it was in its infancy and applying it to the 964 would likely prove costly at this stage of its development. Nonetheless PDK was an option before a partnership with Audi changed things. The chaps in Ingolstadt were in need of an automatic gearbox for a new V8 product, and so the stars aligned in that Audi and Porsche could share the cost of developing a new automatic transmission with external supplier, ZF, for their shared needs. The Type 943 gearbox (an option only in the rear-wheel drive Carrera 2) subsequently termed the 'Tiptonic', was born. That in itself is a lengthy story for another day...

The 964 launched in 1989 with a fanfare

focusing on its technological steps forward – this 911 was approximately 85 percent new after all. For the 1990 Model Year Porsche launched a full range of 964s; Carrera 2, Carrera 4, coupés, Targas, cabriolets. The Carrera 2 and 4 shared much, with the exception of the number of driven wheels, naturally. Power was identical, weight distribution slightly different with the Carrera 2 boasting a more rearward allocation in comparison with the Carrera 4.

Yet, all these technical advances naturally had cost implications which had eaten into those aforementioned profits from the late 1970s-to-early 1980's. As a result some at Porsche felt the 964 missed the mark somewhat. Importantly though it remained to be seen what everyone outside of the company



thought of the new car. As it transpired the press reaction was positive, here was a 911 that was in many ways radically different and yet at the same time familiar – that’s exactly what everyone at Porsche wanted. The vast sums spent on the development of the engine in particular paid dividends – the new 911’s acceleration and general performance coming in for particular praise. But what of the biggest change – those cars equipped with four-wheel drive? Road testers at the time agreed that while there was understeer present during the cornering phase, this was a 911 that was far more stable than any Carrera before it, and one which once and for all actively addressed the 911’s dreaded ‘pendulum effect’ where things could begin going awry for the driver. Not only was the new 911 a success in the various

technologies it delivered then, but also in the driving proposition it offered....

So, some 30-years after its launch where does the 964 stand in the great 911 hierarchy? It is fair to say that this was a 911 which was vastly undervalued for a good number of years. The arrival of the highly regarded 993 as its replacement, and the subsequent shift from air- to water-cooling with the 996, each played a part in the 964 becoming an under-appreciated 911 underdog. For a period in the late-1990s to mid-2000s you could pick up a decent 964 Carrera for as little as £15,000. Those days are long gone but what remains here, no matter its monetary value, is a 911 which marks a real sea change in Porsche history. The last to sport the truly ‘classic’ silhouette with which we are so familiar, this

is an important 911. The resurgence of the 964 served to fuel the inferno that is today’s air-cooled Porsche scene, and it’s easy to see why. For many this 911 offers the best of both worlds. All of its modern innovations, its ABS, its four-wheel drive version, all of these factors help it to feel like a far more contemporary Porsche dressed in a classic lithe 911 body.

It seemed apt to illustrate our celebration of the 30th anniversary of the 964 with a 964 Carrera 4 30th Anniversary Edition – the ‘30 Jahre’ of 1993. The ‘30 Jahre’ Anniversary 964 was a special, limited-edition car to mark 30 years of the 911 – made use of the 964 Turbo’s wider body (note that it came without a rear wing), it used the Carrera 4’s four-wheel drive system and was available in only three colours; Viola Metallic, Polar Silver or Amethyst mixed



with a Rubicon Grey full leather interior. It quickly sold out but it wasn't the only sought-after variant of 964.

The 964 Speedster launched in 1993 boasted a shortened windscreen, modified roof structure, and signature double-bubble cover behind its front seats. Just 930 cars were

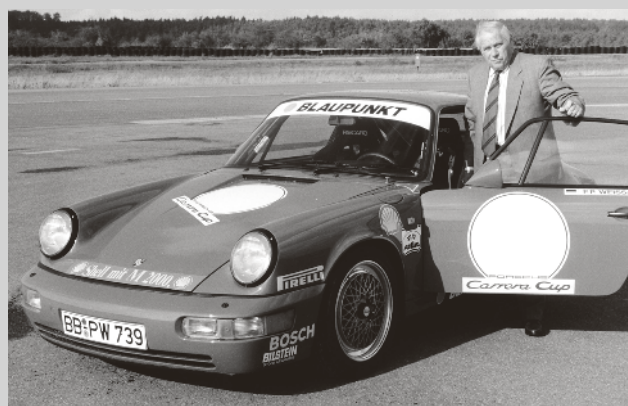
built based on the Carrera 2 Cabriolet, with a further 15 vehicles running the wide body turbo-look. The top-of-the-range 964 models were, of course, the turbocharged versions. The 964 Turbo initially adopted its predecessor's 3.3-litre engine, producing 320hp, the 964 Turbo S delivered an impressive 381hp – the

engine was switched out for a new 3.6-litre 360hp unit at the start of 1993. Porsche produced a total of 63,762 964s between 1988 and 1994, if you're the lucky owner of one today, no matter its flavour, you should consider yourself the custodian of an important slice of Porsche 911 history ○

CARRERA CUP & CARRERA RS

We take the various Carrera Cup championships, and the top tier Supercup series, as part and parcel of the Porsche proposition these days, but it all started with the 964. Designed to promote sales, Porsche created the Carrera Cup first in its domestic market of Germany, and subsequently rolled it out across other markets over time. Porsche's Ulrich Bez was the man who successfully lobbied for the creation of the series, Helmet Flegl and Roland Kussmaul developed the car which would be raced in it. A stripped-out and beefed-up 964 Carrera was the basis for the competition car running a tweaked version of the road car's six-pot with around 270hp and peak power delivered at 6,700rpm. Some 50 cars were hand-built in batches between December 1989 and February 1990.

These racing cars formed the basis of the Carrera RS, a road-going 260hp (240lb ft torque) version of the competition cars albeit with slight variations in their makeup. Porsche needed to build over 1,000 in order to satisfy homologation regulations and qualify it for Group N/GT racing. These cars were not undersealed from the factory, as such they benefited from a three year corrosion warranty instead of the usual 10. In the UK the Carrera RS was priced at £63,544 and for that customers could choose from three different versions; Touring with a normal dual-mass flywheel; Basic with a traditional flywheel and spring-dampened clutch assembly, and lastly Sport with a solid sintered clutch. While Touring and Basic versions were intended for the road, Sport variants were not. In the US a 911 based on the 964 Carrera RS was known as the RS America, it too is a rare beast.



Above: Herbert Linge with the 964 Carrera Cup. Below: 964 Carrera RS of 1992





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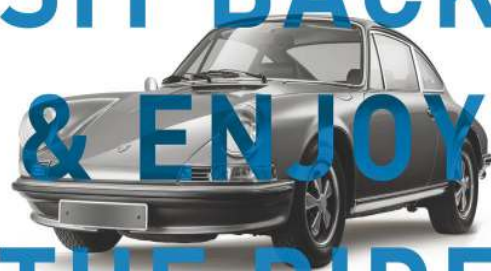
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Seats

The seats in your Porsche play an important part in making you feel at home, they can also be switched for more desirable aftermarket affairs...

Porsche know their way around interior design. There are some manufacturers who pay lip service to comfort and quality appointments, crafting a sumptuous and sylph-like body and then cramming the innards with crispy flat-based seats and cheap scratchy plastics, but Porsche have always taken a holistic approach to providing the full package. From the minimalist perfection of a 356 to the leather-lined tech-fest of a shiny new 992, everything is fit for purpose as well as pleasingly tactile and premium. It's a game they've been playing for generations...

THE PAST

Railing against the notion that the Germans don't have a sense of humour, Porsche have always been keen to populate their options lists with offbeat and unusual fabrics and patterns to reflect the sports cars' own sense of fun. Arguably the most well-known outside of Porsche circles is the iconic Pasha trim. This looks like a crossword puzzle on acid, with its mind-bending patterns

of repeating asymmetric rectangles and squares; originally designed for the 928, it was then adopted by the 911, 944 and 924 simply because buyers couldn't get enough of the trippy craziness of it.

Slightly more sober, but no less attractive, was the tasteful houndstooth. (Although in fact it wasn't technically houndstooth at all – that's made of tessellating windmill shapes, whereas Porsche's design was formed from interconnecting squares – we should really be calling it 'Pepita'.) This debuted way back in the Recaros of the 356C before finding its way into the 911 and sticking around until the early 1970s; it enjoyed a revival in the 50th-anniversary 911s of 2013.

A number of other supremely stylish designs featured over the generations; G-series 911s sported maroon bucket seats with white pinstriping, the 928 could be specced with burgundy leather seats with stripy cloth centres, and then of course there's the various tartan options born in the 911s of the 1970s and enjoying a retro revival today. While there have

always been sensible and understated fabrics, there's also always been the option to use the seats of a Porsche as a mark of character.

THE PRESENT

Today's Porsche seats represent the zenith of technology coalescing with design to create perches that are as safe and comfortable as they are supportive and hard-wearing. It may not be the first thing that comes to mind when you test-drive a car, but buying one with bad seats will make itself annoyingly apparent on the first long journey and then it'll haunt you every day; the amount of research and development that goes into Porsche's cushioning is staggering, and the variety of seats across the model range showcases a kaleidoscope of disparate needs and desires catered for with intelligent solutions. Look at the seats from the 911 GTS models, for example: these cars come as standard with Sports Seats Plus – leather recliners with Alcantara centres, electrically adjustable in numerous directions, with plenty of lateral support; Adaptive Sports Seats Plus are an option,





with 18-way adjustment and memory function, or there's the Sports Bucket Seats option with lightweight CFRP shells and integral thorax airbag.

As you move up the model range, the seats get more focused. The GT3 offers the same seat designs as the GTS (although with GT3 stitching), but also comes with the option of full buckets: the Sports Bucket Seats are still recliners, but full buckets are just that – one-piece race-style shells. The GT3 RS and GT2 RS turn this thinking up to eleven: the Adaptive Sports Seats Plus are

available if you're likely to be carrying a child seat on the passenger side, and the reclining Sports Bucket Seats can be specced if you're going to be accessing the back on a regular basis (to tie your grocery bags to the rollcage, perhaps), but the default option for the RS cars is full buckets entirely made of carbon fibre reinforced plastic. These featherweight race items have a 50mm height adjustment range and offer incredible lateral support, and are padded with the precise amount of squishy material to ensure that you remain

relatively comfortable on longer journeys without adding too much weight.

Of course, it's not all about race-ready hedonism. The Boxster and Cayman can be optioned with comfy seats featuring heating and ventilation these days, while the Cayenne, Macan and Panamera front seats can have integrated 10.1" colour touchscreens in the back with DVD players and USB slots to amuse rear passengers. As has long been the case, modern Porsche seats are fit for purpose, pleasingly tactile and premium.





The GT3 RS and GT2 RS turn this thinking up to eleven





THE FUTURE

Seat technology continues to evolve in line with all other elements of the automobile. So what does the future hold? Well, our crystal ball suggests that technology will play an increasing part in the bit of the car that most of the driver is actually in contact with: consider the nature of today's safety devices, with lane departure alerts and drowsiness warnings and blind-spot monitors – a logical extension of this would be to fill the seats with sensors to monitor the driver's physical and mental state. This would allow the car to flag a warning if they appear tired or enraged, perhaps adjusting the intensity of ambient lighting, modulating the temperature, even putting some appropriate music on the stereo...

While this all sounds like a move toward increasing complexity, it's likely that seats will actually become simpler in their operation. Having 18-way adjustability in your GT3 may be a wonderful thing if you have the knowledge and patience to perfectly tailor the seat position, but to a lot of people this is just a faff – they'll get it in approximately the right place and put up with it, which can be a one-way ticket to lower-back issues. So it would make sense for manufacturers (particularly in more culturally litigious markets) to put some R&D into developing a small number of strict, medically-tested seat presets to choose from, rather than bamboozling people with near-infinite adjustability.

Materials are also likely to evolve. Foam has been used in car seats for generations, but it's a far from ideal material as it markedly degrades over time, and also cannot be recycled. A mass-producible alternative hasn't presented itself yet, but you can be sure that seat manufacturers are working on it.

And of course, with the introduction and evolution of autonomous cars, we'll see the very shape and layout of seating change. If you're not physically driving the car, you don't need the same level of lateral support, you don't necessarily need to be as upright or far forward. It'll certainly be interesting to see how seat design changes along with the very nature of the automobile itself ○

FITTING AFTERMARKET BUCKET SEATS

While technology is advancing and seats are getting more and more swollen with gadgetry, there's a lot to be said for the timeless recipe of bucket seats with manual adjustment, lots of support, minimal weight, race-car looks and fabulous track-honed tactility. With the correct tools and know-how, bolting a pair of buckets into your Porsche needn't be especially tricky, as long as you consider all the angles.

The first thing you need to consider is how the seats are mounted. Your standard seats will be bolted to the floor on a subframe with runners that allow it to slide back and forth to adjust. Talking through options with your chosen seating specialist will explain how much of this OE adjustability you'll be able to retain with your aftermarket seats – base-mounted buckets simply bolt to the floor and generally have the option of either sliding runners or a fixed frame (which you'd use if, for example, you were building a track car that only you would be driving). These may require a little modification depending on whether or not the bolt holes line up; wherever possible it's preferable to reuse the existing mounting holes – if not, careful drilling is required so as not to compromise anything structural or breach any fluid lines, and of course new holes will require structural reinforcement. Thankfully most aftermarket seats are available with model-specific fitting kits to line up with the OE mounting points so you should be able to avoid this issue altogether.

Side-mounted bucket seats are a little different, as these have mounts that (as the name suggests) bolt to their sides and wrap around underneath, which then bolts to the floor in the traditional way. Why make it different? Because the FIA say so – race cars need side-mounts. You can fit sliding runners with seats like these, although they do then cease to be FIA-approved so it depends what you're using the car for.

And what about seatbelts? With aftermarket seats you can still use your standard-fit belts, although it's worth noting that if you have pre-tensioners these need to be mounted under the seat rather than to the seat itself. However, if you're going the whole hog with bucket seats it makes sense to fit harnesses too: the lap straps can be bolted to the frame under the seat, and the shoulder straps passing through the back of the seat need to run at least at a 45-degree angle and be bolted to the floor, or attached to a harness bar if you have a rollcage fitted. (Don't run them straight down the back of the seat, it's unsafe!) What a lot of track day enthusiasts do is to fit harnesses and keep the stock seatbelts in situ too – that way you can be strapped in tight on the track, then just use the regular three-point belt on the way home. Anyone's who's tried to negotiate a tollbooth or ticket barrier when strapped into a harness will tell you it's actually quite annoying...

There's a world of choice available when it comes to bucket seats, from the basic £100 budget items to the £5,000+ carbon race seats from big names like OMP, Recaro and Sparco. The most important thing – which sounds like a no-brainer, but isn't something everybody considers – is to sit in them before you buy them. Many people buy simply on brand and spec, but the quality and shape of your seats is something that'll make a marked difference to the driving experience every time you use the car. Research is key. It's not all about lateral support, you also need to be comfortable.

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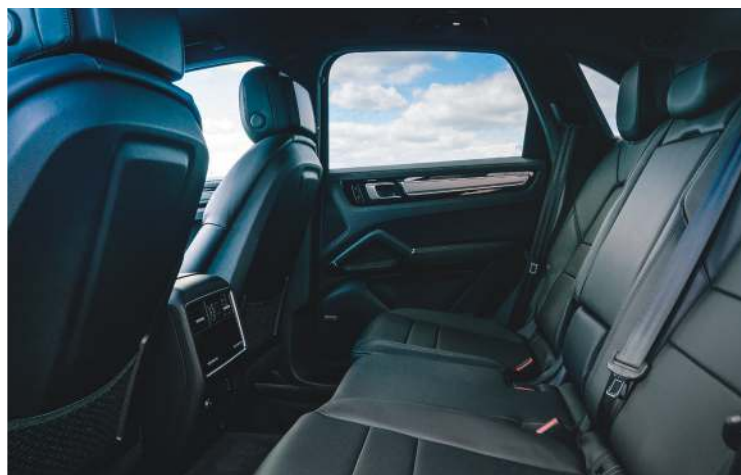


Comfort Zone

Majoring on performance, practicality and comfort, might the latest Cayenne S be the best all-rounder currently available from Porsche's SUV range?

Story: Simon Jackson Photography: Dan Bathie





While there are still those who believe Porsche has no business making SUVs, I'd wager they're in the minority these days given that every manufacturer and their dog now makes the things. My neighbour, however, isn't one of those subscribed to the Porsche SUV mentality. She politely explained as much to me when I arrived home in the Biscay Blue Metallic Cayenne S you see here. Normally in approval of the Porsche coup's that grace my driveway, in the nicest possible way on this occasion she's wrong. What she doesn't know is that the Cayenne has long been both an excellent way of moving people and clobber, but also a psychics defying instrument that somehow manages to blend Porsche's trademark handling and performance with practicality. It also happens to be as good to drive on the road as it is off it. Cayenne's of old were excellent all-rounders with presence and prestige SUVs from other manufacturers could only dream of – this latest version is even better still at all of those things.

Out of context this looks not just like a large vehicle but an absolutely enormous one. That's before you park it next to a Ford SUV, truck or MPV of the same age, or meet head-on the latest Audi Q7. Then you soon realise it's actually no larger than any modern vehicle of its type. In fact the Cayenne shares the same MLB platform as VWG group siblings like the Bentley Bentayga, Lamborghini Urus and Volkswagen Touareg. There's no escaping though that the Cayenne has grown over the years, it's not so much its near-as-damn-it five metres of length that's an issue, but its width. The average residential street in the UK can be as narrow as 5.5-metres, rural routes narrower still. At nearly two metres wide the Cayenne's width can make back routes bum clenchingly exciting for all the wrong reasons, but in every other given road situation it simply rules.

This mid-range S model is likely to be the pick of the bunch for the vast majority of Cayenne customers. It has a 2.9-litre twin-turbocharged V6 petrol engine putting out 440hp and a colossal 406lb ft of

torque, naturally that power drives all four wheels. Its eight-speed Tiptronic S automatic transmission coming from ZF for the simple reason that the Porsche PDK system cannot provide the same towing capacity. As has been the case in the past torque is divided between front and rear axles but also to whichever individual wheel requires it. That's part of the reason why the Cayenne is so good off-road, though only a small percentage of owners will ever find that out.

More important here I feel is performance, and in that regard this latest Cayenne manages a trick Porsche SUVs have performed for some time now in delivering blistering pace. While the dash to 62mph can be dispatched in just 5.2-seconds in the real world it's the in-gear acceleration between 50 and 75mph that proves most impressive – it'll add that 25mph in 3.5-seconds. What that means is that on the motorway there's little which can execute a lane change quite so swiftly. And it's here, with that mid-range punch, that you'll most notice the usable power on offer. On quick A-roads it's entirely possibly to forget that this is a two-tonne vehicle until inertia and gravity get the better of you...

The car you see here benefits from the optional Sport Chrono Package (£774.00) with which you'll undoubtedly be familiar. This affords it the steering wheel mounted 'mode' switch, allowing the driver to cycle through the various driving modes – the most eager and focused state of readiness, Sport Plus, being the main point of interest as always. But no matter which adaptive damper mode is selected the steel springs underneath this vehicle and its – standard issue – Porsche Active Suspension Management (PASM) serve to work wonders. The small amount of vertical and lateral movement is impressive for a vehicle of this size, but as is so often the case with Porsche it's the steering feel that amazes. Its beautifully weighted nature communicates exactly what is going on underneath and rewards in all circumstances, from simple town driving to more spirited drives.

More interesting than the speed at which modern Porsche vehicles like this gain pace





On quick A-roads it is possible to forget that this is a two-tonne vehicle...



and maintain it though is the way in which they scrub speed off. Such is the power of the new Porsche Surface Coated Brakes (PSCBs) fitted to this car as a £2,105 option, that you end up driving for the dozy tailgater behind at all times. Should you deploy all of the braking ability available at any given moment he or she would have their head buried in the PCM system before their right foot so much as flexed toward their own brake pedal. PSCBs sit above the standard steel brakes and below traditional PCCBs (Porsche Carbon Ceramic Brakes) in the options list, however PSCBs are ceramic and as such offer a similar level of stopping power to PCCBs. You can differentiate them from their counterparts via both the white brake callipers and mirrored discs, hiding in this instance behind optional 21-inch Cayenne Turbo Design wheels. These discs are said to create no brake dust. Like PCCBs they like to be used hard at times, poodle around town and they'll quickly develop an annoying squeak – like PCCBs – which is difficult to clear. This was the first time I've driven on PSCBs and I feel they're a little grabby, with pedal feel slightly lacking compared to traditional ceramic discs, so the

jury's out on those for me. However, I would say that with a vehicle of this size, weight and performance, stopping quickly and safely is crucial and the confidence the PSCBs afford is therefore invaluable.

While all this talk of dynamic handling characteristics and traditional sports car levels of performance is one thing, it's obvious that no-one buys a Cayenne unless they rate comfort, versatility and practically. This latest Cayenne is without doubt the most luxurious and comfortable version yet. The Porsche GB website says that the Cayenne is the 'Sports car for five', that's not just marketing hyperbole for it will move five people in utter comfort like few other vehicles could. With passengers comes their "stuff" and for that there is a cavernous boot together with various door pocket compartments as you'd expect – generally speaking it's just so spacious in here and that really comes into its own when you're on a longer journey with people on-board. Oh, and the benefits of the electrically operated automatic tailgate should not be underestimated for those under six-foot-five!

Ahead of the raised centre console comes the latest PCM system with its widescreen

touch sensitive display, it really modernises the Cayenne's interior in a way that raises the sense of quality too. It has everything you could think of; satellite-navigation, Bluetooth, DAB, Apple CarPlay and Android Auto – it's also intuitive and impressive to use, though if such things bother you as they do me then watch those dirty fingerprints...

In summery then I'd say that the composure of this car in any given situation is, other than down those aforementioned tight country lanes, utterly relaxing for the driver. The Cayenne has long been an excellent all-rounder but this latest version really does raise the model's game. Existing and forthcoming 'sporty' model variants will offer attractive performance but the S tested here has all the grunt one could need. I think that, taking into account its performance, size and weight, that the 30-33mpg it returned during our test is pretty profound. While I do still miss Porsche's diesel engines the latest generation of turbocharged petrols are accomplished and silky smooth. Prices for the Cayenne S start at £68,330.00, with its options our test car was priced at £83,936.00 which is getting up there a bit, but let's remember that we're talking about a premium SUV in every sense. Ultimately this Cayenne's uncanny ability to shift between relaxed motorway cruiser and hot hatch bothering performance tool is exactly why it deserves to wear a Porsche badge – and part of the reason why it's entirely worthy of its price tag. Those, like my neighbour, who believe that Porsche should "stick to building sports cars" need to grasp something: the Cayenne is a sports car... ○

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Rare Breed

This rare Copper Diamond Metallic 1975 930 Turbo has been fully restored by marque specialists, now it is ready to find a new home...

Story: Simon Jackson Photography: Various



It's a well known fact that first and foremost manufacturers go motor racing in order to sell their products – cars. They also use racing as a means to learn, to test their technical expertise and push the boundaries of what is possible. The theory goes that these learnings are then applied to their road-going vehicles. Historically speaking Porsche has very much followed this route. In modern times we can look to the links between its championship-winning endurance racing hybrids and its road cars, but in the past it was turbocharging technology that took a giant leap forward thanks to motor racing.

In the 1970s Porsche's iconic 917, a car which we celebrate in this very issue as it happens was, put simply, mighty. Unsurprisingly much of the reason it ruled on the racetrack was because it was damn quick, its pace aided throughout its lifetime in no small part by turbocharging technology. Through this car Porsche learned much about forced induced engines, but it didn't want to waste those lessons without translating them to its road cars. The idea for the ultimate performance 911 road car was born.

The monstrous 911 Turbo Carrera RSR 2.1 and the Carrera RS 3.0 of the mid-1970s gave up their secrets to enable Porsche to build a road-going 911 Turbo – it would be the firm's flagship model. Not just the fastest but also the dearest, this high-end, high performance machine debuted at the Paris Salon in October 1974. Its cost was double that of a conventional Carrera. In simplistic terms of course this was instantly recognisable as a 911, but it had bulging bodywork with widened wings, flared arches, deep chin spoiler and air intakes to suck fresh O₂ into its force-induced motor. Together with the vast 'whale-tail' rear

spoiler, it naturally all spoke of purpose, but it performed a functional role too – adding downforce to the 911's lively rear-end. So too staggered Fuchs wheels, which looked great but also provided a wider footprint for added grip. And yet, despite these advents designed to tame the car's performance, the 930 Turbo quickly gained a fearsome reputation – treat this 'widowmaker' with its weight hung over the rear axle with respect, or pay the ultimate price came the rule of thumb.

As has often been the case with performance orientated Porsche cars, demand far outstripped supply when it came to purchasing one of a limited run of 274 initial examples of the new flagship 911. Invited customers – read 'friends of the brand' were permitted to buy early cars, the rich and famous such as Steve McQueen and even royalty would have to wait until 1976 to get their mitts on cars. For the Americans on the waiting list that was in part thanks to the fact that the inaugural model year (1975) was never made available in the United States. Further Porsche racing successes during this period with the 934 and 935 served only to further contribute to the excitement surrounding the 911 Turbo. In short, an enduring legend was very much born.

Naturally the exterior aesthetic played a big part of this model's appeal, but so too did its engine and featherweight nature. At just 1140kgs, the 930 Turbo of 1975 is the lightest and purest Porsche 911 Turbo ever built. Its Type 930/50 2,994cc SOHC air-cooled horizontally opposed six-cylinder motor develops 260hp at 5500rpm, the real party piece being the engine's single KKK turbocharger. That, mated to a Bosch K-Jetronic fuel injection system, four-speed

manual transmission, independent front and rear suspension, and four-wheel ventilated disc brakes ensures this car is a traditional purist's performance Porsche.

The stunning Copper Diamond Metallic 1975 930 Turbo you see here is really rather special – it is car number 55 of the first batch of 274 vehicles. So, not only is it rare but it's a finished in a stand-out colour too. This 911 went into production on 27th January 1975 and was first delivered on 5th March that same year to Porsche Centre Autorama in Verona, Italy. Not destined for a customer initially, it was first used as a demonstrator – put to work as an exhibition piece. The Copper car's first 'proper' owner was a Swiss gentleman whose name is sadly unknown, while fast-forward to modern times and its current owner acquired it from well-known Porsche collector and author, scribe of the Carrera RS book no less, Dr Georg Konradshiem of Vienna.

The car's condition was wholly original, including the 'hens teeth' rare original carpeting, 7x and 8x15-inch Fuchs wheels, and rare original black headlining, showing barely any rust at all it had just 57,000 miles on its odometer. Despite this in early 2015 a mammoth restoration began, an undertaking that would last a total of two full years. At the helm was respected specialist Mashmotor, marque experts located near Budapest in Hungary and, as you can see, a fine job has been made of the task at hand. Naturally any restoration is aided when the subject vehicle is factory standard and complete, which this matching-numbers 911 very much was. However, nothing should be taken away from the level of detail Mashmotor has gone to on this unique Porsche.





"As you can see the guys at Mashmotor have competed amazing work – all of the details are correct," commented Mikael Berg, the car's current custodian. "It is like a new car to drive, so nimble and soft – and very fast! The feeling in these old Turbo cars when all the power comes in between 3,500-5500rpm is almost scary. When you drive this car you understand why there are not too many left!"

Now offered for sale, this rare 911 certainly ticks a number of boxes for any would-be collector – not least because it is such a highly sought after model being of 1975 vintage and resplendent in its special order paint hue

(code 432) with a matching Brown / Beige Leather interior. Its comprehensive restoration to concours standard by marque experts only adds to its appeal, so too that it comes with its Porsche Certificate of Authenticity, Porsche supplied owner's manual, original (pair of) keys and key holder, vinyl bag and a file of service invoices. Included as well is its original tool kit, spare wheel, jack, and air pump. Last but not least it also comes with a detailed handbook covering its incredible restoration, alongside numerous photographs documenting the process itself. Someone will gain a seriously cool slice of 1970s Porsche

history here...

Certainly rare in period, today examples of matching numbers 1975 Porsche 930 Turbos, especially cars in fine form like this one, are scarce indeed. According to Ryan Snodgrass, author of the Turbo 3.0 book, estimates of remaining early cars are said to be in the region of only 20 to 30 globally. We'll leave the last words to Mikael:

"This 1975 Porsche 930 Turbo is a one of a kind ultra-rare collector car, offering very fast and sporting attitude – it will make a great addition to any concours collection of Zuffenhausen's absolute finest." ○



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Porsche 930 Turbo 1975

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Car no. 55 of only 274 built for 1975 inaugural model year.

Matching-numbers example restored to concourse standards.

Copper Diamond Metallic with Brown Beige Leather interior.

The car will be displayed at **Techno Classica Essen 10-14 April 2019. Hall 7. Stand 506.**

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968 Brake Upgrades

The 968 was the ultimate development of the transaxle family of Porsches which began with the 924. But that doesn't mean it can't be upgraded to offer even more perfect performance...

BIG RED

'Big Red' Brake Calliper Upgrade Kit

Similar to the OEM-specification 'Big Red' brake callipers fired to 993 Turbos, 'Big Red' kits are perfect for owners of 968 Club Sports who wish to tweak their cars' standard set-up. Sold in pairs of two – there's one caliper handed for both the left and right sides – the upgraded kit comes with two 332mm x 32mm discs, one set of brake pads with eight shims, as well as a set of stainless steel hoses. Also included is a bracket kit which is essential to fit the bigger set-up. Worth noting, a minimum wheel size of 17 inches is needed for clearance issues, while some cars will also need wheel spacers to clear the brake calliper offset.

Fits: 968 Club Sport (1993-1995)

Approx Price: £995.00



BREMBO

Brembo Premium Brake Fluid

With over forty years of experience in the racing world, instantly-recognisable brand Brembo is one of the global leaders in design, development and production of braking systems. And although the company may be more well-known for its hardware, its range of Premium brake fluids has undergone the same painstaking development process. With a reduced viscosity in addition to a higher $\geq 260^{\circ}\text{C}$ boiling point, Brembo's Premium brake fluids are claimed to offer superior resistance to 'vapour lock' – the formation of vapour bubbles when a brake fluid boils – and ensure braking efficiency at low temperatures. High anti-corrosion properties and a resistance to oxidation also mark out the Brembo fluids, allowing for unaltered chemical and physical characteristics in the braking system over long-term periods.

Fits: 968 (1992-1995); 968 Club Sport (1993-1995); 968 Sport (1994-1995)

Approx Price: £7.55 (1 litre bottle)



EBC

EBC Red Stuff 'Fast Street' Brake Pads

Fast road-biased for repeated heavy braking, the EBC Red Stuff 'Fast Street' brake pads are claimed to emit much less dust than semi-metallic brake pads, and have been proven to stop cars up to 13 metres quicker than some OEM components. Introduced in late 2003, EBC Red Stuff pads feature the company's 'Brake-In' technology, which takes the form of a mild abrasive and red-coloured surface coating. This is said to both help significantly reduce bed-in time and lightly scrub the brake disc after installation for faster application of optimum braking performance. EBC Red Stuff pads are sold in sets of four per axle.

Fits: 968 Club Sport (1993-1995); 968 Sport (1994-1995)

Approx Price: £80.84



GOODRIDGE

Goodridge Stainless Steel Brake Hoses

Sold in sets of four, Goodridge's range of high-performance stainless steel and race-bred brake hoses are said to be constructed from finest quality hoses and consist of PTFE inner covered by a braided stainless steel outer. Stainless steel brake lines provide a more responsive and firmer brake pedal by eliminating the 'spongy' feel that often accompanies OEM rubber brake lines. For 968s with the 'MO30' sport chassis option.

Fits: 968 'MO30' sport chassis (1992-1995)

Approx Price: £66.02



HAWK PERFORMANCE

Hawk Performance Blue 42 / Blue 9012 Racing Brake Pads

A favourite of Sports Car Club of America (SCCA) and the National Auto Sport Association (NASA) in the US, Hawk Performance states that its proven reputation in motorsport aids the development of its products. The 'Blue 42' and 'Blue 9012' brake pads are accordingly rooted in motorsport and are only for racing use. The number one seller in the SCCA series, the Blue 9012 is an entry-level, multi-purpose compound pad which operates from 250-1,000°F. Designed to provide low to medium torque with excellent brake release characteristics, Hawk states that it is still aggressive enough to stop your 968 in an instant. The company also says that to achieve 'race level' braking, the high levels of friction may affect disc noise, wear, dust, and pad life. Front and rear, as well as standard or sport suspension fitments are available.

Fits: 968 (1992-1995)

Approx Price: From \$156.53



PARAGON PRODUCTS

Paragon Products Brake Cooling Duct System

To fit 968 models with standard brakes and callipers (and not those with the 'MO30' sport chassis option), Paragon Products' brake cooling duct system feeds more air into the complete braking system, thereby increasing its performance. Its kits feature a pair of ABS intake scoops for the bumper, a pair of black anodised aluminium backing plates, a length of high quality 500°F silicone hose, two 1/2" hose clamps as well as eight 50# black nylon tie wraps. If a kit isn't needed, 9 Products offers a pair of stainless steel brake cooling plates without the cooling hoses from as little as £75.14.

Fits: 968 (1992-1995)

Approx Price: \$360.00



STOPTECH

StopTech Sport Drilled And Slotted Front Brake Disc

Fresh from the US, the 'Sport', StopTech's range of drilled and slotted brake discs were formerly known as PowerSlot or SportStop products. Manufactured from a high quality ceramic parts blank casting, the StopTech discs are finished in a durable black e-coating for resistance to corrosion. Both sides of the hat, the cooling vane interiors, as well as the outside edge of the disc all feature the electro-statically applied finish which has been designed to withstand 400 hours of salt water exposure without rusting. Said to improve the initial bite of the brake pads themselves, the StopTech discs are also said to wipe away any debris which forms between the pad and the disc itself.

Fits: 968 (1992-1995); 968 Club Sport (1993-1995); 968 Sport (1994-1995)

Approx Price: \$122.99 each



A FEW HANDY CONTACTS:

www.autoatlanta.com

www.brembo.com

www.demon-tweeks.com

www.design911.co.uk

www.ebcbrakes.com

www.ebcbrakeshop.co.uk

www.hawkbrakesdirect.com

www.lindseyracing.com

www.paragon-products.com

www.porscheshop.co.uk

www.stoptech.com

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HOW TO BECOME A BETTER, SAFER & FASTER DRIVER

'High Performance Principles' is crammed with straight-talking tips and techniques, all designed to make driving any powerful sports or supercar all the more engaging, more enjoyable, and more rewarding.

Written by Porsche-trained driving consultant, Ivan Thompsett, this new e-book was borne of a desire to freely share key advice to give you at least a taste of what you can expect to gain from elite-level driver coaching.

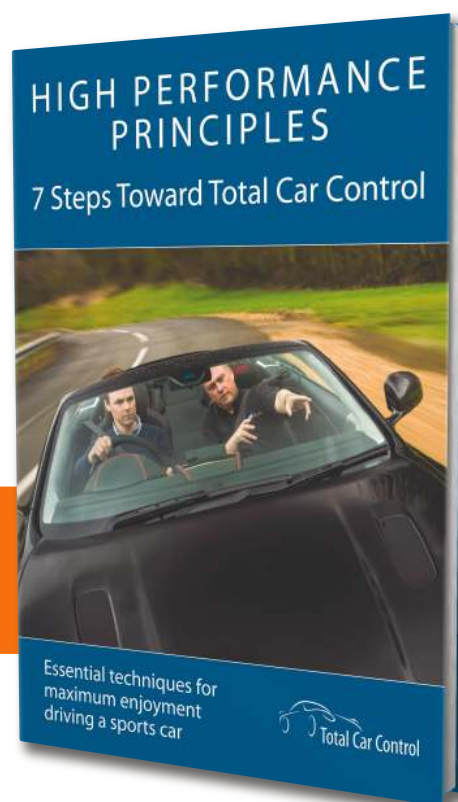
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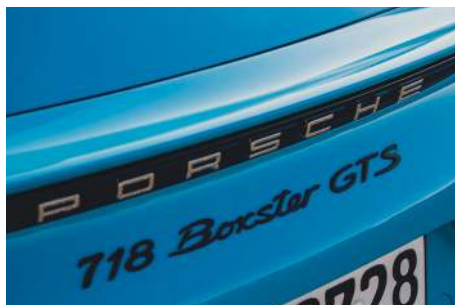
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Mythbuster: DECIPHERING THE PORSCHE CODE

Do you know your 911L from your 911T, or your Panamera Executive from your Panamera E-Hybrid? Let us help you crack the Porsche internal 'Type' number and official naming code...

Most Porsche enthusiasts are aware that every model from Zuffenhausen has an in-house type number in addition to a more obvious and official name. Some are very close to each other, if not the same; some are quite different. Most are iconic: the 911 is widely referred to by its internal codes over its eight generations and instantly recognisable badges such as Carrera, Speedster and Spyder are all part of the Porsche religion.

Porsche's in-house numbering format started in 1931 when every engineering project of Dr. Ing. h.c. F. Porsche GmbH given a consecutive number. The first, number 7, was a saloon car design for German manufacturer Wanderer, while 22 was given to the fearsome Auto Union Grand Prix racing car. The Type 60 was the Volkswagen Beetle. The numbers didn't just refer to complete vehicles either: every order, every engine, every mechanical component drawing was allocated a number. The first car which bore an internal type number as a name was the 356. The 550 Spyder was next.

The 911 broke the rules, though. Due to possible future cooperation with Volkswagen, the 356's successor was mooted to be harmonious with the number ranges used with Porsche's close ally. With the sequence of numbers starting 900 unallocated, '901' was chosen to start things off for the new six-cylinder coupé, its four-cylinder sister being '902'. We all know what happened next, and how the 911 went on to become even more of a legend than its pretty and popular predecessor. The subsequent 914, 924, 928 and 944 followed in the 911's type number-naming tyre tracks. And while flexibility has been needed to expand the system over the intervening years, the Weissach engineers have stuck to their '900' type number guns.

But what of other legends of Porsche folklore? 'Boxster' is derived from the boxer engine and roadster configuration; 'Carrera', perhaps more obviously, comes from the Mexican road race, the Carrera Panamericana, although it was also the name of the Type 547 four-camshaft engine designed by Porsche engineering legend Ernst Fuhrmann. Other more recognisable designations

include 'RS' (RennSport) which denotes a motorsport-derived road model – 'RSR' is a pure competition machine – and 'Speedster', referring to cars with a significantly lower windscreen.

Depending on your knowledge of all things Zuffenhausen, lesser well-known designations include 'Executive', assigned to Panameras with a 150mm-longer body to aid rear seat passengers, as well as 'L' and 'T' versions of the first 911, which signify more luxurious ('Luxury') and entry-level ('Touring') models. 'GT' and 'GTS' cars offer a sportier character than the standard models on which they are based, and have their roots in motor sport homologation for the GT class of racing. Simple 'S' badges offer more powerful engines, and '4' stands for four-wheel drive.

To newcomers, it may seem confusing wandering through the Porsche model maze, but the clues are there. And as with other naming or numbering conventions, some are more obvious than others, but deciphering them all just takes a little know-how and applied thinking. Which are strategies Porsche has been employing for over 70 years ○





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

Hammer price:
£31,500



A few sparklers caught our eye; the 968 Sport, for one...



Hammer price:
£158,750



The London Classic Car Show is one of the first big motoring events of the year in the UK, and it's been growing in stature for the last few years. This time around, Coys saw fit to park all of its auction lots together and invite punters and onlookers into an amusingly awkward after-you, no-after-you scenario (very brave, hope nothing got scratched), and the auction itself was a roaring success. Not a massive number of Porsches on the books, although there were a few sparklers that caught our eye; the 968 Sport, for one, looked to be an absolute peach. With 65k on the clock and the same owner since 2005, it made a deserved £18,000.

Similarly alluring was the 1968 912. This Irish Green example was first delivered to the Netherlands; it arrived in the UK in 2015 and looks to be a decent low-mileage survivor – £31,500 was the price for this one. And finally, we fell a little bit in love with the 993 Turbo. Boasting the X50 pack (which affords it extra power – 430hp to be exact), this car has only covered 22,500 miles and looked absolutely immaculate. £158,750 bought this one. Big money, but they're not going to be getting cheaper...



Hammer price:
£18,000





Hammer price:
€189,750



The annual Rétromobile extravaganza gets bigger and better every year, and it's hardly surprising that all the major auction houses want a piece of the action. RM Sotheby's sale was particularly dazzling, with a veritable smörgåsbord of sought-after Porsches mingling among the top-flight offerings. Notably astounding was the 1956 550 RS Spyder by Wendler: it enjoyed an extensive racing career with Ecurie National Belge, including at the 1957 24-Hours of Le Mans, and was sympathetically restored by Porsche Würzburg in 2000. It's got a series-correct engine and transmission, is eligible for all sorts of historic events, and crossed the block at a mighty €3,042,500.

At the more modern end of the spectrum of amusingly expensive Porsches, we find the 918 Spyder; the 2015 example on offer here was positively brimming with options, had only covered 4,100km from new, and sold for €1,101,875. And if you like the idea of mid-engined modern-era Porsche supercars but don't fancy paying seven figures, how does the idea of a Carrera GT grab you? This 2004 car has been owned by the same German chap from new, has been used as intended rather than mothballed (it's clocked up over 25,000 km), and sold for a comparatively bargainous €651,875.

Winding back to the old-school, the 1967 911 S looked frankly sensational in its original Blutorange paint. A super-desirable first-year S, it was originally a California car and retains its original engine and transmission, and even has its original sales brochure, service manual, jack and tool bag – a lot of boxes ticked here for the discerning collector, and the final value of €189,750 reflected that.

The 356B Carrera 2 Coupé by Reutter was another pristine 1960s treat, this '62 having been upgraded to GT spec in period and extensively raced. More recently it's been thoroughly and beautifully restored, and now represents a minty-fresh and usable 356 with a fascinating history. An even €500k bought it. And last but very much not least, the 1992 928 GTS was completely delightful. Offered from the infamous Youngtimer Collection, this 928's sober silver exterior hides a lurid purple cabin; it spent its whole life in Spain until 2017, and has only covered 17,000km. Manual gearbox too! €138,000 was the final figure.

Hammer Price:
€1.1m



Hammer Price:
€138,000



RM Sotheby's sale was particularly dazzling, with a smörgåsbord of sought-after Porsches

Hammer Price:
€651,875



Hammer Price:
€3.0m



Hammer Price:
€14,950



Hammer Price:
€86,250



Hammer Price:
€805,000



Hammer Price:
€126,500



Also in Paris in February we found Bonhams, who brought a pretty staggering level of Porsche quality to the scene. Opening proceedings in devastatingly gobsmacking style was the 1950 356 split-window 'Four-Digit' coupé – the digits referring to the chassis number, in this case 5310. These ultra-rare pre-A split-window cars make hens' teeth look luxuriously abundant, with only thirty thought still to survive. This one has only had four owners, enjoyed a €25,000 restoration in the 1990s, and in recent years has won more concours 'best in show' trophies than you can shake a camshaft at. €805,000 was the predictably colossal selling price for this beguiling curio.

Eye-watering 356s turned out to be something of a theme, in fact – the 1961 356B coupé was very much deserving of its €69,666 hammer price, being a very honest matching-numbers car; a concours winner that's also properly usable, there's a rare thing. And if you like your 356s roofless, the '65 C cabriolet was another stunner – an ivory sweetheart with red leather and a beautiful resto, this final-year cruiser topped off at €126,500.

If all these sports cars have got your head spinning with their raciness, why not slow things down with a tractor? (...is a phrase you don't hear very often.) Continuing the trend of restored Porsche agricultural machinery commanding surprising figures, this 1958 F208 tractor weighed in at €14,950, and will surely now offer someone a supremely stylish way to harvest their spuds. And back on Planet Sports Car, we were kinda besotted with the '72 911T Targa. For one thing, it was fabulously brown. And with the iconic Fuchs wheels, an engine rebuilt to 180bhp 'S' spec, and a detailed restoration that allowed it to be listed in 'as new condition' (a loaded phrase indeed), this seemed worth every cent of its €86,250 selling price.

BUYING GUIDE: CAYENNE (955/957)

The march of the SUV is relentless in this day and age, with an increasingly large percentage of buyers clamouring for that commanding road presence and bigger-is-better approach to interior and exterior design. Given that we're a fair few years into the performance SUV era, it stands to reason that early examples are becoming really quite affordable now; it's true of early-2000s Range Rovers and those oddball V10 diesel VWs, and of course you'll also spot this behaviour with the original-shape Cayenne. It's possible to buy one of these mighty machines for under £5k... but should you?

Well, yes and no. There are bargains to be had, that's undeniable, but you really need to test your definition of the word 'bargain' – Cayennes are not cheap to run, and if you're buying one from someone who claims they've been able to run it on a shoestring, you're probably better off walking away as it almost certainly won't have been looked after properly. These can be cheap to buy, but they're still Porsches. However, going into the purchase with your eyes open and thoroughly inspecting everything can result in a huge amount of quality car for a surprisingly un-huge outlay.

Which one to choose? Well, the model range can be subdivided into two codes – 955 denotes the early 2003-07 cars, while 957 is the 2007-

10 facelift. The base model uses a VR6 engine shared with the VW group, initially a 3.2 which was upped to 3.6 with the facelift. The Cayenne S had a 4.5-litre V8 (4.8 in the 957); the GTS had this engine tuned for more power, along with uprated suspension and a brimming spec list. The Turbo added a brace of turbos, and the Turbo S offered some frankly huge power figures: 510hp and 530lb ft for the 955, and a whopping 540hp and 550lb ft in the 957. But not everyone demands this scenery-blurring defiance of physics, so there was also a Cayenne Diesel, packing a VAG-sourced 3.0-litre V6 TDI. Something for everyone, then. It's an intelligent SUV fusing sporty handling with cossetting luxury, while also being more than capable off-road. If you find one with the optional off-road pack, you'll get disengageable anti-roll bars for greater wheel articulation and lockable diffs for more mud-plugging traction, along with rock rails and skid plates. At the same time, on-road 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. Buy well, and all this could be yours for the price of a used Ford Fiesta.



PRICE GUIDE:

Project: £4,000

Usable: £12,000

Excellent: £17,000



BUYING TIPS:

- Most Cayennes won't have ventured very far off-road, but have a good poke around underneath if you can to ensure there's no significant damage from rock impact
- Tailgates are sometimes troublesome – locks can break, and the opening glass section can fail to close properly, so check all is well here
- Electrical issues are not uncommon with early cars – to the extent that some dealers refuse to sell pre-2007 Cayennes! Check the history very thoroughly if you're looking at early cars, and be sure to press every single button and ensure that it's fault-free
- If the car's suffering a misfire, it's probably attributable to failed coil packs – these aren't usually too dear to replace
- The valve block on the automatic gearbox can falter – if you mysteriously lose drive, then find it jerk back into life, that's a symptom
- The early V8's plastic coolant pipes are weak and should be replaced with superior aluminium ones from later cars
- 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. A good way to test for this is to turn the headlights on: if they immediately flick to main beam, or if the indicators flash, you'll know it's got ECU damage
- 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; a replacement engine will be way, way more than the value of the car. 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 flaky 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



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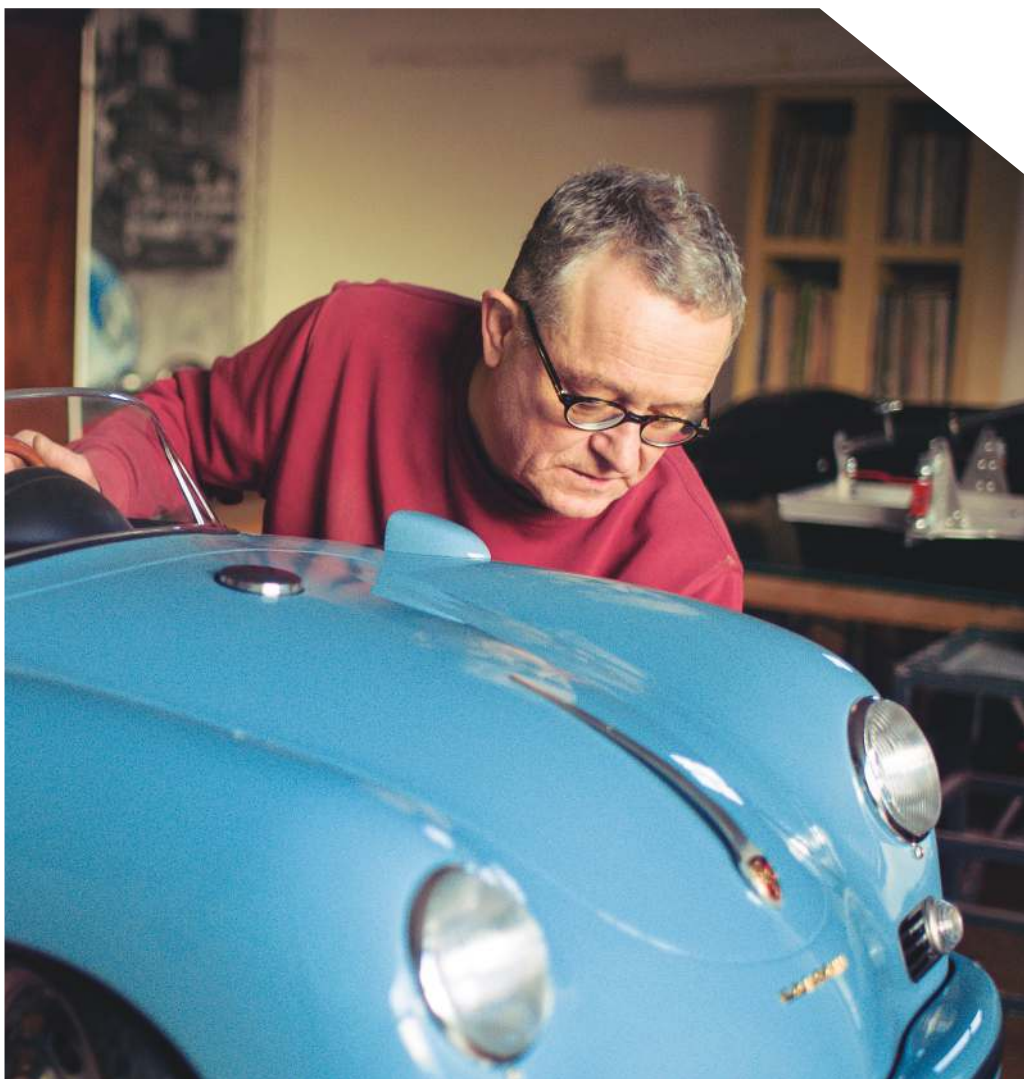
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Bernd Pennewitz

Off the back of a love affair with the full size versions, Bernd Pennewitz has made a name for himself creating iconic miniature Porsche replicas with electric drivetrains...

In the entertainment industry they say never to work with children or animals, however, when it comes to storytelling it is children and animals that always make for good tales. Few can resist the charm of an adorable kid or the eyes of a loyal hound, right? Add a sports car, such as a Porsche, into that mix and you'll automatically end up with a story likely to appeal to readers of *GT Porsche*. Bernd Pennewitz and his children live in the town of Lüdersfeld in the Schaumburg district of Lower Saxony – Bernd sits at the centre of one such story.

They say that boys prefer technology and like playing

with cars, while girls are more socially attuned and like playing with dolls. Bernd Pennewitz's daughters turn such hoary clichés on their heads: these girls drive Porsches. Their father was an avid collector of Wiking toy cars as a boy. In the year 2000 he started exploring how his personal passion for model cars might be used to enhance the family's dollhouse. Two years later, the result arrived: a silver 'James Dean' Porsche 550 Spyder, a miniature vehicle measuring just 160 centimeters in length and powered by an electric motor. This precisely scaled and detailed replica had everything from a fold-up



rear end and tiny instruments, to an ignition on the right side of the steering wheel. Pennewitz has since become a graphic designer and runs a design agency in his chosen field of classic Porsche cars constructed at a scale of 1 to 2.3. He's achieved legendary status among model builders of all ages...

The 550 Spyder was originally conceived as a one-off but, encouraged by the response to his prototype, Pennewitz decided to produce an entire series. He set up a workshop at his 120-year-old farmhouse in Lüdersfeld, west of Hanover. The only problem was that before he could begin production, the Porsche licensing department wanted to see not just one drivable sample within three weeks, but two. Why?

"To make sure I could really do what I claimed and wasn't just a dreamer," Bernd said. As soon as Bernd presented his little Spyder in Stuttgart, the licensing contract became a foregone conclusion: "I didn't even have to unload the second model from my car..."

"A lot of work went into getting the drive system to harmonize with the mechanics," Bernd says.



*As soon as he presented
his Spyder in Stuttgart,
the contract became a
foregone conclusion*



Pennewitz threw himself into his work. To help finance his start-up he sold his real Porsche 356. The requisite technical expertise and craftsmanship were "essentially already there." His previous work on design objects for trade fairs and marketing projects was helpful in building the car bodies. He fashioned the initial shape of the 550 Spyder's outer shell from a block of rigid foam.

"I set about cutting, grinding, cutting some more — first with a chainsaw, then with ever more precise tools." Once half of the model was shaped, he used templates to transfer it to the other half. The chassis was designed on the computer, and its components and the baseplate were laser-milled from steel and aluminum. The question of what type of drive system to use solved itself. For safety reasons, a combustion engine was out of the question. Pedals weren't an option because the miniature Porsche was too close to the ground for kids to effectively churn their legs. Pennewitz quickly found a suitable electric motor: "A lot of precision work went into the drive system. But of course I'm proud of the fact that I basically built the first series of E-Porsches..." he adds with a wink.

What this one-man operation needed for series production was a network of suppliers — all the more so when he developed a second car, one being modeled on the 356 Speedster. He found skilled suppliers for the plastic car bodies, but spent sleepless nights worrying about the paint jobs.

"Painting plastic is a supreme skill in this industry. I spent years trying to find a company that could do what I needed," he said.

The search for indicator lenses, wheels, and other special parts was no less time-consuming. Pennewitz and his wife managed to locate a number of items online that could then be adapted. But some things were impossible to find, like headlight covers. Pennewitz had to make the moulds himself to have the thermoplastic parts cast. But ultimately buyers simply fall in love with the little classic cars

How does Bernd sell his precious creations? "There's a surprisingly wide range of customers," he notes. And then adds that discretion is a matter of honour in this business. That makes sense — the price for one of his 356s starts at €10,000. Hence many vehicles in his fleet are probably driven on





winding roads through park-like estates. But Pennewitz is adamant that he does not advertise his products as children's cars. For one thing, this would lead to problematic liability issues. Aside from that, an astonishing number of buyers are adults who have simply fallen in love with his little classic cars.

"One of our first customers was a man who ran straight up to our stand at the Techno Classica fair in Essen and shouted, 'I want this, where do I have to sign?'" he recalls. Other interested parties turned out to be owners of full-size 356s who wanted to have exact miniature copies parked next to their originals at home.

Pennewitz has now made more than 150 versions of his small cars, including models of the equally legendary Porsche 904 GTS. Of course he has also considered the daring step of making a 911. But for that he would need a sponsor to finance all the development work, like with the 904. Pennewitz hopes to turn over his oeuvre to younger hands and is looking for someone who shares his passion and commitment. This man, who has never actually sat in one of his cars, wants to continue having fun building them. For even if Pennewitz sends his little Porsche gems from Lüdersfeld to the far corners of the earth, he ultimately makes every single one of them for himself ○





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2014 PANAMERA S E-HYBRID

More mechanical complaints with the Panamera. At the time of writing, it's again in the workshop. Originally, this was arranged to repair the air-con which appears to have been compromised when the radiator was replaced after New Year. The recent milder weather, during which we were on holiday in France, highlighted the fact that even on max, the air-con wasn't functioning, merely blowing cool air and not cold. Perhaps this explains the recent misting but whatever, news from Porsche is that the condenser is leaking and is thus being replaced under warranty. Quite why it was evidently fine before the radiator repair is a mystery.

Not only that, but during the last workshop visit somebody has either placed a heavy and oddly-shaped item onto the passenger seat or, more likely, sat in the seat with a tool in their rear pocket and it's damaged the seat. There's a small but noticeable tear in the leather and I'm

incredulous that mistakes like this are even possible from such a premium brand. Perhaps they're trying to tell me something but whatever, a replacement seat base has now arrived and is also being fitted under warranty. This has coincided with the air-con repair, so at least we've limited the number of times trips to Swindon are required. A few more and they'll likely start giving me my own parking space.

In addition, driving off Le Shuttle on our way to Paris, the oil light came on, along with a message to 'add a quart' of oil (sic). And the level now showed minimum. Excellent. We'd popped across for more Disney-related stuff. Good customer service, the aforementioned epic weather considering the time of year, and cracking food (until right at the end when I appear to have eaten something which disagreed with me, rendering me somewhat immobile for the course of that weekend at home but hey ho). But we hadn't travelled more than a mile from

the terminal when the message appeared. This was doubly frustrating as the car had been checked by Swindon, specifically because of the oil level, which seems to move around quite a lot on these, and deemed fit and well. I expected something was up however when I spied the litre of 'courtesy oil' left in the boot. Back in the days of running V12 Mercs, the Achilles Heel of the M120 engine (which was a lovely piece of engineering otherwise) was the design of the oil pressure switch and the resultant persistent oil weep. Well, that and the wiring loom, which some genius had engineered to be bio-degradable. Excellent idea, especially when the cars reach ten years and older and start decomposing before your eyes. Anyway, it became standard practice to travel everywhere with a litre in reserve. Spying it left in the boot of EA14 didn't fill me with confidence.

So I pulled over, bonnet up, cap off, litre in. Back into the car, after a short and somewhat bad-tempered call to Porsche, and engine started.

The oil level then showed as correct, but the light stayed on – what nonsense is this?! The bloody message to add a litre of oil is still there and refuses to budge. There's no oil coming out of the engine so based on the fact that I possess more than a modicum of intelligence (difference between min and max on a dipstick is normally max one litre), I conclude the car's brain is cooked and we continue on our way, also having received an email from Porsche confirming we didn't need to add any more oil. The following morning at the car park in Paris, all seems well but really, the amount of aggro this car is now causing is beyond belief. However, we're not done yet...

We also now have more wheel bearing-type noises emanating from the front of the car. Logic suggests that this time it's the front nearside wheel, given that the offside was replaced at New Year and indeed, Porsche have confirmed that the current workshop visit will also result in the nearside wheel bearing being







replaced under warranty. So, all in all, it's been another fun few weeks.

And the loan car this time around? A crayon-coloured updated Macan (which has my ideal combo of latest gen nav screen mixed with traditional buttons – far better). Except it's not crayon-coloured specifically, because crayons come in all shapes, sizes and tones. So far, I've had to explain to about fifteen different people that the term 'crayon' probably refers to the appearance when using crayon (well, if you're eight years old anyway). I think it's meant to evoke

that particular textural finish peculiar to crayons. On other Porsches I've seen it on, most notably a press fleet Panamera, it looked ok, actually. I'm not sure whether it's right for the shape and, more specifically, the height of the Macan, though. I think my daughter nailed it (yes, she is eight) when she christened it 'The Claymobile'.

My wife hates it though, no matter what the rationale behind spraying it that colour and naming it thus. She does at least like the car itself, and I've warmed to it also. The first time

I drove a Macan I didn't like it, as the small-wheel / high-profile approach to that car's wheel and rubber ratio resulted in a ride which refused to give you a break. Most of the compliance appeared to be in the tyre sidewalls. They seem far better on wider rims and lower profiles, which settles the ride without inducing too much harshness into the cabin. This one rolls on 20s and I've certainly driven worse. Although whether I'd be happy to pay 60 grand for a car with a two-litre 4-pot putting out 245hp in this day and

age is an entirely different debate. And at 28mpg thus far, it's thirsty...

Mark Williams

Mark Williams
**2014 Panamera S
E-Hybrid**

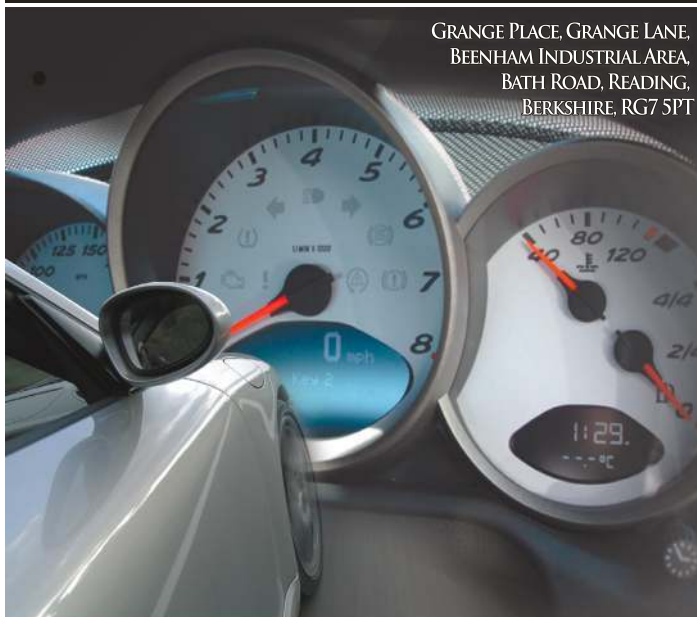
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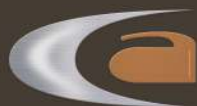
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1986 924 S

To fit the VW engine in the 924 S it would obviously need to clear the crossmember, and with the engine in factory form the sump wouldn't. The deeper section of the standard sump sits right over the crossmember, and is an obvious no go, so instead I've fitted a Mk2 Golf GTi sump, which is roughly the right shape, and it is steel so it can be welded too. As I couldn't have the engine and crossmember in place at the same time to measure up, with the engine on the jig (and this is why I needed a jig) I fitted the crossmember and lined up a laser level with the top edge of it before lowering it down again. With the crossmember out of the way with the sump fitted to the engine the laser then marked the cut line on the sump. I used a boring old regular level to get the position and vertical line for the back of the cut. Due to the shape of the oil pan the section I cut out didn't actually remove that much oil capacity, thankfully, I will

come back to the compensation for that at a later date.

I cut and shaped a section of sheet steel to fill the newly created hole. I am not a great welder, in fact, the jig work was a proper mess, but this time it was a freshly cut plate being attached to a cleanly cut sump, the new sump sitting on a bench, surely setting myself up for success? I'd be amazed right now if there is anyone that can't see where this is going... The welding began okay, and quickly went downhill from there. I had done a lot of practicing and yet, as soon as I started for real, I kept blowing through, that is to say, putting too much heat into the metal and making big holes. Working at the mistakes, over and over, I slowly managed to piece together something resembling a welded sump. I needed to make sure it was a good, albeit ugly, job. I filled the sump with hot water to find any pinholes. And it did. It took a couple of goes to get it to the state where it holds fluid.

There was a final piece of work on the sump, I needed to add a fixing for the turbocharger oil return. Given the problems I'd had welding the sump I didn't particularly fancy having to weld in something that would likely create more holes in the process, so I got a bolt-in fitting. I just needed to drill a hole, and holes I could do. I even made this one the right size. Time will tell if the lightweight ally fitting will keep the oil in, though, but it was easy to fit and it looks good.

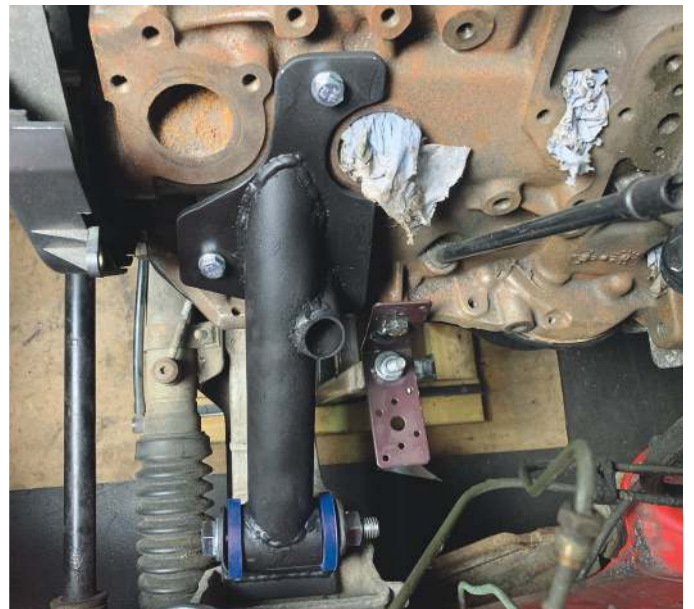
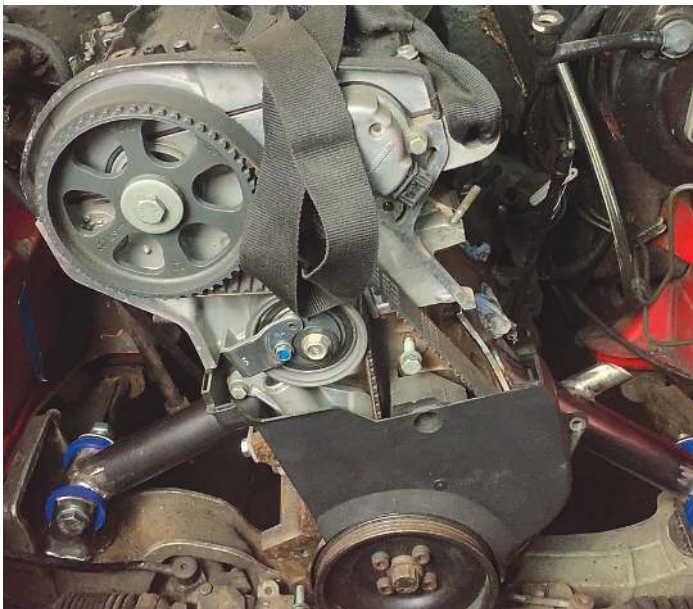
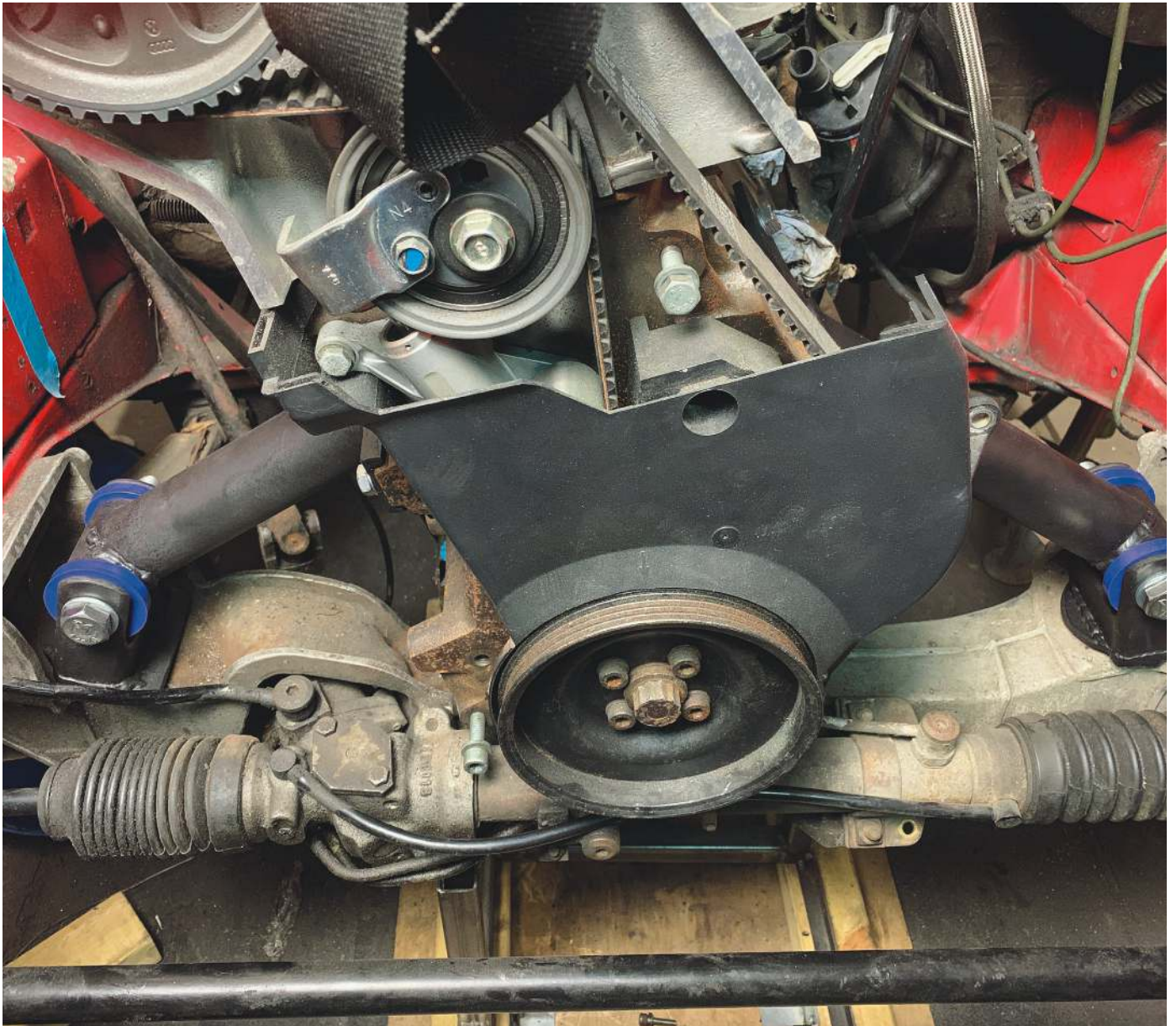
The engine being in position with the bellhousing buckled up, I was in position to make up some engine mounts! This meant even more welding, but this time I was using much thicker, 5mm steel, this was going to be holding the engine in place, after all. I also switched up the welding wire, going from 0.6mm to 0.8mm. The initial testing went very well. I began by welding some offcuts together and then whacking the bejesus out of it with a lump hammer, the weld style and settings

held up nicely.

I was making the mounts in two parts, lower mounts connecting to the crossmember, and upper mounts to connect the lowers to the engine. I went with a cotton reel poly bushing to dampen the vibrations from the engine, through the chassis. To keep it in the family I went for the front rear subframe bushings from the 996, I have no idea where that is either, but it sounded like a good size. It was a bad idea, though, as the centre sleeve is stepped in the middle, and I don't have the correct bits to fit it. The first job, then, was to fit a second sleeve inside the first to make the bolt hole the same size across. I managed to get something close to size but had to sand it down quite a bit.

To make the mounts as strong as possible I used rectangular box section for the main part of the lower mount, where I cut an opening to take the bushing, and then drilled this across to allow a bolt to run through and hold it in place. I then







had a section of sheet steel cut to fit where the original engine mount locations on the crossmember, drilled to allow me to bolt them in place, before welding them to the rectangular uprights. The design actually worked well, although in the first instance I wasn't happy with the way they went together so started over.

The upper mounts were made of steel tubing, one section a sleeve to go over the bushing, this was welded to another section of tube that went up to the engine. I cut out steel plates to bolt to the engine, to get the drill holes in the right place I cut down and sharpened some bolts, so the points were facing out, and with the plates held over them I gave them a hit with a hammer a few times, and it worked like a reverse punch. I welded the two tube sections together, with the bushing out so I didn't melt it, before resting them up against the plates so I could first cut the tubing to fit flush. Back on the bench I could then weld everything fully. There was a slight challenge with a bolt placement, on the right side, but I got around this by cutting back the bracing and then welding a tube over the bolt hole, one wide enough to take a socket. I was then in a position to trim down and

tidy everything up before painting it all with black high temp paint – that is for rust protection, rather than stealth.

The job sounds simple enough when I put it like this, but it took about five weeks, outside of the day job, to get through the work, but I had the engine supported by its own means off of the jig! Given the amount of cutting and grinding that I needed to do, I was limited to working social hours. The engine mounts was one of the bigger fabrication jobs that I needed to do in this project and I am glad to have that out of the way! Next up, I need to cut the transmission tunnel so that the starter motor actually fits! If you want the visuals to go with, there is also the 924 S Build on the PawnSacrifice YouTube channel.

Matt Biggs

Matt Biggs
924 S

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1989 944 TURBO

Some 944 Turbo progress has been made since my last report. The rebuilt DME (ECU) has been returned by FrazerPart, and fitted, and Nick Cleak, a good friend of mine, and an ace spanner man and an electrical whizz too, has been helping me.

Although a very quick car, I feel that the 944's performance should be delivered in a much more progressive, linear manner. And, at

low revs, the acceleration isn't as rapid as it should be. Because of this, I've long-suspected the fuel pump isn't man enough for the job (and occasionally cutting out). And, possibly, the pressure regulator.

To check, we hooked up a gauge to the fuel rail and then cranked the engine. If the regulator is doing its thing correctly, the reading should be 2 bar of pressure +/-0.2 bar. Good news, the gauge showed 2.2 bar. Doing the leak down test showed

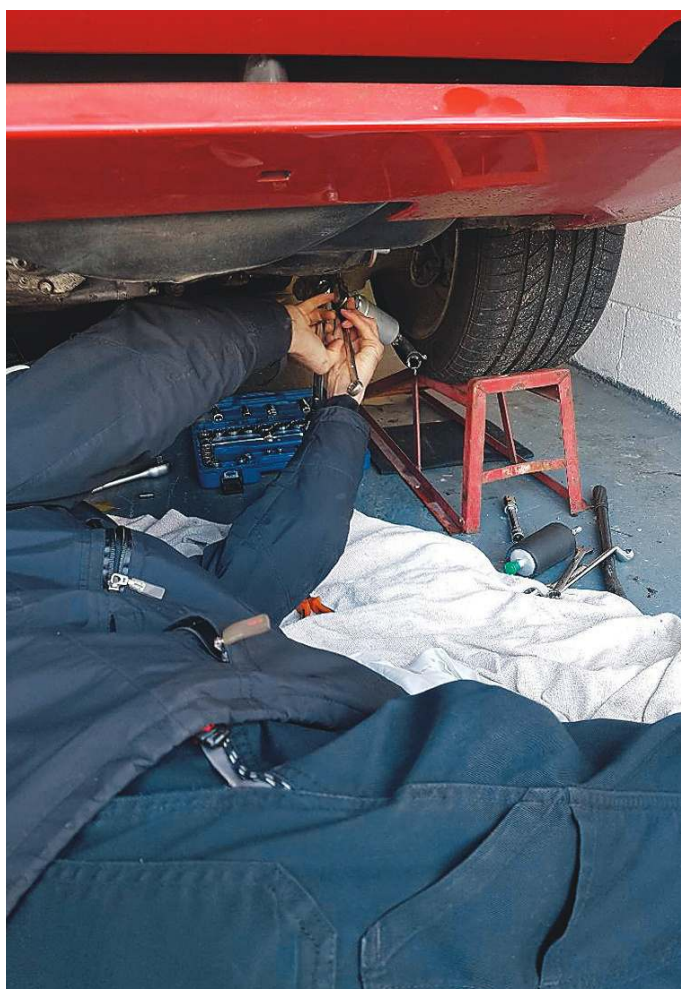
exactly the same reading. So far, so good. Then I clamped the fuel return line and cranked the engine again. The needle rose to 2.5 bar and stopped – which is not so good. The reading should be much higher. Our pump suspicion had been borne out, the low reading highlighted that it's underperforming under load.

The next morning I ordered a new, Bosch, pump from FrazerPart, which arrived two days later. I already had a fuel filter and planned to replace this

at the same time. And, I felt that it would be a good idea to replace the fuel tank filter.

This is only available as a Porsche item. I don't mind paying for a quality part, and I appreciate that a Porsche is a premium product, but I really feel that a price of over £70 for such a small, simple, service item was unacceptable. The price of the fuel pressure regulator was even more of a shock. Over £300 from Porsche. I shopped around and,





eventually, tracked one down. It cost me just £97 (including international postage)! Although I didn't need it in the end, it's good to have a spare.

Anyhow, moan over (for now). The fuel pump (very reasonably priced thankfully), is located behind a steel cover plate and nestles between this and the tank. The in-line fuel filter is higher up, tucked up in a recess. The tank filter, as its name suggests, is in the tank! Easily accessible though. Nonetheless, to change it, the fuel system needs to be drained. Oh... before tacking any of this work, don't forget to disconnect the battery first!

I removed the cover and was surprised to see that the pump was minus its protective plastic cover. This cover is seemingly fitted for insulation/vibration purposes. It's only available as a Porsche part. With P&P the price would be nudging £100. Ah! My solution was to wrap the replacement pump in self-adhesive sound-proofing material and then tuck the pump neatly between the shield and the tank. Cost? Pence!

I also found that the in-line filter was only semi-supported, and the wiring was hanging in free space. I attached the new filter properly and tie-wrapped the wires securely out

of harm's way. The tank filter simply screws in. The old one looked fine, just a bit grubby, but I swapped it anyway. We then hooked up the pressure gauge and found that the reading was 2.2 bar when the engine was running and around 5 bar when the return line was clamped. Result!

Since fitting the overhauled DME, and the new pump and filters, the 944 has been behaving itself. It pulls better too, and even hits the rev limiter, and is smoother to boot. Touch wood the problems do not seem to have reappeared!

Oh... and at long last, I've put my 924S up for sale. It's a very nice car, but I can't justify having two Porsches. Not if I want to keep my marriage intact!

Martyn Morgan-Jones

Martyn Morgan-Jones
1989 944 Turbo

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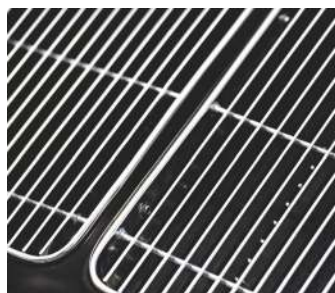


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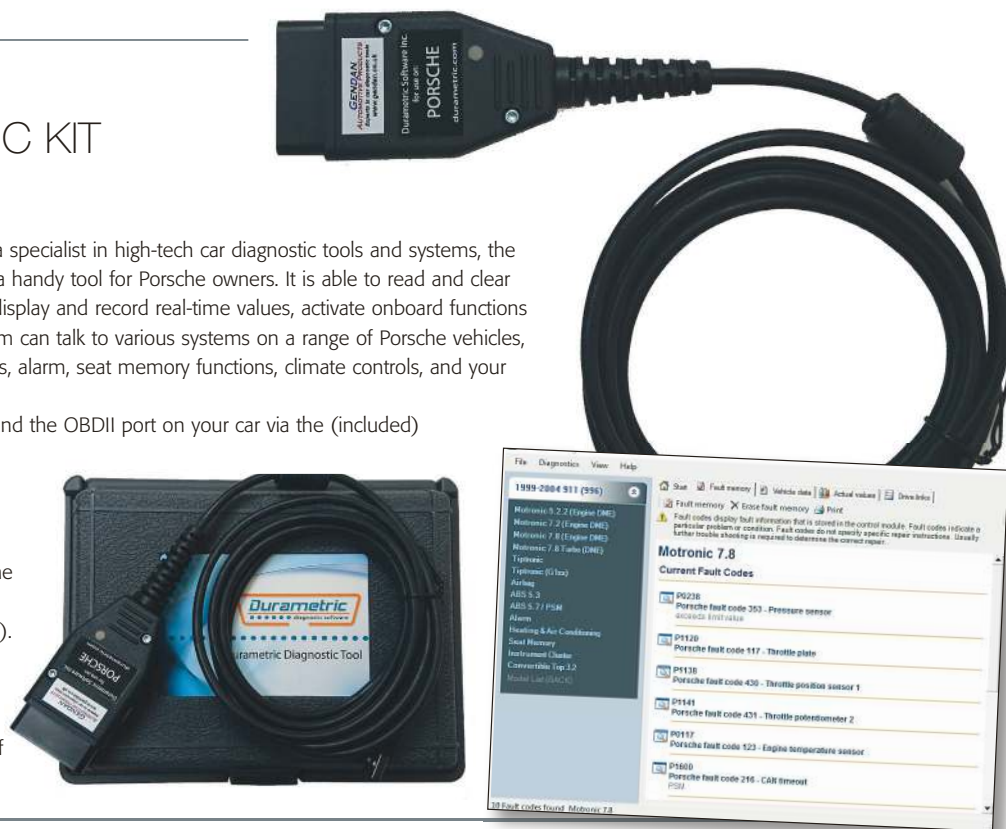
How much? £299.00

Where from? www.gendan.co.uk

Available through UK-based company Gendan, a specialist in high-tech car diagnostic tools and systems, the Durametric Porsche Enthusiast Diagnostic Kit is a handy tool for Porsche owners. It is able to read and clear diagnostic fault codes, reset service reminders, display and record real-time values, activate onboard functions and show ECU information. The handheld system can talk to various systems on a range of Porsche vehicles, such as engine, airbags, ABS, Tiptronic gearboxes, alarm, seat memory functions, climate controls, and your instrument cluster amongst others.

Connecting between the USB port on your PC and the OBDII port on your car via the (included)

1.8-metre long cable, the kit comes with installation instructions and a moulded storage case. It is compatible with a range of Porsche sports cars including; 993, 996, 997, 991, 986, 987 and 981. But it also works with the Cayenne (955, 957 and 958), Panamera (970) and Macan (95B - fault codes and service reset only). The Enthusiast Diagnostic Kit is restricted to use with three different cars (it locks to your VIN), though a professional version is also available providing unlimited access to a wider number of model types (£695.00).



GTECHNIQ HALO FOR PPF

How much? £49.99 (30ml), £75.00 (50ml)

Where from? www.gtechniq.com

Most ceramic coating products are unsuitable for cars fitted with Paint Protection Film (PPF), or those vehicles that are wrapped in vinyl. UK firm Gtechniq has now launched a flexible ceramic coating designed for both applications. Specialists in ceramic paint protection and car detailing products, Gtechniq says its new coating called HALO is revolutionary. A chemically bonding, ultra-dense, yet flexible film for use on PPF and vinyl, once applied the product becomes chemical bonded to the surface of the vehicle to provide protection from the elements that any car is exposed to on a daily basis.



MOMO MOD.08 STEERING WHEEL

How much? £221.99

Where from? www.momo-uk.co.uk

The MOMO Mod.08 Steering Wheel offers a deep dish design for maximum control, the yellow leather marker on the top provides a quick reference to the position of the wheel. The MOMO Mod.08 comes finished in either black suede or black leather and features three blue aluminium spokes with a machined-out section and the MOMO Arrow logo on the horn button. An aftermarket hub is required for installation.



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WEBCON ANODISED ALUMINIUM FUEL REGULATOR

How much? From £79.54 (+ VAT)

Where from? www.webcon.co.uk

Webcon has announced a range of new anodised aluminium finished EFI regulators to complement its blue and red versions that are already available. The regulators are technically the same as the existing versions but are visually more appropriate for a natural-metal engine-bay aesthetic. They come supplied complete with a mounting bracket and 8mm push-on unions. Prices range from £79.54 (+ VAT) to £101.57 (+ VAT), they come in a range of pressures including; 2.5 bar, 3.0 bar, 3.5 bar, 4.0 bar, 4.3 bar, 4.5 bar, and 0-5 bar adjustable. They are available directly from Webcon and from appointed Webcon dealers around the world.



AUTOGLYM INSTADRY DRYING CLOTH

How much? £12.99

Where from? www.autoglym.com

This super-absorbent, specially coated, microfibre cloth offers a quick, streak-free finish on both paintwork and glass. There's no need to 'break it in' – its instant drying power comes thanks to a special coating and Autoglym's partnership with cleaning product pioneer, Vileda. If a quick wash and wipe is all you've got time for, Autoglym's InstaDry cloth makes it possible to achieve amazing results in next to no time.



KID'S PORSCHE MOTORSPORT JACKET

How much? £45.00

Where from? www.porsche.com

It's best to start them young when it comes to showing support for Porsche's racing activities – that makes this Kid's Porsche Motorsport Jacket the perfect investment in your child's future... Maybe. Designed in the style of the original black, white and red Porsche Motorsport team kit, it features reflective details, a superimposed pocket and two side slits. It is made from 85 percent cotton and 15 percent polyester. The official Porsche Driver's Selection article number for this item is WAP 432 XXX OK.



1:18 992 CARRERA 4S – CHALK

How much? £100.00

Where from? www.porsche.com

One of the 'in vogue' Porsche colours of recent months has to be Chalk, this 1:18 scale 992 Carrera 4S model comes in that very shade. This faithfully detailed model is made from metal and comes with a black interior. It is available from the official Porsche Driver's Selection – its article number is WAP 021 182 OK.





MEN'S 911 PULLOVER

How much? £102.00

Where from? www.porsche.com

This stylish men's knitted crew-neck pullover is new to the Porsche Driver's Selection. Made from 90 percent wool, 10 percent cashmere it is sure to feel soft and warm to wear. Presently it is only available in Mottled Dark Grey. The official Porsche Driver's Selection article number for this item is WAP 945 XXX OK.

PLAYSTATION 3D MUG

How much? £14.99

Where from? www.firebox.com

This officially licensed PlayStation mug is sure to go down well with retro gamers. New from Firebox, it is realistic down to the correctly marked buttons and features all the details to make it a ceramic replica of the original PlayStation. The square handle and large capacity for liquid make it an ideal coffee table companion and a bit of fun at the same time.



MATADOR REVERSIBLE RATCHET

How much? £45.19

Where from? www.damar.biz

Matador Tools is a relatively new name in the UK, but it has been making some of Germany's finest chrome vanadium tools since the early 1900s. First to market with a reversible ratchet in 1919, it has been developing drive technology for 100 years to reach the latest ratchet known as, 'The Boss'. The Z90 features a fine 90 tooth ratchet mechanism and can start to shift stubborn bolts with just four degrees of swivel angle. Capable of exerting up to 50 percent more torque than is required by DIN standards, the Z90 is available in 1/4, 3/8 and 1/2 inch socket sizes. Given its robust design and exceptional CNC machine chrome vanadium construction it's said to be a sure-fire winner no matter the job ahead.



1:43 MACAN S – MAMBA GREEN METALLIC

How much? £45.38

Where from? www.porsche.com

Mamba Green Metallic is one of the latest stand-out colours available from Porsche. The new Macan S is replicated here in that very shade with a Black interior, the detailed 1:43 scale model is made of metal and is available from the Porsche Driver's Selection. The official Porsche Driver's Selection article number for this item is WAP 020 600 0J.



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911 T-SHIRTS

How much? £46.00 each

Where from? www.porsche.com

New to the Porsche Driver's Selection come two v-neck T-shirts, one for men and one for women. Each features what Porsche call 'raw edges' and a breast pocket with matt black tape. The men's version comes only in Black, it is made from 100 percent cotton, the women's version comes in Mottled Grey and is comprised a mix of 61 percent polyester, 33 percent cotton, and six percent elastane. The official Porsche Driver's Selection article numbers for these items are WAP 943 XXX OK (men's) and WAP 944 XXX OK (women's).



WIDE BODY QUICK LIFT JACK

How much? £239.99

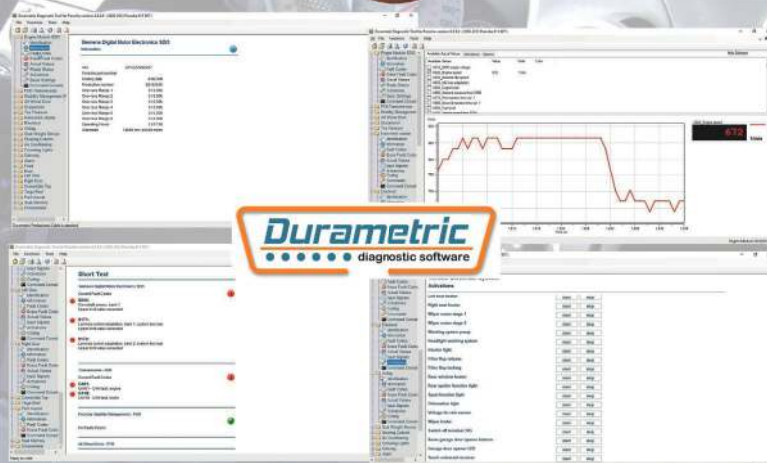
Where from? www.b-gdirect.com

Engineered and manufactured with durability and ease of use in mind, the B-G Racing Wide Body Quick Lift Jack is suitable for various sports cars that require a wider lifting platform. The jack features a low closed height and wide lifting pad which has been designed to raise the car to a fixed height in one swift movement. A quick and easy to use safety locking device ensures the handle cannot be raised unintentionally. Produced from high-grade mild steel with a durable grey powder coated finish for longevity, its design details include a heavy duty ergonomic handle for excellent leverage.

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