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FIRST DRIVE

NEW 911
TURBO S



PLUS

RENNELEVEN

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EMORY 911 INSPIRED BY 908-10

928

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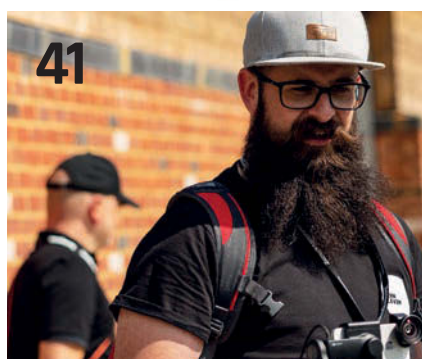
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NEXT ISSUE ON SALE
FRIDAY 28TH AUGUST



GETTING A FAST FIX...



Oh, how I miss driving my 911. Somebody recently asked me which was more enjoyable, being behind the wheel of my 997 Carrera 4S or my Bentley Arnage T (a hefty

6.75-litre twin-turbocharged V8, in case you were wondering). They're very different cars, but both powerful sports machines. Of the two, the 911 is the one that has me hankering for a spirited blast along B-road Britain. It's an excellent tool for the job and one I'm looking forward to driving as soon as it's safe to head back into the wild.

In the meantime, I've been staring at photos of the amazing 993-based Kaege Retro *GT Porsche* contributor, Steve Hall, was lucky enough to borrow for this issue's cover feature. What a machine! Before you write in to register concern, rest assured the shoot took place before lockdown was announced. It's during this period of enforced downtime many of you have

been emailing to find out how you can get hold of *GT Porsche* without having to leave home. As ever, you can subscribe online and get the magazine delivered direct to your door at no extra cost. There's a new three-issue-only deal and a digital subscription available, too. Open your favourite browser and visit our online store at bit.ly/subscribe_gtp to place your order.

As mentioned previously, due to difficulties getting out to photograph and test cars in recent weeks, we've temporarily reduced publication frequency to a bimonthly schedule. Additionally, for three issues (starting now), the format of the magazine will change to saddle-stitched from perfect bound (magazine with a spine), a portfolio-wide move to help manage increased shipping costs. We thank you for your continued support and understanding during this difficult time. More importantly, I hope you're keeping well and staying safe. Enjoy the magazine.



Dan Furr Editor
@DanFurr

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KAEGE RETRO

KAEGED BEAUTY

Move over, Singer. There's a new line of reimagined 911s in town, and each one's a 320bhp 993-based beast...

Words & Photography **Steve Hall**

BIRTH OF THE BEAST

Based on the ultimate evolution of the original 911 concept and, therefore, making use of the best air-cooled technology ever available in a series car, the Kaege Retro combines elements from across the classic 911 range, including looks heavily inspired by the F-series. Conceived as the starting point for an exclusive line of bespoke Porsches, the 3.8-litre model is subject to continued development, making no two completed Kaege Retros the same.



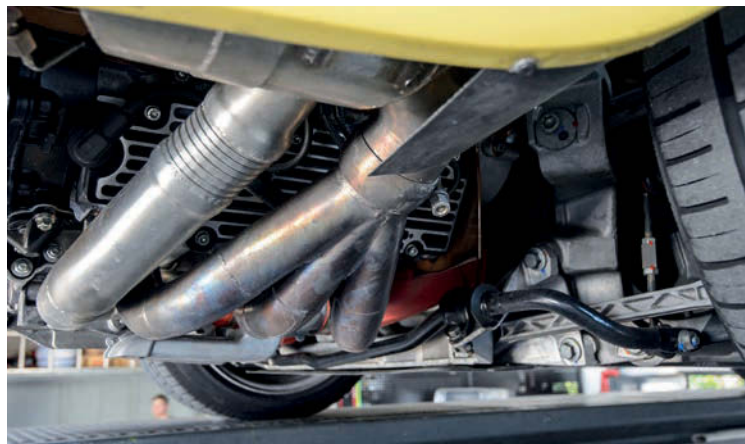
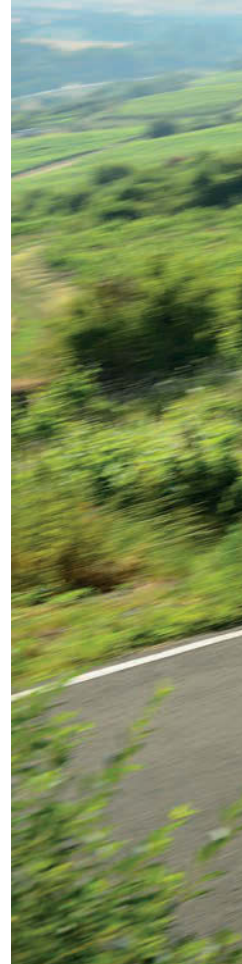
Well, this is confusing. As we cruise along the L386 south of Frankfurt in mid-west Germany, all we see is yellow and green rolling hills punctuated by quaint little settlements, the occasional distant church spire marking them from afar. Whilst we're enjoying our jaunt through this glorious countryside, we were expecting to happen upon a large town. More specifically, we're on the hunt for a busy workshop on the outskirts of an industrial estate near the *Ortsgemeinde* of Flamborn, where a lesser known purveyor of that oh-so-popular 911 recipe, the restomod, resides. Rest assured, dear reader, our sat-nav isn't on the blink.

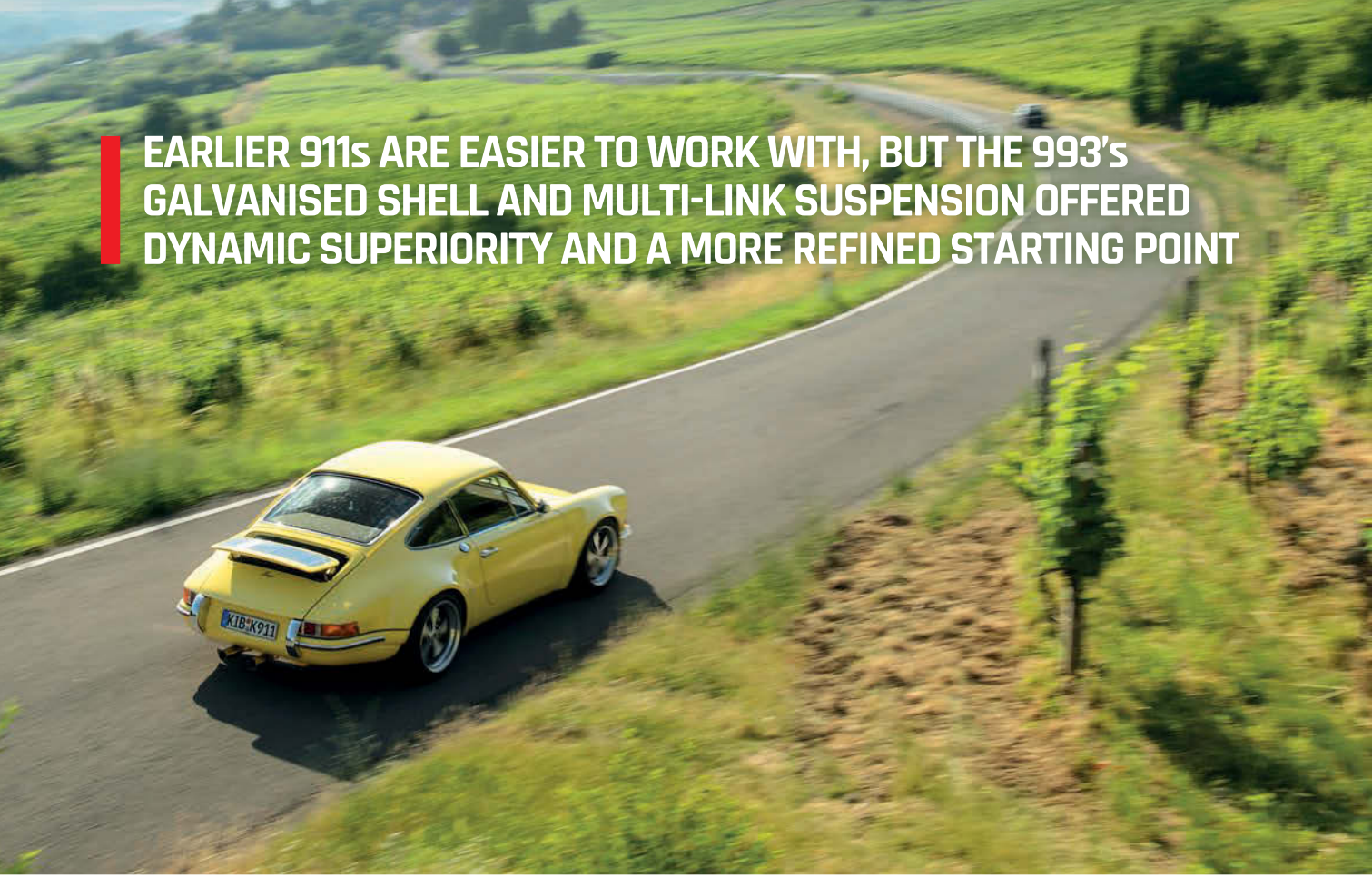
The Alzey-Worms district of Rhineland-Palatinate isn't the most obvious place to go looking for one of the most intriguing and interesting of personalised Porsches, but after a few turns through the quiet, narrow streets of Stetten, which look like something lifted directly from a vintage book of fairy tales, we find the home of Kaege Automobile. This is far from the typical premises of an air-cooled Porsche specialist – the company's home is a combination of converted old barns and modern offices, which blend into their surroundings surprisingly well. It's

an interesting mix, and sets the tone of what we'll discover during our visit.

Kaega grew from solid foundations laid by its founder and namesake, Roger Kaega, who established the firm in 2000 after training as a master craftsman in the field of vehicle bodywork and construction many years beforehand. Specialising in Porsche sports cars, Roger and his team quickly established a strong reputation for the high quality of their work, whether it be insurance repairs or full-on restoration projects. As time went by, the company's operations expanded to include a wealth of top-tier Porsche tuning and bespoke engineering solutions, with the conveniently close-by Hockenheimring race circuit making Kaega the perfect choice for local Porsche pilots keen to indulge their passion for the marque by participating in track days and competitive motorsport.

Most specialists would be happy with this level of recognition and a constant stream of rewarding work, but Roger's desire to continue pushing the envelope saw his business expand into an altogether different realm: the design and manufacture of vehicles for the transportation of cryogenic gases. A successful, if somewhat unusual, venture established in 2005, it serves as a window into the mind of





EARLIER 911s ARE EASIER TO WORK WITH, BUT THE 993'S GALVANISED SHELL AND MULTI-LINK SUSPENSION OFFERED DYNAMIC SUPERIORITY AND A MORE REFINED STARTING POINT

Above Kaego Retro is powered by a 3.8-litre RS-spec flat-six producing 320bhp

the man who created the extraordinary 911 we've travelled far and wide to see. First, however, let's jump back in time to 2009, the year Roger first saw one of Singer Vehicle Design's 964-based creations in the pages of a German motoring magazine.

Like many of us, he'd always coveted the appearance of early 911s. The idea of a Singer build – combining state-of-the-art modern automotive technology with classic Porsche looks – held massive appeal, but no matter how attractive it was, there was a problem: the prohibitively expensive price tag. Roger reasoned that sprinkled across his workforce, he had the imagination and skill to build an air-cooled 911 in the spirit of a Singer, and promptly pulled together a plan of action to do exactly that.

STOP THE MUSIC

Contrasting with Singer's dedication to the 964, Kaego acquired a 993 Carrera to use as the platform for its ambitious project. Roger argued the last air-cooled Neunelfer offered the most sophisticated expression of the original 911 concept. Besides, he'd observed a huge number of 964 restomods being kitted out with 993 componentry. To him, it made sense to simply use a 993 from the outset. Granted, in many ways, earlier 911s are easier to work with, but the 993's stronger zinc-galvanised shell and multi-

link rear suspension offered dynamic superiority and a more refined starting point. The 993 is an intrinsically safer car, too – its strength and stability is complemented by anti-lock brakes and airbags as standard equipment.

Whilst it's easy to understand the logic behind Roger's decision to exploit the 993 platform, it would take six years and 2,500 man-hours to perfect the early 911-inspired look he craved. The front bumper alone took six iterations before the team was happy with the integration of the final design. Looking at the finished product, it was time well spent. The same can be said of the care and attention invested in the way the front and rear quarters purposefully flare outward, wrapping themselves around staggered Fuchs-style Kerscher Tuning seventeens registering ten inches of width at the rear. The effect is a beautifully muscular stance, with a hunkered down look suggesting a Porsche ready to attack a winding road. There's a lot of carbon-fibre at play here: those front and rear wings, the hood, engine lid and spoiler are all manufactured from the lightweight weave, contributing to kerb weight 120 kilograms less than that of the standard Carrera, much to the benefit of the Kaego car's enhanced performance and agility.

As you can see on the pages before you, there »

Facing page
From carbon-fibre to super-soft leather, the very best quality parts have been used throughout

are many details paying tribute to the F-series 911: the retro bumpers that took so long to perfect, the wing-mounted fuel and oil filler caps, the teardrop door mirrors, the intake vents situated below the custom headlamps, a feature the company is especially proud of. The list goes on. These period details don't date Kaege's car (the fifth build of its kind, though there's not much to differentiate this from the first example to roll out of Roger's workshop doors), with the stance, front lip spoiler, the cleanliness of line — helped by making continued use of the 993's extending spoiler — combining the best of contemporary and classic in a single Porsche package. It's an aesthetic perfectly informing the experience behind the wheel, too.

Before setting off, we need to accustom ourselves with the cabin. It's familiar 993 architecture, but on another planet in terms of quality and finish. It follows the template laid down by the exterior insofar as it's full of delightful period details, tastefully integrated modern touches, all finished to exquisite standard. There's very little original trim left here — a column stalk here, an air vent there. The rest is pure Kaege. From the retrimmed dash to the wood panelling, the bespoke steering wheel, the pedals, dials and gearstick, everything is tailored to

Roger's exacting specification. Singer comparisons are inevitable, but right here, right now, it's difficult to see how this reimagined 993 cockpit could be improved. It really is that good.

FRESH INGREDIENTS

You sit lower in the custom-trimmed heated Recaro seat than you would in a standard 993, with the arse-to-ground ratio making you instantly feel more at one with the car (badged as the Kaege Retro) and delivering more headroom than the Porsche it's based on. There's a sensible amount of side bolstering, enabling you to be 'plugged in', but not to the extent your shoulders are pinched. It becomes immediately apparent this superb sports machine perfectly straddles the line between everyday usability and sports driving. The chunky wooden steering wheel (other finishes are available if trees aren't your thing) falls nicely to hand, the custom touchpoint matched by the gear lever. As is the case with the standard 993, the driving position would be improved by the presence of a telescopically adjustable steering column, but we're talking fine margins here, and it's straightforward enough to find a good balance. Additionally, this left-hand drive Kaege creation places the pedals nicely, their



COILOVERS AND A STRUT BRACE DEVELOPED BY KW SUSPENSIONS SPECIFICALLY FOR THIS APPLICATION STAND OUT AS CONSIDERED ADDITIONS ALLOWING FOR MORE RESPONSIVE HANDLING





Above You'll need to shell out for a 993 Carrera as the starting point for a Kaegel Retro, but even with German tax taken into consideration, the base price is half what you'll pay for a reimagined 911 from Singer

solid aluminium trims providing a more positive contact point. Consequently, matching revs when downshifting feels natural and easy.

Crank the flat-six into life and it settles into a bassy backbeat, breathing heavily through sublime M&M pipework. Not be confused with the popular sweet treat, M&M Exhaust GmbH has been manufacturing custom exhausts for race and road applications since 2000. The Saxony-situated outfit's system for Kaegel – like everything else in this meticulous build – strikes precisely the right balance between character and usability. It's beautiful, too. At idle, it sounds gruff and moody, teasing at the fact there's more than adequate power on tap. Given Kaegel's quoted power output of 320bhp and the fact we're talking about a 1,200-kilo car, that certainly appears to be the case.

Many Porsche parts remain beneath the bodywork because, well, they're exceptionally good. Moreover, Roger wanted buyers of his builds to be met with hassle-free maintenance and servicing. By retaining a high proportion of OEM components – enhancing only where necessary – the objective has been met, allowing you to service or repair your Kaegel at any Official Porsche Centre or independent specialist. Coilovers and a strut brace developed by KW Automotive specifically for this application stand out as carefully considered additions to the Kaegel

Retro's chassis, allowing for lighter, more responsive handling along the tight, twisty roads away from Roger's workshop. It's an experience just as enjoyable as you'd expect – there's no real recalcitrance, no judder or fight in the drivetrain. Clutch operation is smooth and light, shifting gears equally positive. In fact, in typical Porsche fashion, the control weights are well-matched, making you feel immediately confident with the car you're in charge of.

The 3.8-litre RS-spec motor (fully rebuilt and enhanced with light modification to the head and manifold, alongside increased compression ratio) was already up to temperature thanks to Roger's gang preparing the car for its test drive before we hopped into the opulent leather-and-wood interior. We stretch this beautiful 911's legs through the first few ratios. Its guts feel zingy and free-revving. Performance is strong, though not bombastic (think 997 Carrera S), which is all the better for exploring every ounce of what's on offer. The sound is fantastic – not overbearingly loud, but smooth, right up to the redline, with the low rev bassline giving way to a hollow wail as the tachometer shoots its way around the dash. The extra responsiveness of the engine is a joy when braking and shifting into corners, the flat-six intuitively whipping up revs to match the next ratio.

Facing page It's difficult to believe this a 993, such is the brilliance of execution in lovingly borrowing styling cues from an F-series 911

The overwhelming sense of mechanical refinement and lightness of chassis floods through in the way this car covers ground. The steering is delicate, but provides enough feedback to ensure you know where you're at with it, whilst the rear end feels pretty much nailed to the ground, happy to take everything we can punish it with out of second-gear corners. There's typical 911 bob and yaw — compact dimensions make the Kaege Retro feel particularly agile — but the KW suspension setup delivers a plush, unflustered ride befitting a car with an incisive sporting edge suitable for everyday use. The roads we're travelling along are, of course, typically Germanic in their surfacing, but you get the feeling this nifty 911 would happily dismantle a British B-road in thrilling, immersive fashion, a quality assisted by 993 RS anti-roll bars. Stopping power is just as beautifully executed, the rebuilt 993 brakes delivering solid feel and response, helped (as with every dynamic asset) by the reduced kerb weight.

ONCE AND FUTURE

There's so much more to discover about this car: its gorgeously crafted alloy bonnet stays, the multimedia integration with dedicated iPod and USB charging points, the inbuilt satellite navigation



Left Our car is the fifth example of the Kaege Retro to be assembled

system, the leather-trimmed luggage area, the carbon-fibre intake system. In truth, we could fill several more pages. Thankfully, with the completion of the Kaege Retro Turbo imminent, we'll have the opportunity to take a closer look over the finer details once the unusual times we're living in have been replaced by something resembling normality. In the meantime, we're left with an overriding impression of the Kaege Retro that just won't waver: ultimate quality, supreme usability, rewarding driving characteristics. This is a reimagined air-cooled classic homogeneous in everything it does — it's thrilling when you want it to be, yet utterly capable of the oh-so-clichéd cross-continent adventure cruise we'd love to complete in it. Trust us when we say you would too.

Below Forced induction is on the cards, as is our return visit to Kaege as soon as the new model is ready for action



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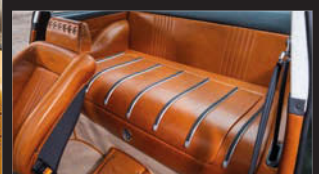
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ARRIVAL OF NEW 911 TARGA

All-wheel drive models deliver a pleasingly dynamic Porsche package

Unveiled at the Frankfurt Motor Show in 1965, the first 911 Targa was a trailblazer for a whole new type of car. Originally

marketed as a "safety cabriolet with anti-roll bar" – primarily in response to increased road safety legislation in the USA – the Targa, with its detachable roof, soon established itself as an independent concept and became a style icon.

Right to the present day, Porsche has continued to combine two worlds in the 911 Targa: open-top driving in a cabriolet paired with the sleek convenience of a coupé. Production began towards the end of 1966, with market launch of the 911 Targa taking place in 1967. The concept was enhanced from one 911 generation to the next and, impressively, became the Porsche of choice for one in ten 911 buyers.

For the 993-generation 911, Porsche presented a fully revised version of the Targa: the entire roof was made of glass, with an electric sliding glass cover above the driver and front passenger that could be lowered and retracted beneath a hinged rear glass window. This was a radical move away from the traditional and distinctive rollover 'hoop', but precisely twenty years after the 964 Targa was discontinued, the

991-generation Targa was the first 911 to reintroduce the innovative, integrated folding powered roof mechanism and a return to Porsche's classic design. Now, the new 992-gen 911 further refines the concept and brings the Targa story bang up to date.

FOUR TO THE FLOOR

Every 992 Targa is all-pawed. Enhanced performance of the all-wheel drive system goes hand-in-hand with further development of the front-axle drive. As previously introduced on the amazing 992 Carrera 4 and Carrera 4S models, the clutch and differential unit is now water-cooled and features reinforced clutch discs for greater robustness and a higher load capacity. The increased actuating torque at the clutch improves adjustment accuracy and the function of the additional front-axle drive. Overall, the changes, complemented by Porsche Traction Management (PTM), contribute to even better traction in all driving conditions.

The 911 Targa 4 rides on nineteen-inch alloys with 235/40 ZR front tyres and 295/35 ZR black circles on twenty-inch rims at the rear. As standard, the 4S model is fitted with 245/35 ZR rubber and adds an inch in diameter over each of the 4's rims. On the Targa 4, braking performance is





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delivered by 330-millimetre diameter discs with black four-piston monobloc fixed calipers. The red-painted brake calipers on the Targa 4S boast six pistons at the front and four at the rear, while its discs measure 350mm at both ends. The excellent Porsche Ceramic Composite Brake (PCCB) package can be ordered as a cost option.

Like the 992 coupé and cabriolet models, each Targa's three-litre flat-six features twin turbochargers, delivering 379bhp in Targa 4 guise and 444bhp in the 4S. Top speed for the latter is an impressive 189mph, and though both models

feature a PDK eight-speed dual-clutch transmission as standard equipment, to further amplify the exhilarating driving experience of open-roof motoring, the 992 Targa 4S can be ordered with Porsche's new seven-speed manual gearbox, complete with the Sport Chrono package, at no extra cost.

The interior of the 992 Targas echo the cabin of the Carrera models, characterised by the clear, straight-lined design of the new 911 dashboard and recessed instruments. The 911s of the 1970s provided the inspiration here. Alongside the central

rev counter – very much a defining feature for Porsche – two thin, frameless freeform displays extend information to the driver. A compact switch unit with five buttons for direct access to important vehicle functions is located below the 10.9-inch centre screen of the Porsche Communication Management (PCM), which comes bundled with an excellent online navigation system.

The new Targas are available to order from Porsche Centres in the UK and Ireland with immediate effect. The Targa 4 is priced from £98,170, the Targa 4S from £109,725.



AUCTION SALE OF FINAL 991 AIDS COVID EFFORT

Unique Speedster raises \$1m for pandemic relief work

Many cars are described as "the ultimate," but few can credibly claim to be literally that. In contrast, this 911 Speedster is the final example of the 991 generation to enter and pass down the production line at Porsche's Stuttgart-Zuffenhausen factory. The car's VIN is, therefore, the final one assigned and, beyond this distinction, this special 911 is also the final example of just 1,948 991 Speedsters assembled.

Because this Speedster represents the last of its kind, Porsche commissioned a photographer to document the build process, which took place in December 2019. The last time Porsche commissioned such a project was when the 1,000,000th 911 was built. The Speedster's assembly is,

consequently, presented as a large-format, hardcover book bound in the very same Cognac leather wrapped around the car's seats. Amazingly, only one copy of the book will be published, a move intended to create a super-exclusive Porsche package.

According to the manufacturer, the hefty coffee table tome charts "the progress of the build, as well as reproductions of press releases and the resulting press coverage associated with the car." An original pencil sketch, hand-drawn by the design team who penned the 991 Speedster, also accompanies this unique 911, as does a commemorative watch. For a thrilling conclusion, the one-of-a-kind book is ready to be signed by both Dr. Frank-Steffen Walliser (head of Porsche Motorsport) and Andreas Preuninger (Porsche GT division)



in person after a behind-the-scenes tour of Porsche's vehicle testing facility and track, which was offered as part of RM Sotheby's pitch when this sensational Speedster went under the hammer last month.

The auction, an online-only affair, was held in partnership with Porsche Cars North America (PCNA) and featured only the one lot. Thirty-two bids were registered at the close of play, raising a final sale price of \$500k. Generously, PCNA matched the winning bid, raising the total proceeds to a staggering \$1m. Less taxes and fees, the money will be donated to United Way Worldwide, in an effort to directly aid its work for COVID-19 relief in the USA.

The nonprofit works with almost 1,200 offices throughout North America in a coalition of charitable organisations to pool efforts in fundraising and support. For further information, visit the United Way Worldwide website at unitedway.org



NEC CLASSIC CAR & RESTO SHOW POSTPONED TO 2021

Due to the ongoing global health crisis, the 2020 outing of the Practical Classics Classic Car & Restoration Show, held in partnership with Discovery, is now postponed until 26th–28th March 2021. As reported in previous issues of *GT Porsche*, organisers had hoped to run the event (originally scheduled for March 2020) in August, but with ongoing restrictions regarding the movement of people and social distancing, this course of action is no longer possible. Tickets purchased for the original dates of March 2020 will be valid for the rescheduled dates, with bookings automatically carried over to the 2021 event. Plus, as a 'thank you' to punters for continuing to support the show, an additional adult ticket will be added to each booking free of charge. Furthermore, all trade and display stand bookings will be carried over, meaning you'll still get the opportunity to see our 944 Turbo restoration on its dedicated show stand. Visit porsche944turbo.co.uk

SPECIALIST CARS OF MALTON ASSETS OFFERED

Following weeks of speculation, chartered surveyor, Walker Singleton, announced the assets of long-standing Porsche servicing and sales outfit, Specialist Cars of Malton (SCoM), were to be auctioned online following the company's closure in February. Among the Porsches (including a white 944 Turbo) being offered was a Euro Brun ex-F1 car, as well as SCoM's extensive parts stock and garage equipment, not limited to ramps and the buildings housing them. SCoM boss, John Hawkins, was profiled in the very first issue of *GT Porsche*, back in 2001.



NEW PCCM HEAD UNITS LAUNCHED FOR CLASSICS

Colour touchscreens and Apple CarPlay lead the way

Porsche Classic's single-DIN satnav-equipped replacement head unit proved popular with owners of transaxles and older 911s following its launch a few years ago, but many felt the unit's sky-high price tag was too lofty when the system's limited features were taken into account. Porsche has responded with its second-generation Porsche Classic Communication Management (PCCM) single-DIN head unit, but has also attempted to broaden the appeal of its offering by introducing a double-DIN version (PCCM+), ideally suited to the 996-generation 911 and 986 Boxster.

Both infotainment systems offer a high-resolution touchscreen and modern functions, such as DAB+ and Apple CarPlay, as well integrated navigation. The double-

DIN unit's optimised touch screen measures a useful seven inches, with the hardware controls of both models integrated seamlessly into the ambience of the host Porsche's dashboard. The peripheral components already installed in the car, such as amplifier, loudspeakers or antenna, can still be used without the need for an upgrade. Existing navigation displays in the instrument cluster continue to be supported.

Porsche-specific Points of Interest (POI) is also available to the driver. Route guidance takes place in a 2D or 3D view. Map data and later updates can be used via a separate SD card. Media playback is possible via USB, auxiliary input, SD and Bluetooth. In addition, PCCM+ is compatible with Android Auto. Just be prepared to pay close to £1,400 for the privilege. Ouch.



LANDMARK RULING AS PORSCHE LOSES LAWSUIT

Aftermarket trade body celebrates challenge to tuning industry restrictions

Back in November 2013, Verband der Automobil tuner (VDAT), a trade organisation in Germany representing the interests of companies involved in the tuning industry, filed a lawsuit against Porsche after the manufacturer reportedly ordered its cars, accessories and spare parts not to be supplied to tuning companies. Porsche is also alleged to have stated the same businesses shouldn't be able to provide owners with aftermarket parts designed

to replace or augment original items. The lawsuit also outlined Porsche's alleged wish to prohibit sales of cars and parts to anyone associated with an aftermarket performance automotive business.

On 2nd April this year, a judgement by the Oberlandesgericht (Higher Regional Court) in Stuttgart ruled Porsche's attempt to impose these restrictions was a violation of the German and European antitrust law. The court declared VDAT's protest entirely justified and, consequently, the ruling was made in favour of the association,

which won the case outright. David Power, director of VDAT's UK-based partner organisation, Performance Automotive Aftermarket Association (PAAA), explained why this victory is such a significant outcome for the performance aftermarket industry. "Had Porsche's claim been upheld, it would have had serious implications for the sustainability and, ultimately, the survival of the performance tuning industry as a whole," he said. Since the ruling, Porsche has taken up its option to appeal. We'll report back in due course.



FORMULA E DRIVERS RACE AT HOME

Until the grand finale in June, virtual races will be held on a weekly basis, as a replacement for the standard races in the ABB FIA Formula E Championship 2019/2020, which have been postponed due to the COVID-19 crisis. Each live broadcast gets underway at 16:30 CEST. The series sees all twenty-four drivers in the regular championship do battle for virtual points in racing simulators. The races are held on the realistic rFactor2 simulation platform. Sim racers and influencers also go head to head in separate races to the Formula E drivers. With the "Race at Home Challenge", the ABB FIA Formula E Championship is supporting the child welfare organisation UNICEF, which will be receiving donations raised during each race. Visit motorsports.porsche.com

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PORSCHE PRODUCTS

Each month, we present exciting parts and services designed to benefit you and your four-wheeled friend. From audio to engine upgrades, we've got you covered.



▲ **EVENTURI CARBON-FIBRE INTAKE SYSTEM FOR 991 TURBO/TURBO S**

The Eventuri 991 Turbo carbon-fibre intake system was developed through extensive real-world testing with the aim of allowing the host 911's turbochargers to work more efficiently. By replacing the single stock airbox with individual patented Venturi filter housings, each snail-shaped bhp booster is able to spool with less drag. As a result, wastegate duty cycles are lowered, delivering peak boost at lower rpm and, therefore, a welcome increase in performance, noticeably sharper throttle response and significant reductions in sprint times.

The filter housings comprise bespoke air filters, aluminium inlet cowls, carbon pods and integrated tubes. The carbon pods shroud the reverse-mounted filters and smoothly shape airflow down to the stock turbo inlet tubes. By separating the inlet path and having a dedicated filter for each turbo in this way, the intake allows the turbos to function more efficiently. Crucially, the

Venturi housings organically extend with a smooth curve from the filter opening to the stock turbo tubing. This ensures airflow remains as smooth as possible throughout the system.

Each filter housing features a smooth reduction in cross-sectional area at the point they shroud the filters and taper down to the tubing. This geometry invokes the Venturi effect, where airflow accelerates whilst maintaining laminar conditions. It can be thought of as a large velocity stack. These bespoke filters aid the flow of air moving through each housing and allow for an even velocity profile at the point air exits.

Crafted from 100% prepreg carbon-fibre, the intake duct seals against the underside of the boot-lid using the stock rubber cushion, extending down to seal against the filter housings. Only ambient air is pulled, with no interference from hot air in the engine bay. Again, in order to maximise flow efficiency, the transition from the

circular openings of the filter housings to the single air entry point is as smooth as possible. The duct also features twin drain tubes, which direct water away from the filters. The complex geometry of the duct was necessary to clear the various components in a 991 Turbo's tightly packed engine bay.

The accompanying brackets are laser-cut from stainless steel and powdercoated for a strong, durable finish. Eventuri went to great lengths to ensure the intakes are a direct fit using the stock airbox mounting points. The brackets not only brace the intakes to the chassis, but also allow standard engine components to be secured in the very same way they would be with the standard airbox in place. In order to save weight, each bracket features purposely shaped cut-outs removing material, yet allowing the overall structure to remain rigid.

Price £2,040

design911.co.uk or call 0208 500 8811

MEGUIAR'S ULTIMATE SNOW FOAM

The trusted car care experts at Meguiar's have introduced a new, larger size for Ultimate Snow Foam, the premium formula engineered for use with a pressure washer foam cannon and designed for a swirl-free wash that won't compromise wax protection. Now available in 1.89-litre bottles from online stores and Halfords, the pretty pink product can be used either as a pre-wash prior to the traditional 'two bucket' car cleaning method, or as an agent added to a premium wash mitt and applied to particularly mucky vehicles. With either method, Ultimate Snow Foam will deliver an amazing foaming action helping to loosen dirt and debris whilst lubricating and buffering paint, ultimately preserving your Porsche's protective coating.

Price £28

meguiars.co.uk

or call 0870 241 6696



STUTTGART CLASSICA DIMPLED WOODEN GEAR KNOBS

Renowned air-cooled Porsche parts specialist, Stuttgart Classica, has released an update to its range of hugely popular wooden gear knobs. Taking the form of a dimpled gearstick topper, each wooden knob is lovingly crafted from recycled skateboard decks, resulting in each product possessing a unique finish, which is protected with clear varnish. Knob diameter (oer!) is 48mm, with adaptors available to enable seamless integration with the cabin of any 901, 915, G50, Wevo or 944 shifter-equipped Porsche. Shipping is free to mainland UK addresses, with worldwide delivery available as an option when placing an order direct at the Stuttgart Classica online store.

Price £138

stuttgart-classica.co.uk or call 01386 701953



IPD 991 TURBO/TURBO S PLENUM

Porsche's 9A1 flat-six delivered big power for the second-generation 997 Turbo and its successor, the 991 Turbo, which promised close to 550bhp in Turbo S guise. This new plenum from IPD is designed for force-fed 991s and is offered as a 74mm version of the firm's 997 Gen II offering, allowing the continued use of the factory throttle body. 991 Turbo intake manifolds are smaller than previous designs, which is great for improved boost response and mpg, but less than ideal for those of you wanting to enjoy substantial power gains. IPD's offering provides more than adequate airflow for these more restrictive intake runners, eliminating the need for a larger 'competition' throttle body. The patented IPD design improves power and torque over all factory power curves from launch to redline, providing a longer and more desirable power band. Maximum power increases take place in the midrange, where it's most

needed, most critical and, importantly, most enjoyed. The host 991 Turbo will adapt to the new hardware through a series of spirited driving sessions or hard pulls on a dyno.

Price £741

design911.co.uk

or call 0208 500 8811



DO88 997 TURBO AND GT2 INTERCOOLER KIT

Most kits of this kind tend to be focused on the retrofitting of 997 Gen II Turbo intercoolers, but the guys at DO88 developed a new intercooler core and a custom upper ambient air guide for the original 997 Turbo and its GT2 stablemate. Both parts were designed in a 3D-scanning environment to ensure perfect fit and finish, as well as the best airflow distribution over the intercooler cores. Accurate and consistent test data demonstrates sprints from 31mph to 155mph cut by more than three seconds when compared to the same exercise with the OEM intercooler and Y-pipe in place. And that's without the need for ECU mapping or an adaptation reset!

Price £2781

do88.co.uk or call 0333 577 9961

► EBC RP-X ULTRA-HIGH-PERFORMANCE BRAKE PADS

Following the successful launch of EBC's RP-1 track and race brake pad, the British manufacturer's motorsport division (EBC Brakes Racing) has added RP-X, a new ultra-high-performance pad, to its product catalogue. RP-X is ideally suited to Porsches driven hard on the track and possesses a stable friction level of 0.55µ between zero and 850°C, whilst achieving 100% brake efficiency from cold. This makes RP-X an excellent choice for sprint or hill climb applications, where full brake performance is essential without the need to 'warm up'. It also means RP-X is the perfect choice for any track scenario, where a high initial bite – as well as powerful brake response – is desirable. Although RP-X isn't yet R90 homologated for use on public roads within EU member states, the fact this material possesses excellent cold performance means it can be used safely for driving to and from motorsport events, where local laws permit.

Price From £130.80

ebcbrakes.com or call 01604 583344



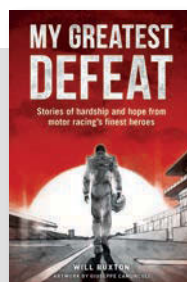
► RECOMMENDED READ MY GREATEST DEFEAT

"This book was never intended to be what it is," announces author, Will Buxton, at the start of *My Greatest Defeat*, his collection of honest and revealing insights into the private lives of the world's greatest living racing drivers, including legends of F1, Indycar, NASCAR, Le Mans and rallying.

Frank and often shocking interviews include a talk with Ari Vatanen, who outlines his terror and subsequent descent into depression after being convinced he'd contracted AIDS through contaminated emergency blood transfusions. Damon Hill speaks of his desire to honour the memory of his father, F1 ace, Graham Hill, through success in top-tier motorsport. Alain Prost describes the moral compass that guided him through his great battles with Ayrton Senna, as well as criticism contributing to the Frenchman's reputation as a cold and manipulative character both on and off the track. In all, twenty drivers open up in surprisingly candid fashion about their personal struggles, with each wheelman depicted in striking drawings by celebrated Vertigo, DC and Marvel comic book artist, Cammo Camuncoli.

Price £19.99

evropublishing.com or call 01235 465521



▼ SCHOLL S2 BLACK CUTTING COMPOUND

S2 Black is an extraordinary high-performance cutting compound specifically developed for ambitious detailers working with compromised and weathered paint surfaces. Thanks to its outstanding and extreme cut, not to mention its high-gloss features, S2 Black knocks out even the deepest and most severe paint imperfections in seconds. For best results, the product should be used with Scholl's range of Ninja polishing pads, which are designed to dissipate heat far more effectively than regular foam cutting and finishing pads. To promote the benefit of using these products together, Scholl is bundling S2 Black, two 140mm Ninja pads and a special edition microfibre cloth in a single, competitively priced package for a limited time. Hop onto the Scholl online store to place your order or to find your local stockist.

Price £42

scholl-concepts.co.uk or call 01780 721460



WEBCON ADJUSTABLE FUEL PRESSURE INSERT

Traditionally, adjusting the fuel pressure on an EFI system using an in-rail regulator has involved replacing the original fixed rate pressure unit with a higher pressure (but still fixed rate) part. In other words, finding optimum pressure meant having to experiment with different units. Webcon has a tidier solution in the form of WFR060, a quality in-rail 0-5 bar adjustable regulator that simply replaces the existing fixed pressure part and conveniently allows the user to accurately set fuel pressure to a level of their choosing.

Price £83

webcon.co.uk or call 01932 787100



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POWERFLEX PORSCHE JACK PAD

Protect the underside of your pride and joy with this CNC-machined aluminium jack pad adaptor from polyurethane bush giant, Powerflex. Enabling you to lift your Porsche only at the prescribed jacking points and suitable for 986 and 987-generation Boxsters/Caymans, as well as all 911s from the 964 to end of 991 production, the part comes complete with knurled black 95A durometer anti-slip protective pads and fits into your Porsche's elongated lifting points with a simple twist-and-lock action.

Price £35.94

powerflex.co.uk or call 01895 460033



MISHIMOTO BAFFLED OIL CATCH CAN

Following years of research and development, Mishimoto has created the most effective oil catch can on the market. The patented XL Baffled Oil Catch Can was designed to separate oil particles from PCV/CCV air that would normally be routed back to the intake system.

Mishimoto's internal air diverter increases turbulence, ensuring all oil sinks to the bottom of the can, leaving nothing but clean air to pass through the 50-micron bronze filter to the intake. An internal baffle keeps the collected oil from splashing around under hard driving conditions. Finished in sleek black, this awesome oil catch can features three ports (two inlet and one outlet) for easy installation on CCV and PCV systems.

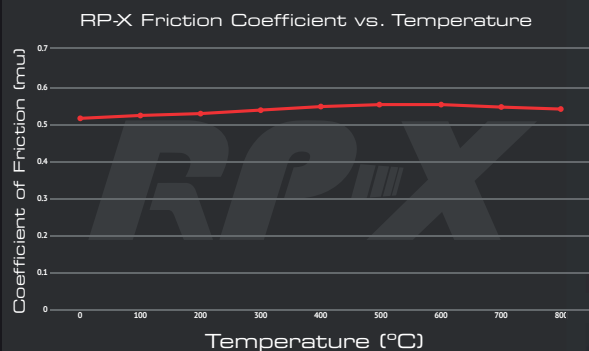
Price £151.20

mishimoto.co.uk or call 01384 897476



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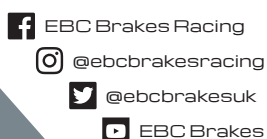
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- Ideal for heavy/high-powered vehicles competing in rigorous motorsport events
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SAFETY IN NUMBERS

10
TOP TIPS FOR
SAFELY HITTING
THE ROAD

Looking forward to returning to the road? Here's our guide to safely heading back into the wild from behind the wheel of your Porsche...

Words **Dan Furr** Photography **Adrian Brannan, Dan Sherwood, Dan Furr, Matt Dear, Porsche**

By the time you read this article, recent COVID-19 lockdown restrictions will have somewhat eased, allowing those of you desperate to get out and drive the opportunity to do exactly that.

Unfortunately, not every road user (or Porsche driver, for that matter), will take the necessary steps to ensure a safe return to the public highway, regardless of the distance they expect to cover or the kind of roads they intend to travel along. We're not just talking about checking fluids, battery life and tyre pressures – numerous recent surveys have highlighted an unusually sharp number of drivers

stalling their cars and/or failing to observe basic rules of the highway code when finding themselves back in the saddle. Lack of indicating and not checking mirrors rank high in the error list, as does much faster driving from those who have been permitted to travel on relatively empty roads during lockdown. Unusually high-speed traffic puts all road users in danger, especially those hopping back into the hot seat for the first time in weeks, which is why we've compiled a helpful list of ten hints and tips to ensure both you and your Porsche stay safe as you venture back out into the wild. Flick through the following pages and enjoy finally getting to drive your Porsche!

Above Make sure you observe basic safety checks and refamiliarise yourself with your car before heading out onto the open road

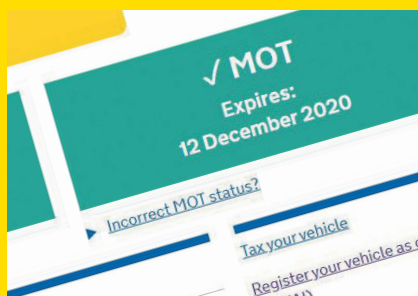
1 INSURANCE

Before you even think about stepping inside your Porsche, check to make sure your insurance is up to date. Roads suddenly filling with motorists represents increased risk of accident (even if you're driving without fault) and the last thing you want is to have a prang, only to discover your car's cover has expired without you realising. Additionally, many of you will have switched your policy to 'laid up' (or equivalent) status in an attempt to save a few pennies during a time travel is restricted. Don't forget to contact your insurer and return your cover to its previous state before hitting the open road.



2 MOT AND ROAD TAX

You're satisfied your insurance is in order, but what about the validity of your car's MOT, especially if it was due to end during lockdown? If the certificate expired before 30th March 2020, then you'll need to arrange for a test before you can head out for that highly anticipated pleasure drive. Many independent testing stations have reopened in recent weeks, though demand is high, so book a slot early. If your Porsche's MOT expiry date falls on or after 30th March 2020, however, the government has extended validity by six months. If in doubt, you can punch the car's details into the DVLA's helpful online vehicle enquiry service (visit bit.ly/dvlaenquiry), which will return the current tax and MOT status, though be aware the extra six months won't necessarily be added to the expiration date until the day of expiry has arrived. Of course, you're expected to ensure your vehicle is safe to drive (failing to do so will attract hefty fines), but you should be doing this at all times anyway.





3 FLUID LEVELS

There's no point shelling out for road tax and getting excited about a return to the open highway if your car has dripped the last of its oil ("sweating horsepower") all over your driveway. Fluid level checks are the minimum requirement when it comes to extracting your Porsche from its state of suspended animation. Start with the oil — look under the car for evidence of a leak. If there's nothing to worry about, pull the dipstick to make sure lubricant is sitting between the minimum and maximum marks. Modern Porsches will give you an oil level reading when you activate the ignition (you can also perform the check using your car's multi-function control stick). Check coolant in the expansion tank is sitting at the right level (the tank should have clear markings on its body). If your car makes use of power steering, make sure its hydraulic fluid level is in order. All of this should be easily achieved with the engine off, reservoir lids lifted and dipsticks dipped (be sure to wipe them clean with kitchen towel or a cloth before taking a reading).

4 TYRE PRESSURES

Through visual inspection, some of you will be able to tell if there's a problem with your car's tyres as a consequence of them remaining motionless for weeks on end. Slow leaks, perhaps previously undetected, may have deflated your Porsche's black circles to the point they're clearly unsafe to roll on the road. Even without such dramatic visual cues, you should use a basic tyre pressure gauge to test each tyre. Some modern Porsches will be equipped with a tyre pressure monitoring system, doing the job for you, so check readings before being satisfied all is in order. Give a visual inspection to each sidewall, both outside and along the inner part of the tyre. Old and budget rubber can experience weakened sidewall structural integrity, resulting in a visible bulge or cracking, encouraged by a lack of action. This is a serious safety hazard and could result in a blowout without notice. If you spot a bulge, fit your spare wheel or call for the assistance of a mobile tyre fitter. Under no circumstances should you hit the road with a duff tyre fitted.





5 SEE CLEARLY

You've looked around the outside of your car and everything appears to be in order. You've checked engine fluids and had a poke around the 'bay. All gets the 'thumbs up'. What about from inside your Porsche? After all, the car may have been sitting for weeks. How much dust and dirt has gathered on its windows? This should be of particular concern for cars stored outside. Regular cleaning will have helped, of course, but settled dirt and tree sap on glass and along windscreen wipers may cause serious smearing, massively reducing visibility. Be sure to give both the wiper blades and glass a good clean and make sure the windscreen washer fluid tank has been fully topped up.

6 BATTERY LIFE HEALTH CHECK

Many of you will revisit your cars, keen to live the Steppenwolf mantra "head out on the highway", only to find the battery is dead. This might not be an indication there's a problem with the unit — always active security systems can drain batteries at an *alarming* rate (arf, arf!) and that's without looking into electrical faults causing the same complaint (an incorrectly wired aftermarket head unit, for example). If there's just enough battery life left to allow the engine to crank, you might get lucky and see your precious Porsche spring back to life. If so, leave the engine running for at least ten minutes to allow the battery to return to health. If it's too flat to start the car, you're going to need to action a jump start, either with a portable battery jump starter pack or with jump leads connected to another car. Always refer to your Porsche's handbook before doing this — different models will have different batteries (standard, lithium-ion etc.) and potentially fragile electronics susceptible to catastrophic damage from voltage spikes. Always follow the manufacturer's recommendations.



7 STOP, LOOK, LISTEN!

It's an old adage, but right now, one that seems as important as it ever was. Recent surveys have highlighted a huge number of basic errors creeping into the behaviour of drivers returning to the road for the first time in weeks. Indeed, with such little seat time, a high number of drivers are struggling to get back behind the wheel without feeling nervous and without performing essential checks before setting off, resulting in a higher number of collisions than usual. Plonk yourself in your Porsche's driving seat and check seat position, steering wheel position (where adjustment is possible), interior and exterior mirrors are all to your satisfaction. Make sure all dash instrumentation is lighting up as it should and check the status of all exterior lights by switching them on and looking for blown bulbs. Remember to release the handbrake (yes, really). If it's a car you don't drive frequently, you might be surprised at brake pedal sensitivity, so familiarise yourself with this before setting off. The brakes might be stuck, so don't be surprised if the car requires a little persuasion with the throttle pedal before it's prepared to roll forward.



8 SHORT-DISTANCE TEST DRIVE

It pays to be cautious — lockdown may have eased (and you will have your own thoughts about whether this is a sensible decision), but the vast majority of the population is still highly susceptible to COVID-19. You don't want to put yourself and breakdown recovery technicians at unnecessary risk by requiring assistance with a poorly Porsche. With this in mind, before covering significant distance, embark on a test drive close to home. Refamiliarise yourself with the car and check your rear-view mirrors before pulling away. Get the engine up to normal operating temperature and check for signs of overheating and fluid leaks, including loss of oil. Look to make sure there's no other car behind you before activating the brakes a few times in order to clean up disc surfaces. You might not have been inside the car for a while, so strange noises and smells might not become immediately apparent — leave the radio off. If you have one available, take a jerry can containing fuel with you. It's better to be safe than sorry! Talking of which, it might sound stupid, but recent reports have highlighted a huge number of people forgetting to put their seat belt on when returning to the road. Don't make the same hugely dangerous mistake.





9 FILLING UP THE TANK

If you're satisfied you and your Porsche have met all of these important safety checks, you can confidently hit the road. It's a good idea to fill up with fresh fuel (not just because petrol prices are low right now), but make sure you're wearing safety gloves before handling the pump. Use contactless or 'pay at pump' payment wherever possible. Your car may be in a good state of health, but it's important you remain that way, too!



10 PAY ATTENTION

Just because you're enjoying a newfound sense of freedom doesn't mean you should be oblivious to the perils of the open road. Regularly check mirrors, stick to the speed limit, remember how quickly (or slowly) your car turns in (nobody wants to get home from their first drive and look at a kerbed wheel). Remember to indicate, take care if parallel parking, observe good clutch control (a claimed twenty-eight percent of drivers returning to the road have stalled their cars) and be mindful of new road layouts and speed zones which might have been established during lockdown. As ever, we highly recommend additional driver coaching for those looking to sharpen their skills, no matter how long absence from the road has been. Whatever your level of ability, we hope you stay safe and enjoy being reunited with your Porsche.



WIN ESSENTIAL SAFETY KIT FOR YOUR NEXT ROAD TRIP

Travel in confidence with this Europe-friendly collection of accessories...

Having read the previous pages and been completely satisfied you and your Porsche are safe and comfortable to return to the road, your mind may be wandering in search of a destination. We're not talking about taking the long way round to the local supermarket, more a desire to embark upon that ambitious road trip you've promised yourself, but have never found the time to engage in.

If you've previously driven from your home in the UK to mainland Europe (shout out to the Le Mans attendees among you), then you'll know doing so isn't simply a case of booking a ferry or shuttle ticket and hitting the gas. First, you need to be in possession of a passport with at least six months validity, hold a full, valid driving license, carry a current certificate of motor insurance and the car's V5 registration document. If you're borrowing a Porsche for your trip, you'll need a signed letter of permission from the loan car's owner, too.

You'll also need to carry a road safety and first aid kit with you. This will need to include a warning triangle, hi-viz vest, spare bulbs for exterior lighting, headlamp beam deflectors and breathalyser/alcohol testing equipment. Not only is this a requirement in France (designed to benefit other road users in distress, as well as to serve you in a worst case scenario) and will attract a stiff penalty

if absent, certain regions and other countries will have their own additional required kit, such as snow chains where wintry conditions are the norm. Our advice is for you to carefully check the requirements of each country you'll be visiting or travelling through. Also, be mindful of expiration dates on previously purchased equipment, such as breathalysers and bandages, and potential changes to requirements at the start of 2021 following the UK's exit from the EU on the 31st January 2020.

To help you on your way, we're giving away an essential safety kit covering everything you'll need for most European territories. Included in the package is a nifty LED warning triangle, ensuring high visibility in all weather and driving conditions. To be in with a chance of winning, simply answer the following question:

Which city is named on the Porsche crest?

- a) Stuttgart
- b) Canberra
- c) Sunderland

Head over to mediajustice.co.uk/gtp and register your answer. It really is that simple! The competition closes Friday 7th August 2020. We'll announce the winner in a forthcoming issue of the magazine. Good luck, and happy motoring!

TERMS AND CONDITIONS

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TIM HARVEY

The easing of lockdown and the reopening of the UK's race circuits hasn't come soon enough for this seasoned speed merchant...

I can't tell you how great it is to be out driving again! I don't think I've ever been stuck at home for so long without the ability to hit the road.

Under normal circumstances, I cover approximately 35k miles a year – barely a day goes by without me being behind the wheel of a car or sat on a motorbike. Having only completed short local trips for essentials in the family workhorse, taking my GT3 out for its first proper drive in yonks was even more exhilarating than usual. I liken it to more or less the same feeling as the first proper drive after passing your driving test: freedom, enjoyment and the love of controlling machinery. Strangely, the GT3 seemed much faster than the last time I drove it. This could have been a result of fresh V-Power or, more likely, me needing to recalibrate my brain after two months driving no faster than 30mph!

I'm always struck by just how practical the GT3 is as a daily driver. Even in Clubsport specification (with the rear cage), it's surprising how much luggage can be loaded in. Golf bag and trolley? No problem. Majestic booze run? Ahem, no problem. All in the comfort of an air-conditioned cabin with cruise control and heated seats. That this car is also able to lap Spa or Silverstone as fast as a full-on BTCC race car is, quite honestly, staggering. If it wasn't for the mileage I rack up, I'd quite happily use my GT3 all the time.

Speaking of circuits, trackdays have now reopened for business. I've jotted a few dates in my diary and can't wait to get back out again. I've also booked the GT3 for a pre-trackday inspection at RPM Technik. After multiple circuit days last year, not to mention the car sitting motionless over the winter, I consider this an absolute must and would highly recommend the same to anyone thinking of taking their prized Porsche to a track. It's not a service

available at your OPC – it involves a full nut-and-bolt spanner check, just as you'd experience at a race car pre-event. All fluids, brakes, pressures and lights will also be checked, providing complete piece of mind when you eventually hit the circuit.

Before the year is out, I'm looking forward to fitting beautiful exhaust manifolds from Jonny Cocker, my old racing buddy and head of tuning firm, JCR Developments. I've already fitted JCR's side silencer delete and bypass, but the manifolds will eliminate the cat, save weight and release an extra 15-20bhp! I'm also waiting to try Michelin Cup 2 R tyres, until now not available in 20-inch profiles. I know these tyres are special on track, having tried them in 21-inch guise on a GT3 RS. I'm also looking at developing carbon-fibre wheels even lighter than the hugely desirable (and expensive) magnesium rims. The benefit of lighter unsprung weight cannot be overemphasized, helping every element of handling, but especially in steering, braking and change of direction.

I'm often asked if I worry about warranty when I change anything from stock spec on a car as valuable as a GT3. I've never had a problem. I accept it may come down to an individual's relationship with their OPC, but for me, the pleasure of enjoying my car to its maximum outweighs my fear of changing anything. The argument Porsche spends millions developing a car "so why would you alter it" is also common. Put simply, Porsche has to develop its cars to work in all manner of environments and cater for all driving abilities, so to suggest one of its products can't be more focused in a chosen direction (e.g. track driving) is illogical. Yes, stickier tyres might not work as well in the rain on your way to Tesco, but they'll be better on track. Talking of which, all this writing about driving has got me reaching for my car keys again...



Tim Harvey is best-known for being 1992 British Touring Car Champion and for being crowned Carrera Cup GB victor in 2008 and 2010. He's contested the 24 Hours of Le Mans four times, competed in British GT and currently serves as a presenter for ITV4's extensive BTCC coverage. He's also a driving consultant and brand ambassador for respected independent Porsche specialist, RPM Technik.

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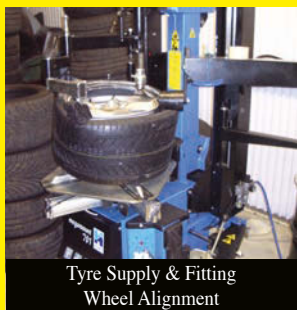
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JOHN TONKIN

If an air-cooled 911 is beyond your budget, but you want a classic Porsche capable of satisfying in all driving environments, consider the purchase of a 'land shark'...

Cards on the table: I own a classic 911 SuperSport. It's a rare car, especially on UK roads, and quick when I want it to be. I enjoy the occasional track day, and though a 911 is probably the Porsche most enthusiasts will bring to mind when asked to think about participating in circuit action, there are other – less obvious – choices from our favourite manufacturer's back catalogue.

The 928 is a prime example of a Porsche most won't consider a candidate for hammering around a track. The model's reputation for being a comfortable cruiser capable of munching massive mileage somehow eliminates it from the minds of many thrill-seekers, with assumptions the V8-powered 'land shark' will be too soft, too wallowy, too lazy. I'd like to put the case forward for a rethink. Granted, the 928 oozes luxury, but it's an amazingly balanced machine, super-poised and far more predictable in its handling than an air-cooled 911. With professional laser alignment and corner weighting taken care of, the 928's 50:50 weight distribution makes it a force to be reckoned with, as demonstrated by Le Mans winner, Richard Attwood, who drove an early 928 to great success in the Historic Sports Car Club's '70s Roadsport Championship. The 928 also made a good account of itself with Attwood at the wheel in the 1984 24 Hours of Daytona, as well as more recently, when Carl Fausett's 1978 928 was the fastest two-wheel-drive car in the 2009 Pikes Peak International Hill Climb. At that point in time, most of the course was gravel.

Another factor that puts people off the 928 (and keeps purchase prices relatively low on the used car market) is the fear of convoluted and expensive maintenance. Admittedly, the M28 V8 (which you'll read about on the following pages) was a very

advanced design for its day, and some jobs require special tools to take care of, but it's rare to come across a 928 V8 in need of a full rebuild. Regular maintenance and servicing is a straightforward affair for the competent home mechanic and, of course, there's a huge amount of help and advice available from owners clubs and independent specialists with detailed knowledge, such as Weissach UK.

I'm currently in the process of rebuilding a poorly 928 S4's V8 from the ground up. This is a rare example of an M28 suffering serious mechanical failure (a bent connecting rod). It's an involved job but, reassuringly, all parts are readily available, either through suppliers in the UK or those in mainland Europe. Nobody wants to be the owner of a car in need of this much life-saving surgery, but the owner of this particular front-engined Porsche can rest assured his pride and joy will be good for another few hundred thousand miles as soon as I've completed the work. Additionally, he'll be able to enjoy the fact his 928 is easily as quick as my 911 SuperSport and will be just as happy crawling along in traffic at 2mph as it is lapping a race circuit.

Contrary to popular belief, the 928 isn't a temperamental beast. Of course, any car of this vintage might throw up the occasional electrical fault, often a complaint of perished wiring (as opposed to anything more serious), but on the whole, the 928 and its bellowing V8 are reliable, especially in sixteen-valve guise, which is a pleasingly non-interference version of the M28. Timing belts and tensioners aren't a big deal to replace and, though everyone seems to want a manual 928, the automatic gearboxes on these cars are superb – the 928 is an easy drive, where my 911 SuperSport tries to kill me. It's high time the 928 gets the recognition it deserves. ■



John Tonkin is a time-served Porsche specialist and acts as Advisory Technician at independent Porsche service, maintenance, restoration and modification centre, Weissach UK, based in Middlewich. At the time of writing, he's in the process of rebuilding a 928 S4's five-litre V8.

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SEÁN MATTHEWS

When coping with personal trauma, cars not only provide welcome distraction, they have the power to inform the future direction of your life...

Many people ask me why I established RennEleven, my enthusiast-focused online destination for everything to do with Porsche, the greatest sports car manufacturer of them all. Obviously, I wanted to indulge my passion for the marque, but the truth of the matter is that publishing daily Instagram posts and regular YouTube videos packed with content about Porsche cars, not to mention the people involved with them, provided a sense of purpose when the world seemed to be crashing around me.

I lost both my parents in quick succession. Mum passed away first. She'd been suffering from cancer. Dad died a short while later, the result of complications arising from an operation that didn't go according to plan. Back then, I was engaged to be married, but my world was turned upside down and I soon found myself struggling with mental health issues. Having to spend time living in a house left largely untouched by Dad after Mum died certainly didn't help matters, and led to both the collapse of my relationship and a nervous breakdown. I really couldn't see a way forward.

I've always been a huge petrolhead and had started an Instagram page to share photos and stories about Porsche enthusiasts and their cars. A family friend who works as a counsellor encouraged me to focus on developing the channel into something more rewarding, a kind of pet project to help provide distraction from the situation I was in, but also activity I could throw myself into with a view to developing the page into an online Porsche lifestyle hub. It was the push in the direction I needed and, before long, I began to see audience numbers grow dramatically. Follower engagement was

strong, with increasing numbers of visitors taking time out to contact me via private message or through post replies. I seemed to have struck upon a winning formula. It was this realisation that compelled me to cultivate the page into the RennEleven enthusiast focal point it is today.

The project's success has seen me make a huge number of good friends and, ultimately, has restored balance to my life. I finally unboxed (both physically and figuratively) a lot of stuff in my parental home, my fiancée and I got back together and I changed career (I'm now working in the automotive industry). In short, my love of Porsche, combined with my determination to succeed and the warmth of the brand's enthusiast scene, helped me to find the inner peace I was missing.

Following the sale of my Dad's house, I realised my lifelong ambition and bought a 911. More specifically, I got hold of a rare Guards Red non-sunroof 996 Carrera kitted out with manual transmission, black leather and a factory-fitted Aero styling kit. It's a Porsche I'll never sell and one I'm continually personalising to suit my aesthetic taste and driving style. In fact, as I write this *GT Porsche* guest column, the car is at my local body shop being treated to corrective paintwork before the application of some very special wheels...

It's no exaggeration to say I live and breathe Porsche, but using my own experience as a benchmark, it doesn't really matter if you're a Porsche, Volkswagen, Ford, Honda, Nissan or Audi nut — cars and the enthusiast communities surrounding them have the ability to change lives, whether as a consequence of providing the tools to channel energies otherwise boiling over in negative fashion, or through the support of compassionate, like-minded individuals. If you're especially lucky, it might even be a mix of the two. ■



Seán Matthews is founder and curator of RennEleven, one of the fastest-growing online Porsche communities. Through regular Instagram Live interviews with the scene's industry leaders and personalities, as well as through a showcase of material hosted on YouTube, RennEleven is the perfect portal for your online Porsche fix.

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FIVE MINUTES WITH GARY CONWAY

This month, we chat with the Managing Director of premium vehicle service, maintenance, trackday preparation and tuning specialist, GCAP Performance.

When was GCAP established?

Summer 2012. Prior to that time I'd been building engines (my first was a 993's air-cooled flat-six) ad hoc, but increased demand encouraged me to open GCAP as a one-stop servicing and tuning centre for premium makes and models.

Whereabouts is your workshop?

GCAP occupies attractive mews buildings in the heart of a residential area in London's Notting Hill district. Not being on a distant industrial estate or business park is convenient for customers, not only those who can visit easily from their homes in Knightsbridge, Chelsea and other nearby locations, but also clients who can get to us via the M4 or A40 from further afield, leave their car here and head off to enjoy

shopping and sightseeing while we carry out the jobs we've been asked to do.

Which Porsche models do you cater for?

We can service and maintain any Porsche. As a performance oriented company, we see a lot of turbocharged water-cooled 911s pass through our workshop, but GCAP's dedicated automotive electrics department also welcomes many classic Porsches in need of work, whether it's the renewing of old wiring, upgrading in-car entertainment systems or fitting new security hardware.

Talk to us about Porsche tuning.

A large part of our business concerns extracting more power from Porsche products. Focusing on the 996-generation 911 onwards, we've developed our own hardware and software upgrades, from Stage 1 tunes all the way to big power packages. We have two types of customer in this respect: those who are looking for tuning solutions to satisfy specific needs, such as eradicating flat spots or wanting power to come in at specific rpm, and those who commission us to transform their Porsches into monsters pumping out huge power. For these clients, as well as those chasing specific horsepower and torque

figures, we're proud to offer a full and detailed rolling road service.

What are you working on right now?

We usually have three cars on the go at any one time. We enjoy working on at least one big power build a month, with regular servicing and maintenance on all manner of exotic cars keeping us busy each day. It's not unusual for us to be working on a Porsche (we have a Carrera GT on the ramps right now), Ferrari and Range Rover simultaneously. Of course, our location enables us to serve London's well-heeled residents. Many of them are car mad and in charge of amazing machines. For example, we have the great honour of looking after a regular customer's RUF CTR 'Yellowbird', one of less than thirty factory RUF builds.

What's next for GCAP?

We'll carry on developing our bespoke product offerings for petrol cars, but we're also continuing to expand our service list for owners of electric vehicles, ensuring we stay abreast of market trends.

Can we follow your adventures online?

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SHARK ATTACK

Intended to increase overall production against a backdrop of ailing 911 sales, Porsche's first production V8 carved a niche of its own. Few 928s come as desirable as this immaculate manual S2...

Words **Dan Furr** Photography **Dan Sherwood**

RARE TREATS

Two unique 928 models arrived in 1982: the Fiftieth Jubilee and the Weissach Edition. The 141 examples of the former celebrated Porsche's five decade in business and featured Ferry's signature stitched into the front seats, Meteor metallic paint and an eye-popping red leather interior. Denied to North America and Canada, the model was produced alongside similar versions of the 924 and 911. The 202 'Weissach Edition' 928s were US-only cars featuring champagne-coloured wheels and bodywork, twin-tone leather and a commemorative dash plaque.



With the evergreen 911 fast approaching its sixtieth birthday, it's hard to imagine Porsche without the model, but in the late 1970s and early 1980s, it was distinct possibility. A layout seen by many as increasingly dated encouraged those inhabiting the corridors at Zuffenhausen to think about a new flagship Porsche product. Indeed, company chairman, Ernst Fuhrmann, envisaged a 'proper' 2+2 in the form of a grand tourer capable of massive mile munching. This was no reimagining of the 911 – the resulting 'land shark' was Porsche's first clean-sheet design, and one which set the company's technological beacon shining all over again.

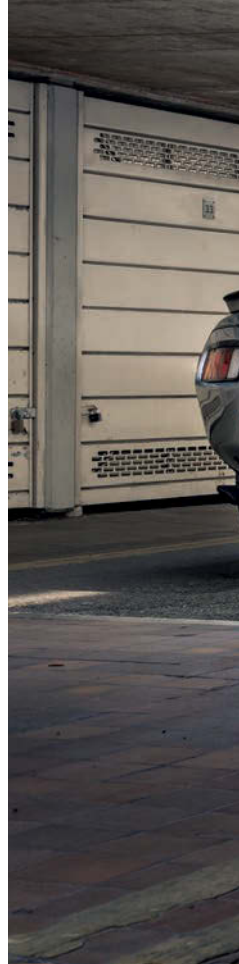
Work began in earnest as soon as the project was given the green light. In fact, as early as 1971, factory engineers and draughtsmen began to conceptualise the all-new Porsche. The resulting 928 was intended to pack the luxury of a high-end sedan with the style and performance of a sports coupe. Powerplant and transmission packaging issues ruled out a repeat of the rear-engine format, which promised to play havoc with emissions (a complaint Porsche was trying to address with the 911) in the face of ever-stricter safety legislation in the United States. Discussions regarding

a mid-engine configuration were also dismissed – largely due to the 928's cabin space being severely compromised – leaving a front-engined, rear-wheel drive setup as the preferred solution.

From the get-go, a big engine was planned for the 928. Prototypes were built using a five-litre V8, although Ferdinand Piëch argued the case for a 4.6-litre V10 envisaged as a product of modifying Audi inline-fives. He was, however, outvoted by many of those occupying seats on the Porsche board – the 928 would land in dealer showrooms with a 4.5-litre V8 sitting beneath its long bonnet.

The covers were pulled off the new car at the 1977 Geneva Motor Show. Compared to previous Porsches – even the four-cylinder 924, which leapfrogged the 928's launch due to the two global oil crises of the mid-1970s calling a temporary halt on the bigger-engined car's development – Wolfgang Mobius's design looked as though it had arrived on Earth from another planet. The gorgeously curved design and bulbous rear end hinted at the mechanical layout within, and while pop-up headlights would go on to become a popular feature of later Porsche products, they were celebrated for aiding aerodynamic efficiency on the 928.

Despite a long list of plus points (flick to page 52





SUSPENSION ADJUSTED ITSELF DURING CORNERING WITH SUCH SUCCESS THAT A PASSIVE REAR-WHEEL STEERING SYSTEM (OF SORTS!) EVENTUALLY FOUND ITS WAY ONTO THE 911

Above Integrated bumpers give the 928 a decidedly other-worldly look

to read all about the superb M28 V8's design and development), the model's crowning glory is its Weissach rear axle. Specially developed for the 928, the rear-wheel steering system was designed to eliminate lift-off oversteer, a trait 911 owners had been moaning about for years. The bigger Porsche's rear suspension adjusted itself during cornering with such success that a passive rear-wheel steering system (of sorts!) eventually found its way onto the 911, with both the 964 and 993 implementing innovations mirroring the 'Weissach' effect. The 928 also featured a power steering system using an engine-driven hydraulic pump, a nifty bit of kit which reduced assistance at high revs in order to firm up steering feel when drivers fancied travelling at stratospheric speed.

GREAT WHITE HOPE

These technical marvels set the contemporary pace. In 1978, the 928 was named European Car of the Year, beating off BMW 7 Series and Ford Granada rivals. To this day, the 928 is the only sports car to win the gong. It rewarded Porsche's engineers for a job well done, and firmly placed the firm's grand tourer on the automotive map. Porsche purists, however, were less than impressed. Reluctant to embrace the company's transaxle family of cars due to it being such a radical departure from the DNA of traditional

Porsche products, not to mention the fact the 928 was rumoured to be a replacement for the 911, visitors to Porsche main dealer showrooms were slow to place orders. What they failed to realise was – thanks to a perfect 50/50 front/rear weight distribution and the aforementioned diet-led body – the 928's neutral balance and higher engine output gave the 911 a run for its money in terms of performance: it took the 928 just eight seconds to reach 60mph from a standing start, topping out at 142mph. Add the grand tourer's luxury, comfort and continent cruising abilities, and it's difficult to see what's not to like.

The 4.7-litre 928 S was good for 300bhp when it replaced the original 4.5-litre 928 for the 1980 model year. The newer land shark's front splitter and rear spoiler enhanced the pure lines of the original 928's shape, affording it a more aggressive stance. Larger brakes helped to halt the extra pace. Stateside buyers had to wait until 1983 before they could get their hands on an S, but a Competition kit allowed owners in America to turn their clean cars into S lookalikes through the application of the Euro-spec spoilers and the Corvette-inspired, sixteen-inch flat-disc alloy wheels offered on the S as a factory fit. Sports seats, lowering springs and Bilstein dampers also formed part of the popular package.

1984's 310bhp 928 S2 brought Bosch LH-Jetronic »

Left The potent M28 and started production with 4.5-litres of displacement, before going on to boast 5.4-litres in 928 GTS models

fuel injection to the proceedings, while optional ABS brakes made their debut on a Porsche. America soon caught up – a new five-litre double overhead cammer with thirty-two valves was introduced for the US domestic market in 1985. 288bhp was less than European drivers were used to, but it was a significant jump up from earlier American-offered 928s. A top speed of 155mph was quoted in sales brochures, while all cars gained new front seats and more avant-garde door panels.

As the excessively excessed 1980s passed their halfway point, the last of the 'original body' 928s rolled off the production line. Revised suspension, four-pot stoppers (standard on the later 928 S4) and a new exhaust were added to the last of the old guard, and it's these S2s which are considered by many enthusiasts to be the 928's 'sweet spot', before the introduction of thirty-two valve interference engines and a more streamlined body design.

FAMILIAR GROUND

What was it that acted as the catalyst for your love of Porsche? Exposure to a standout car when you were a nipper? A deep-rooted family connection to the brand? For London dweller, Dan Curwin, it was both. "I'll never forget the sense of wonder I felt when my dad arrived to collect me from school in a

bright blue 928!" he recalls. Curwin the Younger was no stranger to the world of Porsche due to his father having already owned a string of 911s, but the land shark ready and waiting to make the classroom a distant memory was quite unlike any other Stuttgart-crested car the Curwin clan had owned up until that point in time. Needless to say, Dan was awestruck. "The striking combination of blue leather and Pascha trim wowed me as soon as I stepped inside the car," he grins. Forty years later, he's just as enthusiastic about Porsche's legendary transaxle, which is why it comes as no surprise to discover he's bagged himself a fantastic example of what many regard as the most desirable of 928s. Yep, he's managed to acquire that rarest of V8-powered Porsches – a low mileage S2 equipped with manual transmission.

It's worth noting Dan's journey towards V8 ownership hasn't been as clear cut as seeking out a 928 from the moment he passed his driving test. "Like many owners of classic Porsches, I started out playing with Volkswagen Beetles," he tells us. "One of my earliest cars was a Bug equipped with a two-litre flat-six, but I was determined to own a Porsche before I reached my twenty-fifth birthday. I managed to achieve my goal by coining a 1969 911 T I'd spotted advertised across The Pond. Sadly, my time with the car didn't prove to be as satisfying as I'd hoped after it reached British shores."

He's referring to an unfortunate incident on Battersea Bridge, when an elderly gentleman walked out in front of the 2.2-litre left-hooker before being thrown onto its windscreen. Thankfully, after a brief spell in hospital, the injured pensioner was given a clean bill of health, which is more than can be said for Dan's 911. "The police confiscated the car after telling me they needed to examine it, a claimed precautionary measure to ensure my imported Porsche was safe to be on UK roads. I had every confidence the car was fit and proper, not least due to the validity of a freshly issued MOT certificate. Nevertheless, the car was dismantled by law enforcement officers looking for something amiss. Of course, they didn't find anything untoward, and I was pleased to be invited to collect my much-missed air-cooled classic at the close of the investigation." Less pleasing was the state of the car Dan was presented with. "I sold it for scrap!" he cries. Examiners had proved themselves to be well versed in the art of ripping a 911 apart, but less fluent when it came to putting one back together again. Disappointed that his dream of owning a Porsche ended sourly, he channelled his enthusiasm for all things automotive by investing in an Alfa.

Exotic Italian four-wheelers certainly exude a certain charm, but there's no getting away from the fact





that once you've been bitten by the Porsche bug, it's almost impossible to resist the temptation to return to owning one of Stuttgart's finest. Unsurprisingly, this is exactly what Dan did. "I bought a 1980 911 SC Targa from Williams Crawford in Saltash," he smiles. "That car was the epitome of a Porsche in pristine condition. It was almost too good to drive! I enjoyed every minute of being behind the wheel during the three years I was lucky enough to be in possession of the silver stunner, but I had to let my head rule over my heart when my girlfriend and I found out we were expecting twins. The car was sold back to Williams Crawford and I bought a family-friendly Volvo estate."

Despite his fondness for flying bricks, as the years rolled by, Dan's love of Porsche reared its head once again, a passion encouraged by memories of growing up next door to Formula One and Porsche endurance driving hero, Pedro Rodriguez. "I was toying with the idea of buying another classic Porsche when my girlfriend's father passed away," says the 928 nut. "He left behind a 997 Carrera S and a low mileage 924 Le Mans. I hadn't ever considered a 924, but it made perfect sense to take custody of the rare transaxle, and I'm glad I did. It was an amazing car and one which taught me a 924 can be just as much fun as a 911." Originally supplied to its first owner through Mizwa Motors in Japan (formerly Porsche's official distributor in East Asia), the rare 924 had covered just 70k miles from new. Dan happily added to that tally by heading out to as many 924-focused events as he could attend in the two years following his name appearing on the Alpine White wonder's logbook, but recollections of his dad's blue 928 at the school gates all those years ago made it difficult to shake off the desire to own a V8-powered transaxle. And what a motor he's ended up with!

After advertising the Le Mans for sale, Dan handed its keys to a Danish 924 fan who flew to London from Copenhagen before embarking on an epic road trip home in his new toy. With cash in his pocket, Dan could finally begin the hunt for a 928. It was a quest that led him to the door of independent Chertsey-based Porsche specialist, GT One. Registered



Above Pinstripe velour interior crowns the tidy Porsche package



Facing page Centre console isn't exactly modern, but does what it needs to



in December 1984 for the 1985 model year, the immaculate grand tourer was originally sold by Roger Clark Cars and had been owned by the same enthusiast for the eighteen years prior to Dan driving out of GT One's well-stocked showroom. "The car has never wanted for anything," he beams. Lowered suspension, no sunroof, a limited-slip differential and that all-important manual gearbox were well-considered factory options, but super-meticulous care in the years following the car's assembly has seen it treated to a complete mechanical overhaul and a flawless respray.

ART OF NOISE

"Much like myself, the previous owner wasn't obsessed with originality, which is why the car lost its bump strips at the point it received new paint," explains Dan. He's taken personalising the Porsche a step further by adding LED exterior lighting, yellow fog lamp lenses (originally fitted to a 928 in France) and recently refurbished sixteen-inch 'Teledial' wheels wrapped in sticky Continental rubber. Similarly, the car's gorgeous pin-striped interior has been updated. "I've installed a Parrott audio interface which allows me to stream high quality recordings from my smartphone without the need to remove the original head unit. Additionally, I've fitted Morel speakers, which deliver crystal clear, dynamic sound reproduction no matter what style of music I happen to be listening to," he adds, before acknowledging the distinctive rumble of his Porsche's eight-cylinder, water-cooled powerplant is a difficult soundtrack to beat when on the move.

"Everything about my classic Porsche is totally involving," he continues. "I'd argue its manual transmission and firm handling make it far more of a true driver's car than any 928 loaded with an automatic gearbox. Mine is a V8-powered transaxle which feels amazingly sporty, totally different to the caricature of a Porsche built for lazy cruising." As outlined elsewhere in this issue of GT Porsche, he's not wrong. Granted, some early 928s fitted with a three-speed slushbox (a super-reliable Mercedes-Benz unit, later growing by an additional ratio) can

feel somewhat agricultural in their operation, but put the pedal to the metal and you'll be surprised at how rapid a 928 is. Add a manual gearbox (only twenty percent of all 928s sold were optioned with one) and a determination to explore the rev range, and the model's Jekyll and Hyde persona is realised – this is a completely capable sports car, though with Dr Fuhrmann's intention for it to replace the 911 as a Porsche range-topper, it's important to remember it was always intended to be.

As mentioned previously, Fuhrmann (an engineering genius and the designer of Porsche's ground-breaking Type 547 flat-four racing engine) saw the 928 as Porsche's answer to falling 911 sales. Additionally, the development of the 928 was deemed to be an accidental stroke of perfect timing when US legislators announced their intention to evaluate whether rear-engined cars should be banned from being sold in North America on the grounds of safety. Of course, the ban failed to materialise, but so did Fuhrmann's expected rush of 928 sales: just over 61,000 units were built, but that volume is spread over an eighteen-year production run. Moreover, fewer than three thousand GTS models were assembled between 1992 and the 928's discontinuation in 1995 (the GTS was the only 928 available during the period). It may have gone out without a bang but, importantly, it served to pave the way for more modern (and more popular) Stuttgart-crested offerings, including the Panamera and Cayenne SUV.

Today, the 928's effortless power, practicality and still-futuristic looks have earned it a die-hard following of loyal enthusiasts, but opulence and gran turismo gait don't come cheap. Rising prices means the days of easily finding a bargain 928 are long gone, though there are still reasonable deals to be had, so get out there and harpoon yourself a legendary land shark. Keep 'em peeled and you might even see Dan's spotless S2 out and about on the mean streets of the capital. "I use the car every week without fail," he proudly confirms. We're not surprised – classic Porsches are there to be enjoyed, and there's no doubt that when it comes to 928s, his is one of the very best out there.

Above Ridiculous road presence and, when given the chance to let rip, a sublime soundtrack from the punchy V8



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VEE FOR VICTORY

Continuing our new series charting the history of iconic Porsche engines, we delve into the design and evolution of the M28 V8, recognised the world over for propelling every generation of the 928, Porsche's original grand tourer...

Words **Shane O'Donoghue** Photography **Porsche**

Twenty-twenty hindsight allows us to scoff at the idea of the 928 superseding the 911, but that's exactly how things were supposed to be.

Certainly, this was the thinking of Ernst Fuhrmann, Porsche Technical Director from 1971 and Chairman of the Board for the eight years leading up to 1980. While many disagreed with his view of the 911 as a sports car reaching the limit of its development potential, the company feared the impact of rumoured changes to North American crash safety,

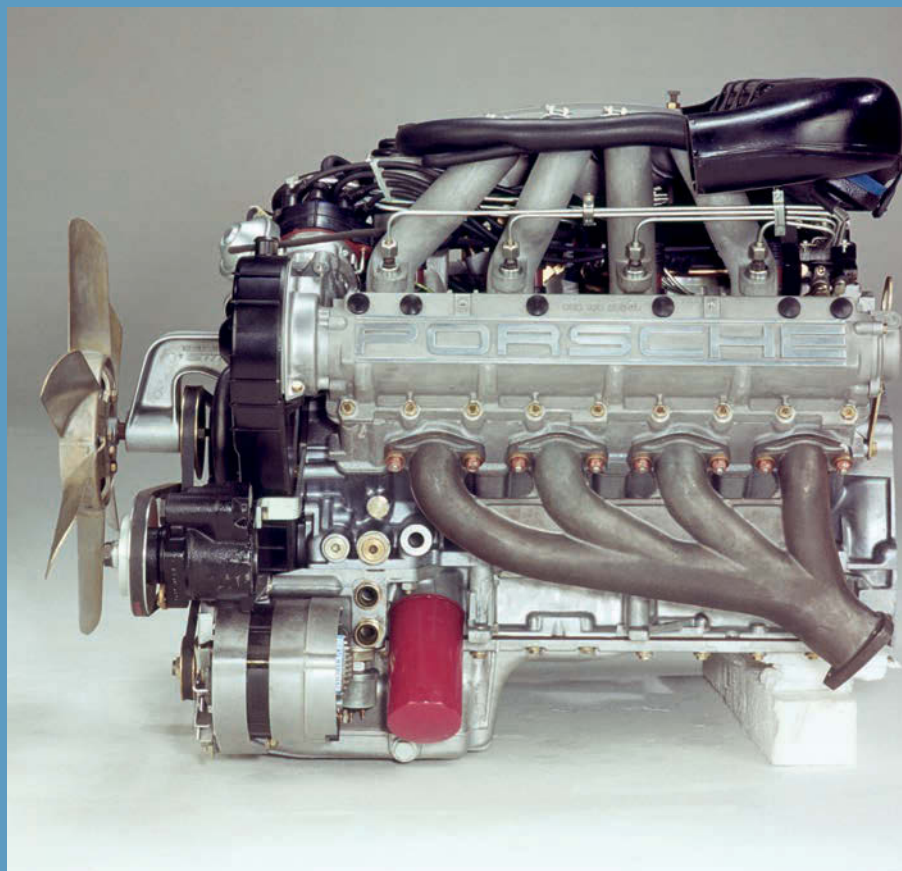


Above GTS was the last of the 928 line, remaining in production between 1992 and 1995, adding to a total 928 build run of more than 61,000 units

Left Audi Coupe was used as M28 V8 test mule as early as 1973

ICONIC PORSCHE ENGINES **PART TWO**

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emissions and noise legislation, rules which would have had a detrimental impact on the long-term viability of the 911 to continue as Porsche's flagship model. Central to these fears was the packaging limitations of the 911's rear-engined layout.

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

As is the case with most V8s, the M28 used a 90° vee. In partnership with a

common cross-plane crankshaft design, this gave the engine perfect primary and second-order balance, along with a relatively low height, which helped to keep the bonnet line down. Next up, in the interests of reducing weight, Porsche was determined to deliver the M28 with an all-alloy construction. This decision precipitated the creation of many innovative engineering solutions, starting with the aluminium alloy used in the formation of the engine block.

PEDAL TO THE METAL

Back in the late 1960s, before the 928 project began in earnest, an American company named Reynolds Aluminium developed a novel technique to allow the elimination of cast iron cylinder liners. The firm proved that, if the cylinder block was made from a particular aluminium-silicon alloy, the cylinder walls could be honed, then etched to ensure the silicon crystals stood clear of the aluminium matrix, resulting in a brilliantly hard-wearing surface. The accompanying aluminium

pistons were then coated in a thin layer of iron or chrome, leading to the what we now call the reverse principle, so-called because it's the 'reverse' of the then normal practice of pairing iron liners with aluminium alloy pistons. The Reynolds formula was introduced to the 911's air-cooled engine in 1972, but its inclusion in the M28 unit brought about several knock-on advantages. For a start, with a lack of heavy iron liners to worry about, block machining was vastly simplified, while its structure was considerably stiffer, despite the low weight.

There were, however, concerns about the potential brittleness of the V8's alloy block over time, but a low-pressure casting technique helped allay fears. Moreover, Porsche's engineers came up with the unusual idea of using a different aluminium alloy for the crankcase below the block. Not only that, but they added a simple oil channel in the separation face between the two castings, thereby enhancing oil flow (the cast paths were smoother than was possible with traditional drilling) »

of oil passages) and reducing the amount of post-casting machining. A handful of Porsche technical staff registered their doubts when presented with the idea, but it ended up being a great success.

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

The first iteration of the M28 used a single overhead camshaft per bank of four cylinders, with two valves per cylinder. The combustion chamber itself was a conservative design by the standards of

most performance cars, a feature largely as a consequence of Porsche's engineers prioritising their target of low emissions. Nonetheless, cutaway drawings of the M28 illustrate how the top-mounted inlet manifold and plenum chamber allowed for long and straight runners to the back of the inlet valves, which promoted enhanced airflow and, therefore, optimised performance.

SETTING THE TONE

The 911 had already demonstrated how valve followers with hydraulic adjustment could be used to extend engine service life and reduce maintenance, which is why the idea was carried over to the 928. Not content to rest on their laurels, however, Porsche's engineers continued to push boundaries by positioning the hydraulics within the moving cup tappets. The idea worked well, but cautious onlookers were unconvinced the parts would survive constant high engine speeds, the sort

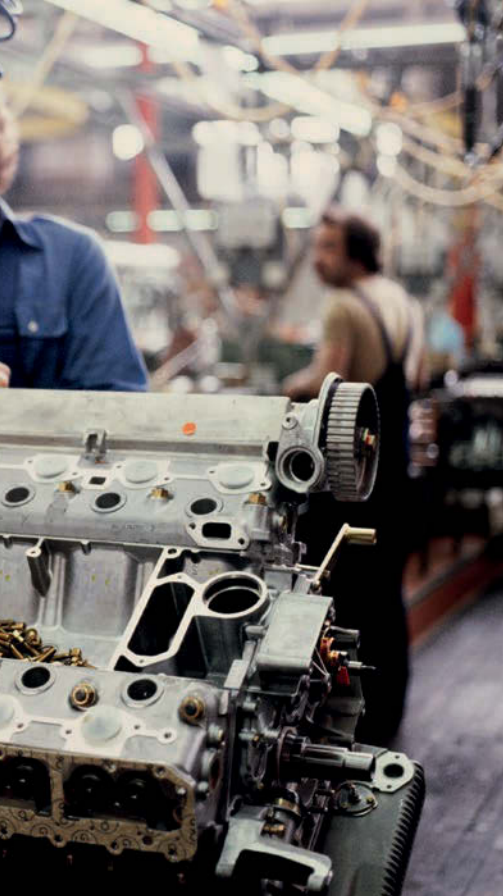


Left Extensive testing of the M28 took place throughout the engine's production run, with special attention paid to noise testing prior to 928 model launch

Facing page
Technical drawings of the M28 illustrate airflow distribution

Next spread
Boat builder, Tullio Abbate, experimented with a turbocharged 928 S4 V8 powering a speedboat on Italy's glorious Lake Como

A 3.9-LITRE M28 WAS CONSIDERED AND TESTED, BUT THE FIRST 'PROPER' M28 PROTOTYPE WAS A FIVE-LITRE UNIT



expected later in the 928's production life. Those doubts were dispelled by using the novel hydraulic arrangement in one of Porsche's six-cylinder motorsport engines for a brace of races, where they performed without fault. Reportedly, up to 8,200rpm was reached. Capping the 928's trick valvegear were 'rocker covers' emblazoned with the distinctive Porsche script and, smartly, in the interests of cost efficiency, the cylinder heads themselves were designed to be interchangeable.

Continuing in the inventive spirit of the engineering invested in the M28 V8, it was realised early on that, if a single toothed timing belt (quieter in operation when compared to a chain) was used to drive the camshafts, as well as the oil and coolant pumps, engine length could be reduced and the design of the front of the unit simplified. The result was a massive belt measuring near two metres in length, which initially caused consternation. A hundred-hour endurance run on a test rig (before a single example of the M28 engine existed), however, confirmed reliability and fit for purpose functionality. The belt design made it through to production and, though they have been known to break

prematurely, 928 timing belts should operate without fault between each 30k-mile interval.

Before any production tooling for the castings was implemented, Porsche prevaricated over the V8's engine capacity – concern about the price and availability of oil was on everyone's mind in the early 1970s. This worry weighed heavily on Porsche management, leading the board to focus on fuel economy like never before. Cleverly, though, the M28 engine was designed from the outset to accommodate a wide range of capacities, a feat made possible by wide bore spacing, allowing Porsche to adapt to market requirements and the inevitable future performance upgrades as needed.

A 3.9-litre version of the M28 was considered and tested (and quickly dismissed due to a paltry power output of circa 180bhp), but the first 'proper' M28 prototype was a five-litre unit. Breathing through carburettors, it fired up in January 1973, and after a few months of finessing the design to ensure it was robust, Porsche recorded 250 hours of running time on a dynamometer. An incredible 209 of those hours were at full throttle.

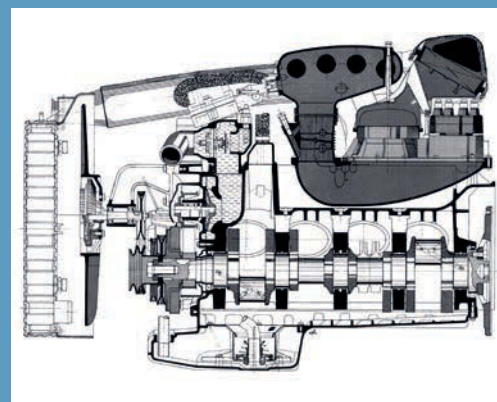
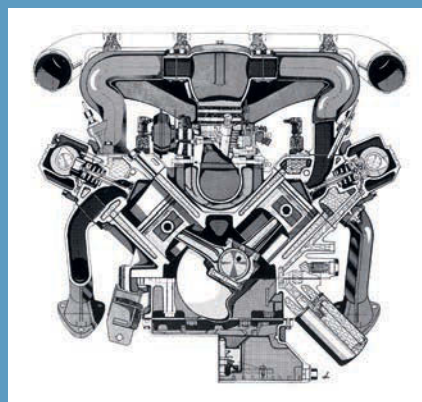
Bosch K-Jetronic mechanical fuel injection was added to the engine soon after, allowing more precise control of the fuel-air mixture, lowering emissions. The Bosch kit was installed before cold-start testing began, when it was discovered

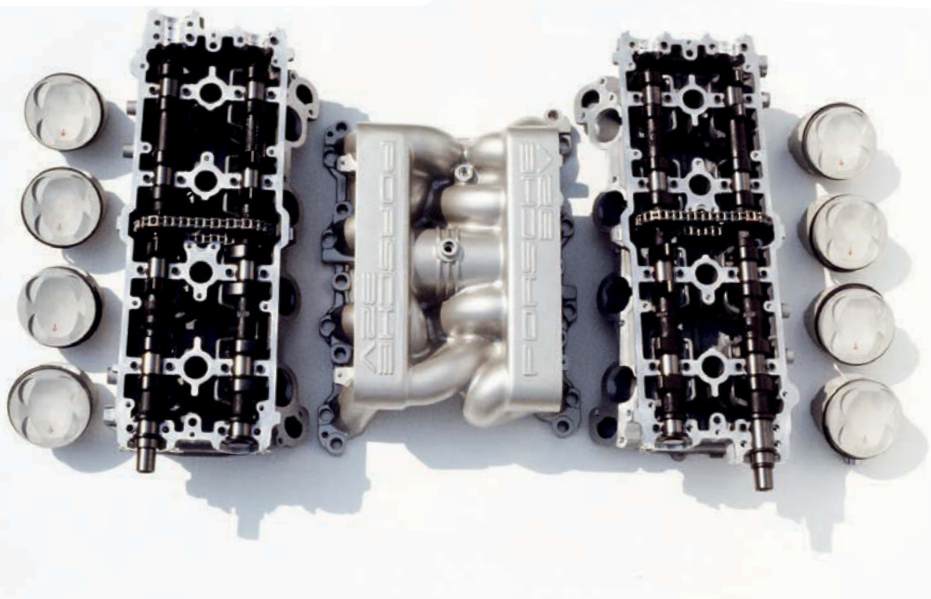
that tight tolerances adopted to reduce mechanical noise lead to regrettable engine seizures. A redesign of the pistons remedied the issue and an impressive 150-hour endurance run was completed before the test M28 was mated with the 928's transaxle for further evaluation.

SHARK ATTACK

The 928 went on sale in late 1978 with a 4.5-litre version of the Porsche V8. Incidentally, its bore of ninety-five millimetres was the same as that of the three-litre 911 Carrera and Turbo engines of the time, though the V8's stroke of 78.9mm was longer, revealing the engineering team's desire to prioritise torque over power. Even so, peak power for the European market was quoted as 237bhp at 5,500rpm (the USA welcomed a slightly less potent 928), with 260lb-ft torque developed at just 3,600rpm.

Just two years later, Porsche revealed the 928 S. The updated model boasted unique looks (a large splitter and new rear spoiler taking centre stage), bigger brakes and various other tweaks, but the big news was a new version of the M28. Bore was increased to 97mm, with an unchanged stroke, resulting in a 4,664cc of displacement. Porsche also upped compression ratio from 8.5:1 to 10:1, contributing to the new engine's maximum outputs of 296bhp and 284lb-ft, which were produced at higher revs (5,900rpm) ➤





THE FIRST M28 CARRIED THE 928 TO 144MPH AND A DASH TO 62MPH FROM REST IN A CLAIMED 6.6 SECONDS

and 4,500rpm respectively). The 4.5-litre unit soldiered on in the entry-level 928 until 1982, though its compression ratio was also raised to 10:1, resulting in a modest increase of peak torque to 279lb-ft.

The last iteration of the 4.7-litre version of the M28 arrived in 1984. Nestled beneath the bonnet of the S2-badged 928, the eight-cylinder powerhouse came with a sophisticated new Bosch EZF ignition system, featuring a distributor on each cylinder bank. Tighter control of spark advance allowed Porsche to up compression ratio to 10.4:1, resulting in even more power and torque, this time to 306bhp and 295lb-ft. The latter was produced at lower revs, too. In truth, differing emissions legislation, fuel quality and taxation around the world meant there were several slightly different variants of the M28 in production at any one time, some with lower compression ratios, others fitted with catalytic converters. Indeed, the North American market was the first to get a 928 powered by a five-litre engine, which arrived in 1985. A bore increase to 100mm opened up the capacity but, despite compression ratio being a relatively high 10:1, peak power was only 288bhp, though torque topped out at a useful 302lb-ft.

More important than the V8's increased swept volume, however, was the adoption of completely new valvetrain. A double overhead camshaft layout was designed, with four valves per cylinder and a new combustion chamber. To simplify the drive of these camshafts, the toothed rubber belt continued to turn just one camshaft sprocket per bank (the outer camshafts for the exhaust valves), while the inlet camshafts were driven from the exhaust camshafts by a small chain located half way along each of the cylinder heads.

FIVE STAR

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

the following year and, in 1989, the cylinder head material was thickened to reduce the chances of cracks.

The last hurrah for the M28 came in 1992 with the arrival of the 928 GTS. This range-topping 'land shark' was powered by a 5.4-litre version of the feisty V8, retaining the 100mm bore of its five-litre predecessor, but increasing stroke (the first time this was applied to the M28 engine) to 85.9mm. A high compression ratio of 10.4:1 was used, allowing maximum power of 345bhp at 5,700rpm and 369lb-ft of torque at 4,250rpm. Those figures went unchanged until the end of the 928's time on the production line three years later, though the engine did require minor tweaks – such as new connecting rods, piston rings and piston skirt design – to maintain reliability.

While the 928 failed to replace the 911, Porsche's legendary V8 came a long way in its near twenty-year time on the assembly line – the first M28 carried the 928 to 144mph and a dash to 62mph from rest in a claimed 6.6 seconds, while the final GTS could hit 170mph and dispatched the same sprint in just 4.9 seconds, despite a near 200kg weight gain. Clearly, Porsche's first 'clean sheet' model (the 356 was an evolution of the VW Beetle and the 911 was a development of the 356) was no scoffing matter. The 928 also remains Porsche's only coupe powered by a front-mounted V8. Little wonder the M28 continues to enjoy a hugely loyal fanbase.

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POWER PLAY

When we consider the case of the new 641bhp 992 Turbo S, does absolute power corrupt absolutely, as the old saying goes? It's time for *GT Porsche* to find out...

Words **Matt Robinson** Photography **Barry Hayden**





HERO OF THE DAY

Porsche demonstrated the future potential of turbo technology with the 959, which was first presented at the IAA in 1983 as the *Gruppe B* study and was launched three years later as a road car. The AWD super-sports machine features a complex sequential boosting system with two different-sized turbochargers. The smaller unit responds at lower engine speeds. Added to this is an electronic boost control system, developed by Porsche. The 959's 2.8-litre engine also sports water-cooled cylinder heads.

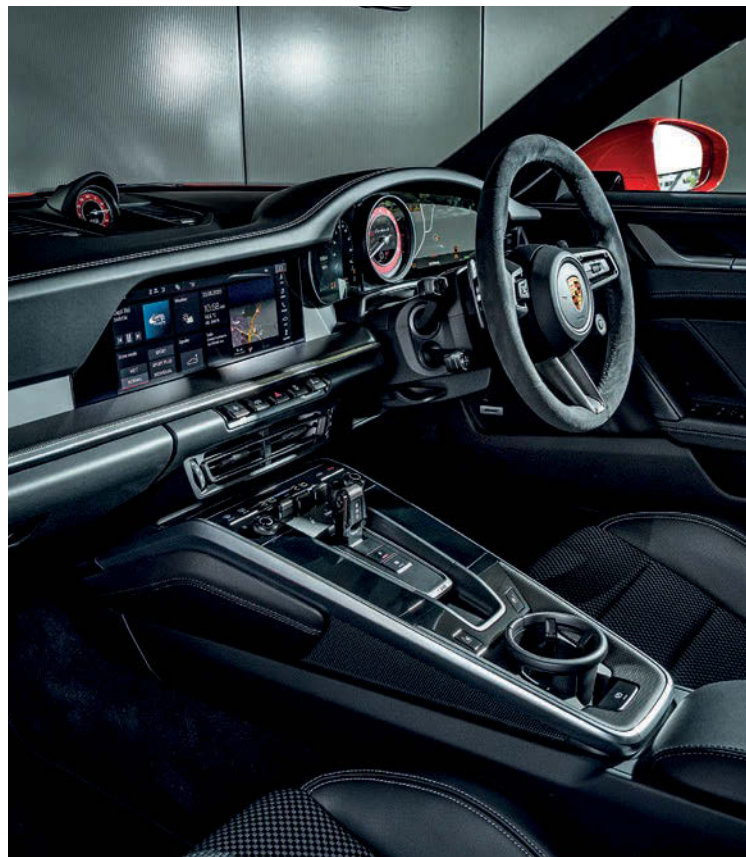
The last time I drove a 911 Turbo, it was a first-gen 991 in S trim. Powered by the 3.8-litre biturbo flat-six and making a punchy 560PS (that's 552bhp in our preferred terms, though the reason I'm quoting metric horsepower will become relevant in a second), it was quick. Like, blisteringly, dementedly quick. *Reordering your perception of what speed means* quick. That was my takeaway impression, which is why I was completely awestruck when the 991 Gen II Turbo reached 580PS (572bhp) in 2016 – the last thing the 991 Turbo ever needed was more power. Nevertheless, when announced in March this year, the 992 Turbo S's headline figures continued Porsche's trend of building on the previous model's impressive numbers.

This latest 911-with-a-capital-T has what's purported to be a 3.8-litre engine, but in truth, it's a dry-sumped 3.75-litre lump (a swept capacity of 3,745cc). Importantly, it's not just the old 991 Turbo's mill treated to a moderate dusting-down and sprucing-up, before being installed in the back of a fat-bodied 992. Rather, it's a three-litre 9A2 Evo from the current 992 Carrera/S models, bored out (the stroke's the same) for increased capacity and then given a much, *much* bigger pair of variable

turbine geometry (VTG) blowers, plus sundry other technical upgrades. This means that, when compared to the original 991 Turbo S I drove six years ago, this new Porsche has had its first two horsepower digits transposed. Instead of 560PS, the 992 does out 650PS. That's 641bhp. In a 911.

Okay, so the outrageous 690bhp 991 GT2 still holds the Top Trumps title when it comes to raw power from Stuttgart's rear-engined legend, but for a plush, easy-going Turbo S to be toting 641bhp is just nuts, it really is. Torque has also increased, from the 991 Turbo S's peak of 553lb-ft to a staggering 590lb-ft in the new 992. Net result? A 911 that'll sprint from rest to 62mph in a fearsome 2.7 seconds, topping out at 205mph where possible (and legal, of course). If anything, this quoted maximum velocity feels somewhat conservative – when you experience the full thrust of the sublime 992 Turbo S for the first time, it's truly shocking.

Even in an age of mega forced-induction performance, or the instant hit of electric torque from something like the Taycan Turbo S, the way this 992 savagely surges forward once its twin VTGs are spooled is gobsmacking. You don't involuntarily swear out loud. You simply won't have time for that, because the Turbo's flawless eight-speed PDK dual-





Above Making a strong case for the continued application of Guards Red on a turbocharged 911

clutch gearbox and its grip-rich Porsche Traction Management (PTM) all-wheel drive system ensure not an ounce of that irrepressible force from the 3.8 (sorry, 3.75) is wasted. You'll be firing at the horizon at such a rate that the power of speech will be denied to you. This is speed, and then some. Then again, speed has never been something which the 911 Turbo has lacked in its lifetime. What it has been short of, certainly in the eyes of many critics, is some of the driving sparkle that infuses other fast 911s, including the GT3, GT3 RS and GT2 lines, and maybe even the lowlier GTS, too. The Turbo has always been perceived as something which can churn out show-stopping numbers all day long, but keen driving enthusiasts have long been advised to look elsewhere in the 911 family for their kicks.

SOME KIND OF MONSTER

Porsche is clearly hoping the 992 Turbo S will alter such perceptions. If I can borrow the parlance that is often used to relatively rate biscuits on social media, this 641bhp leviathan is the first of the 'God Tier' 992s to arrive. The GT division's roster of GT3 and GT2 cars are some way off appearing for now, and - going the other way - there's not, as yet, a sub-S plain Turbo model of the 911 to go at. In other words, if you think the 444bhp Carrera S is somehow too slow (really?!),

then this near-200bhp stronger derivative is the Porsche to go for.

The bods in Stuttgart have made a series of notable chassis revisions. The track widths are a good example of this: the 992 Turbo S runs a 10mm broader rear axle than any other 992 seen so far, but more tellingly, it's the 45mm-wider front track which speaks volumes about this car. Porsche wants it to turn in keenly, rewarding the driver, not just be some outlandishly powerful point-and-squirt all-wheel-drive coupe. Of the 590lb-ft available in that rich midrange, up to 369lb-ft can be channelled to the front wheels in order to help the Turbo S corner as smartly as it can. It runs twenty-inch front wheels with 255/35 ZR20 tyres and adds an inch of diameter at the rear (along with 315/30 ZR21 rubber), while Porsche Torque Vectoring Plus (PTV Plus) with an electronically controlled differential lock is offered as standard equipment.

Indeed, Porsche has blessed the 992 Turbo S with quite the roster of stock kit, to perhaps (in part) justify its £156,000 starting price. Dynamic Engine Mounts come factory fitted, as does Porsche Dynamic Chassis Control (PDCC), Porsche Active Suspension Management (PASM), Porsche Ceramic Composite Brakes (PCCB) with ten-piston front and four-piston rear fixed brake calipers (gripping



Facing page 992 cockpit is a significant step up from the previous generation 911's 'mission control'

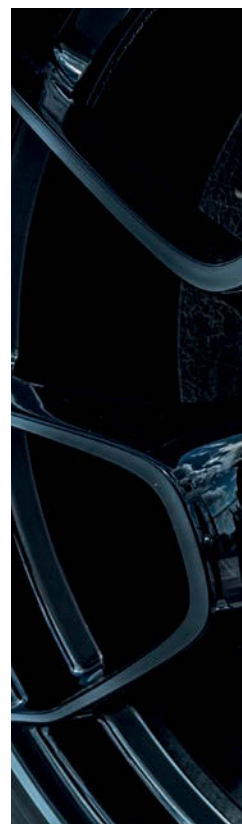
enormous 420mm discs at the nose and 390mm rotors at the back), Porsche Active Aerodynamics (PAA) with active air-intake flaps and a moveable front spoiler/rear wing (which both deploy in Sport Plus mode), variable-ratio steering with a pulse generator, extended brake functions for ABS linked to Porsche Stability Management (PSM), and, of course, a typically wide Turbo body, constructed from aluminium and steel composite, to keep the weight down to a reasonable 1,715kg.

Additionally, there's plenty to marvel at in terms of toys. Porsche Communication Management (PCM) infotainment is accompanied by a twelve-speaker, 570-watt Bose Surround Sound System, while Matrix LED headlights with Porsche Dynamic Light System Plus (PDLS Plus), Wet Mode, Keyless Go, ParkAssist front and rear with a reversing camera, cruise control and a driver memory package for the seating position are all standard. There's still, however, more that can be fitted to a 992 Turbo S, as evinced by 911 HUL, the famous Porsche press plate now stuck to the Guards Red example pictured here. In numerical terms, much of this car's £16,656-worth of options involve exterior detailing (£380 for the black door mirrors, £333 for the side window trims, £185 for the Porsche logo at the back, £168 for model designation on

the tail, £581 for PCCB calipers, £1,608 to fit Turbo S Exclusive Design wheels and another £842 for their high-gloss dark paint, £434 for the Matrix LEDs... you get the picture), but when it comes to the bulk of the extra spend, it's big-ticket selections like the lightweight carbon roof (£2,517), the PASM 10mm-lower Sport Suspension (£1,052), the Sports exhaust system with black tailpipes (£2,180), Night View Assist (£1,650) and Adaptive Cruise Control (£1,203) which push the 992 Turbo S beyond £170k.

RIDE THE LIGHTNING

I've talked about the speed of the 992 Turbo S and I've waxed lyrical about its expense, but these are things you could have reasonably worked out for yourself. The key question is this: does the Turbo S engage its driver like a true Porsche should, or is it another 911 Turbo that'll be eventually eclipsed by its GT brethren? The answer is absolutely the first of these options. Where the old 991 Turbo was impressive and quick, it always felt aloof and as if anyone could get the best of it, no matter their level of driving skill. With the 992, there's much more immediacy to the way it turns in, much more feel and nuance to its steering — controlled here by a £555 GT Sports steering wheel with a sumptuous Race-Tex



IT'S SO MUCH MORE REWARDING TO THROW THIS ALL-WHEEL DRIVE, TURBOCHARGED PORSCHE THROUGH A CORNER THAN IT EVER HAS BEEN IN A 911 TURBO





Above Staggered centrelock wheels measure 21 inches in diameter at the rear of the Turbo S

Facing page Beautiful from every angle and capable of producing a massive 641bhp

rim — and much more of a sense of the driver being a key element in the speed the 992 Turbo S can carry across ground. There's just the right amount of *edginess* to the way it goes about its business.

True, the Turbo S doesn't have the grace and lightness-of-touch of a 911 GT3, and on one occasion (over a minor crest off a roundabout with second gear giving its all), this new 992 felt as if it had pulled a wheelie — the steering went light and the nose ran wide. Thankfully, it's so much more rewarding to throw this all-wheel-drive, turbocharged Porsche through a corner than it ever has been in a 911 Turbo, where drivers tend to simply blast quickly along straights between bends, before tiptoeing their way around the curves.

The damping is a big part of this quality. Like any good force-fed 911, the 992 Turbo S can convey the air of a pseudo-GT when it's on a cruise, with a supple ride quality and a dearth of overly intrusive crashes and bangs making their way into the cabin. You'll feel details of the road surface by dint of the fact the car runs those whopping-great wheels with their thirty-profile back tyres, but comfort levels never deteriorate to the realm of unbearable. The flipside of this is that body control is totalitarian when the 992 Turbo S is moving at speed, with the shell remaining flat and composed, even during high-load lateral ➤

FIGHT FIRE WITH FIRE

Since the early 1970s, Porsche has put its trust in turbochargers as a means of increasing performance. In 1972m the technology passed its motorsport baptism of fire with flying colours aboard the powerful 917/10. The following year, the open 917/30 Spyder dominated in the North American Can-Am racing series. Then, the turbocharger entered Porsche series production with the 930 (911 Turbo), initially 260hp strong, and a planned run of just 500 units, such was the requirement for motorsport homologation. Pleasingly high demand caused Porsche to have a rethink! Later, in 1977, the first enhancement was made to the 911 Turbo—its displacement was increased from three to 3.3 litres and its output rose to as much as 300hp. Amazingly, aside from a series of minor modifications, the 911 Turbo remained in the Porsche product range virtually unchanged until 1988. It laid the groundwork for a turbocharged success story that's starting its latest chapter with the arrival of the awe-inspiring 992 Turbo S.



g-force. There's less of a sensation of there being too much mass and power at the back of the vehicle than there has been in preceding 911 Turbos, and maybe even a hint that if the rear end is going to do anything, it's going to tweak into controllable and enjoyable oversteer, instead of simply taking weight away from the front axle when you need it most.

NOTHING ELSE MATTERS

Hook it all together and there has never, ever been a faster point-to-point 911 than this one. It's astonishing just how much speed it carries into, maintains through and then piles on at the exit of any given corner. You'll know what the 992 Turbo S is doing during all of this transition in a bend, because the car telegraphs its intentions clearly via both the steering and the base of your seat, meaning you build a rapport with the Porsche you're in charge of and quickly learn to understand what it will and won't do in any given situation. This is a true driver's car, not a mere high-end status symbol.

I haven't yet talked about the noise. There are shades here of the four-litre naturally aspirated engine found in the 991 GT3, chiefly in the way the hard-edged twin-turbocharged flat-six growls as it clambers past 3,000rpm and really gets into its stride. While it never develops the high-revs yowl of a GT Porsche, it nevertheless has a wide array of alluring, metallic notes from idle to redline. Furthermore, the big VTC turbos chunter, chuff and whistle far more noticeably than the smaller blowers on the Carreras, meaning the Turbo's very *raison d'être* also blesses it with a character all of its own; you're always acutely aware your experiencing forced induction, although a minor drawback here is that there's some moderate

turbo-lag to report if you make the 992 Turbo S labour in-gear below 2,500rpm. Despite this, though, the Turbo is converted. All of that startling speed, which so marked out the 991 Turbo S I tried back in 2014, remains with this amazing 992. So does much of the earlier 911's day-to-day civility and, like any other 992, the Turbo S has a wonderful cabin that's several steps ahead of the cockpit of the previous generation 911.

There's now real reward and thrill to be had from driving the Turbo S on the right roads, and while it's obvious the 992 GT3 is something to look forward to with immense relish, it's also apparent that its arrival ought not to completely overshadow the new Turbo S. This is the forced-induction 911's coming of age, the time of acceptance from the sometimes-snobby petrolhead elite for this quite remarkable piece of German engineering. Absolute power corrupts absolutely? Absolute tosh. The 992 Turbo S is a simply stellar high-performance sports car, all ends up. ■

Above The car in front is a...

FAST FACTS

ENGINE	3.75-litre twin-turbo flat-six petrol
TRANSMISSION	Eight-speed PDK, all-wheel drive
POWER	641bhp at 6,750rpm
TORQUE	590lb-ft between 2,500 and 4,000rpm
FUEL ECONOMY	23.5mpg
CO ₂ EMISSIONS	271g/km
TOP SPEED	205mph
0-62MPH	2.7 seconds



911 RS Touring

Jet Black • Black Recaro Sports Seats • Electric Sunroof & Windows
Rare UK-delivered RHD • Fully Restored by Paragon in 2013
15" Fuchs Wheels • Matching Numbers • 1973 (L)

£549,995



911 GT3RS (996)

Carrara White • Black Nomex Bucket Seats • Factory Roll Cage
One of just 113 UK RHD Cars
Air Conditioning • Paragon Service History • 20,919 miles • 2004 (53)

£139,995



911 Carrera Sport Targa

Grand Prix White • Navy Blue
Fully Electric Seats • G50 Gearbox
Previously Supplied & Serviced by Paragon • 16" Fuchs Wheels
22,373 miles • 1988 (F)

£84,995



911 GT3 Clubsport (996)

Guards Red • Black Nomex Bucket Seats • Factory Half Roll Cage
Air Conditioning • Ceramic Brakes
Previously Supplied & Serviced by Paragon • 43,336 miles • 2004 (53)

£74,995



911 Turbo (997 GEN II)

Jet Black • Black Leather Seats
7-Speed PDK with Paddles • Bose Sound • Parking Sensors • Sport Design Steering Wheel • Bi-Xenon Lights • 34,027 miles • 2012 (12)

£67,995



911 Carrera 2 GTS (997 GEN II)

GT Silver • Cocoa Leather Sports Seats • Sport Design Steering Wheel • 7-Speed PDK with Paddles
Sport Chrono • Sports Exhaust
Parking Sensors • 28,486 miles
2011 (11)

£59,995



911 Carrera 4 (993)

Arctic Silver • Classic Grey Leather Sports Seats • Manual Gearbox
Air Conditioning • 17" Cup Wheels
285 BHP VarioRam Engine • Dark Blue Power Hood • 61,259 miles
1997 (P)

£59,995



Cayman T (718)

Carrara White • 918 Bucket Seats
6-Speed Manual • 20" Carrera Sport Wheels • Sport Chrono
LED Lights • Sports Exhaust
Yellow Dials, Belts & Stitching
1,669 miles • 2019 (69)

£54,995



911 Carrera 2 GTS (997 GEN II)

Carrara White • Black Half Leather Sports Seats • X51 Power Kit (408 BHP) • PDK Gearbox with Paddleshift • Previously Supplied & Serviced by Paragon • 61,083 miles • 2011 (11)

£49,995



911 Carrera 2 S (997)

Arctic Silver • Black Leather Heated Sports Seats • Manual Gearbox • 19" Carrera Classic Wheels • Satellite Navigation
Black Power Hood • 22,937 miles
2006 (55)

£34,995



Boxster (981)

Agate Grey • Pebble/Agate Grey Dual Tone Leather • Manual Gearbox • Touchscreen Satellite Navigation • Previously Supplied & Serviced by Paragon • 40,948 miles • 2012 (12)

£25,995



Cayman S (987 GEN II)

Guards Red • Black Leather Sports Seats • 6-Speed Manual Gearbox
Satellite Navigation • Sports Exhaust • Previously Supplied & Serviced by Paragon • 38,589 miles • 2009 (09)

£25,995

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FROM START TO FINNISH

Despite having his heart set on open-wheel action, Jukka Honkavuori found competing in a 911 the perfect platform to exploit his considerable skill set, which has seen him balance time driving in this year's Porsche Mobil 1 Supercup with his job as a Porsche Driving Consultant...

Words **Juhana Määttä** Photography **Sebastian Kubatz, Jukka Honkavuori, Johan Hemmerling, Porsche**

What does Jukka Honkavuori, a Porsche racing driver and instructor at various Porsche Experience Centres around the globe, think about being paid to drive? A dream come true? Absolutely. What about the thrill of racing Porsches in top tier motorsport? A zen moment accompanied by a rush of blood to the head? Well, that's just a half-cliché.

As a journalist, it's normal practice to pick up the phone and call your interviewee at a specified time. Honkavuori isn't a typical racing driver. He calls a minute in advance of the scheduled interview and immediately starts talking. Should you see his eyes, they'd spark racing fever. And we're not talking about a veteran circuit dweller with endless war stories. No, this is a young driver blessed with the vision and determination of racers many years his senior.

Nearly all racing drivers have roots in the go-karting scene. Honkavuori is no different, but instead of the usual (and tired) tales of flooded tracks and an old kart running on three wheels, he's more interested in talking about his motorsport heroes, chiefly Mika Häkkinen, Ari Vatanen, and Lewis Hamilton. With the exception of the latter, these are, perhaps, anticipated names to fall from the mouth of a Finnish petrolhead, but the reason he has so much respect for this trio of racers is less obvious — Honkavuori is, of course, wowed by the amazing achievements and 'dare-do' driving each of the three is universally renowned for, but as far as he's concerned, the most impressive attribute each possesses is their ability to master the art of concentration, something he acknowledges is absolutely essential before and during a race if success is to be achieved. After all, a minor mistake can make any track user a messy decoration on Armco, whereas a driver who has command of concentration can adapt and think calmly in any given situation, even when travelling at high speed. Nowadays, of course, test sessions are a far cry those which took place in the era of Michael Schumacher's dominance of F1, with the most obvious difference being mental exercises and training taking place in a sim racing environment. Indeed, it's not uncommon to hear about today's superstar drivers spending a good portion of daylight hours sat in front of a screen. Unsurprisingly, Honkavuori has embraced sim racing (he's been competing in the Porsche Mobil 1 Supercup Virtual Edition while the real-world series is on hold) and recognises it as a valuable asset in his arsenal of training tools, but he admits the one the one thing missing — and this is a complaint we've heard over and over again — is the experience of g-force, which ultimately dictates the limits of a car on a real-world race track.

Honkavuori, born September 1991, drove Finland's Formula Ford series for the whole of the 2008 season, winning the championship with five wins and eleven podium finishes. Success followed in 2009, when he raced in Formula Renault Finland, taking the title with six wins from ten races. A move to Europe-wide competitions came in 2010, with a season best of second-place at Spa in the Formula Renault Eurocup competition. He flirted with Formula 2 in 2011, but a lack of funds meant competing full-time was out of the question, though thanks to support from Gulf Oil, Honkavuori finally made the switch to open-wheel action in India's highly competitive MRF Challenge, organised by the Madras Motorsport Club.

LUXURY OF TIME

In 2014, Honkavuori entered his home country's Porsche GT3 Cup series. He was instantly quick. The tracks were familiar and he was totally at one with the raucous 991, a feat achieved, in part, thanks to test sessions counted in days, contrasting with the comparatively few hours afforded to drivers in Porsche Mobil 1 Supercup. "Why a return to tin tops?" you may ask. It's a good question. The truth of the matter is that participating in motorsport can be very expensive, and though Honkavuori initially set his sights on rising to the top of the Formula racing pyramid, a constant flow of cash is essential if success is to be achieved. He'd cut his teeth in the lower Formula contests with merit, but when the available budget to take the next steps simply wasn't available (despite the best efforts of family members and sponsors), common sense had to prevail. Common sense, however, can also make dreams come true, as Honkavuori discovered when he won the GT3 Cup series by winning eight out of ten starts, an accomplishment leading to his invitation to compete in the real-world 2020 Porsche Mobil 1 Supercup (an F1 supporting series) for the Molitor Racing Systems (MRS) GT team.

Thanks to the COVID-19 crisis, the series is being ➤



Above Totally comfortable in a 911, Honkavuori's extensive racing experience has seen him compete in many open-wheel races

Right Bagging the 2014 GT3 Cup title in his home country by winning eight out of ten starts

held in a sim environment, but away from virtual racing, what happens when testing takes place in the real world in real cars? "You always chase tenths, no matter the car, no matter the track, no matter the method," Honkavuori stresses. "Earlier this year, for example, before we went to test in Zandvoort, which was a new track to me, I spent time watching all the onboard videos I could find, in order to work out roughly where to brake and downshift. This way, the real braking points to corners were easy to establish. I tend to select a piece of brick on the side wall, a paint chip on the kerb or a letter on a banner as my cue. It's then all about chasing tenths around that mark: how late to leave the braking, but also how early to switch from the brakes to acceleration."

COUNT TO TEN

This may sound simple, in principle at least, but endless repetition and striving for constant improvement requires extreme concentration, as well as awareness of the driving environment. Oh, and a skilful, no-nonsense race engineer. In fact, it's almost impossible to think of a single ambitious driver who chases tenths at a track without serious preparation and the help of a supporting engineer, though overtaking lunges and other in-race manoeuvres

should come from muscle memory and won't require too much in the way of practice.

Another example of how a racing driver perceives time behind the wheel is characterised by a mix of survival and performance. As a case in point, in late 2019, Honkavuori was awarded a seat in the Porsche Mobil 1 Supercup race in Monza without prior experience of the track. Testing was limited to only forty-five minutes, meaning chasing tenths was something of an ambitious pursuit. Anyone who has driven around Monza – or is familiar with the circuit layout – knows it's largely navigated either with full throttle or full brake, making the timing of each action crucial. No matter how much in-car footage you watch or how many sim hours you rack up in advance of tackling the track, success comes down to gut feeling in a real car, in which racing lines must be found... quickly.

Of course, the job becomes harder when you're spun by another driver during the race. Game over? Not likely! Restart the climb. From the back. You wonder, how does one perform a mind-reset in such a situation? How do you find tenths all over again and reconcentrate the mind? By being hard-headed, that's how. It's been said many times before, but motorsport delivers stupefyingly high highs and

Below Taking part in the Porsche Mobil 1 Supercup Virtual Edition while real-world racing is on hold

Bottom Honkavuori managed to steal time away from his duties as a Porsche Driving Consultant to achieve a class win in the no.989 991 Cup at the 2020 Dubai 24 Hour in January



IT'S BEEN SAID MANY TIMES BEFORE, BUT MOTORSPORT DELIVERS STUPEFYINGLY HIGH HIGHS AND BITTERLY LOW LOWS



bitterly low lows. As a participant, you'd better to get used to it. Is Honkavuori hard-headed enough? Put it this way, his race pace in Monza after experiencing a shunt was nothing short of amazing.

Successful racing drivers are defined based on how well they can deal with disappointments. The lactate acid in the brain after misfortune in a race can be glossed over during the event, with both driver and team hoping and preparing for new chances to perform better in the next corner. In the long term, though, failures and bad luck need proper processing and reasoning – a post-mortem, if you will, to ensure heads are clear for the next race.

As we can see, the secrets of Honkavuori's hard-headedness are preparation and super-concentration. Whatever happens on track can be dealt with easily when absolutely everything has been done for a driver to be prepared both mentally and physically, as well as when measures are taken for each circuit to be studied comprehensively. Whether it's the mistake of another driver that results in a spin, or a self-made 'hero move' intended to capture the lead, preparation delivers mental calmness, ensuring long into the future, there'll be plenty of successful war stories written.

After his championship-winning year in 2014, Honkavuori almost left racing for good. He didn't »

REALITY CHECK

In the newly established Porsche Mobil 1 Supercup Virtual Edition, current Porsche Mobil 1 Supercup drivers and teams, as well as selected participants, pit themselves against each other in virtual 911 GT3 Cup racing cars. Four double-header events make up the digital version of the international one-make cup series, which normally runs as part of the Formula 1 support programme. "Virtual motor racing, or so-called 'sim racing', is becoming more and more popular, not only as a spectator sport, but also on a professional level," explains Oliver Schwab, Porsche Mobil 1 Supercup Project Manager. "This exciting trend is underlined by the great success of Porsche's general eSport activities. With this in mind, until the postponed start of our real racing season, we've created a tremendous platform with the Porsche Mobil 1 Supercup Virtual Edition for our teams and drivers to continue doing what they do best." The virtual series is hosted on world-leading sim platform, iRacing. Visit www.iracing.com



Above Johan Hemmerling, Honkavuori and Igor Ganea — no matter how skilled the driver, Porsche Mobil 1 Supercup is a team effort

lose motivation or lack skills, but found contentment as a Porsche Driving Consultant, training fans of the brand and organising events at Porsche Experience Centres in Europe and the Middle East. This work, combined with time served in a variety of professional motorsport competitions, makes him one of the most experienced Porsche drivers in Finland, mastering control of every one of the manufacturer's recent sports cars, which, of course, is a skill set useful for anyone keen to get back to the track and compete in a 911. In fact, Porsche life is suiting Honkavuori so well that the thought of jumping into the lap of a rival brand (move over, Ferrari) isn't one he's entertaining. What's next, then? Clearly, Honkavuori lives and breathes racing and cars, which is why it shouldn't come as a surprise to learn his big target is to drive an RSR through a night shift at the 24 Hours of Le Mans. A far-fetched goal? Not really, because unlike the silver spoon club of young F1 participants, GT races are for drivers who have proved their skill and passion beyond anything else they can bring to the table.

BIG THINGS TO COME

For 2020, Honkavuori signed up for big things with his manager, Johan Hemmerling, and head sponsor, Igor Ganea: a full season in the Porsche Mobil 1 Supercup, as well as endurance races with Porsche. Starting as he means to go on, the fast Fin kicked off the season with a class win in the 24 Hours of Dubai, held in January. Many things can be said about the race, but for Honkavuori's team, the win was hard-earned — a penalty after qualification, and rain (yes, Dubai's skies do occasionally turn grey) during the night presented their challenges. It's a team sport, of course, but Honkavuori's unwavering focus on the

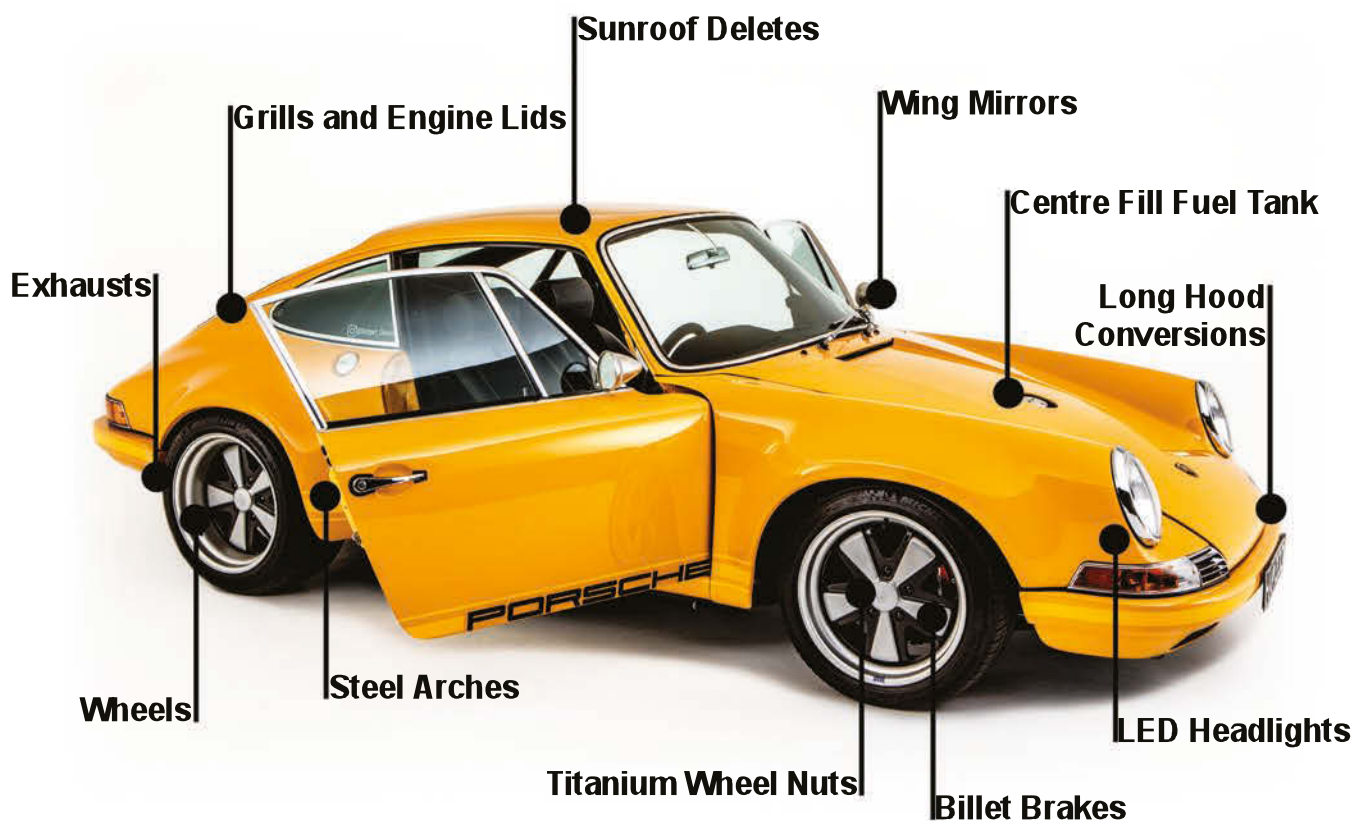
job at hand, not to mention excellent car control in the wet, is what made the difference. Once again, preparation and being enough hard-headed proved to be vital ingredients in the racing recipe.

A driver with seemingly endless Porsche miles in all conditions and environments under their belt must harbour a profound view of the brand and the 911. In typical Finnish fashion, Honkavuori's opinion is compressed into just two words: reliable, fun. In that order. For those of us immersed in Porsche culture, it can be easy to forget that a sports car brand and reliability are rarely comfortable bedfellows, but our favourite brand's decades of motorsport heritage and trailblazing technological development have resulted in Stuttgart-crested cars able to be driven flat-out for as long as the driver can handle. In fact, we don't consider it a stretch to say this is the very definition of the perfect car. Yes, you read that correctly. As for fun, practically all car makers convey that message, so what is Porsche fun? To understand what Honkavuori means beyond grinning from ear to ear, context is needed: year after year, thousands of participants with tens of instructors gather multiple times around the globe to drive fast and enjoy Porsche sports cars on asphalt, snow and dirt, and the numbers are rising. "Porsche cars develop more power with every major new product launch," Honkavuori smiles. "Even so, despite mind-boggling sprint times and lofty top speeds, all driver aids can be disabled. This makes driving a Porsche fun, no matter the environment you find yourself in." The ability to pause driver assistance systems also goes some way to explaining the 911 drifting videos Honkavuori regularly shares on his social media channels.

A comment some may find surprising from a racing driver extolling the virtues of hammering a 911 concerns Porsche's PDK transmission system. "Let me guess. You expect all racing drivers to worship a manual gearbox?" he laughs. "The modern PDK system shifts amazingly fast in manual mode. And, when the time comes, the automatic mode allows you to cruise and enjoy scenery at ease. These really are cars with split personalities and, in my opinion, will provide you with the best fun on four wheels you're likely to experience."

Given the fact Honkavuori has strong passion for Porsche, there must be a 911 in his garage, right? At the very least, a company loaner, if not a privately owned feel-good machine for fun in the sun? "I don't own a car!" he chuckles. "I borrow one if I need to, but most of the time, I ride my bicycle." Puzzling. "There's no need for me to play at being a racing driver on public roads. That's what the track is for," he reasons. And be it virtual or real-world, this particular flying Fin has proved he's a force to be reckoned with. ■

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DARE TO BE DIFFERENT

In a break from his line of perfectly executed 356 Outlaws, Rod Emory took influence from an early 908 and built this sensational short-wheelbase 911...

Words **Dan Furr** Photography **Drew Phillips**



A silver Porsche 911 is shown from a front-three-quarter view, driving on a dark asphalt road. The car is in motion, with a blurred background of a sunset sky and distant hills. The sun is low on the horizon, creating a warm, golden glow. The car's iconic round headlights and side mirrors are visible. The overall scene conveys a sense of speed and classic automotive design.

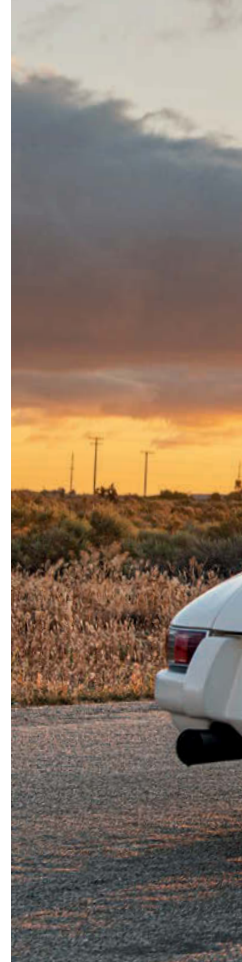
QUICK OFF THE MARQUE

Though always desirable, the early 911 has gained a new generation of adoring fans in recent years thanks to the introduction of new single-make historic motorsport championships specific to the model. The best known is the Peter Auto 2.0L Cup, reserved for two-litre short chassis early 911s prepared in accordance with FIA pre-66 regulations. To find out more, visit bit.ly/peterauto

Rod Emory is a giant in the world of Porsche personalisation, though the mention of his name rarely brings to mind the image of a 911. Indeed, in the main, Emory Motorsports is synonymous with customisation of the 356. More specifically, the Oregon firm's 356 Outlaw category of air-cooled classics has gone on to inspire a generation of enthusiastic modifiers all over the globe. Painstakingly hand crafted and treated to a concours-quality finish, each Outlaw features bodywork with design cues lifted from historic motorsport, while power is provided by a proprietary flat-four, a punchy unit based on the 3.6-litre dry-sump architecture of the 964. A clean-sheet design from the engineering mind of Rothsport Racing boss, Jeff Gamroth (a former member of Porsche's works GT racing team and a man with more than three decades of experience building high-output street and race air-cooled engines), the 'Outlaw

4' features a proportionally shortened camshaft housing machined from 6061 billet aluminium, a custom crankshaft, twin-plug ignition and between 2.4 and 2.6 litres of displacement depending on specific configuration. Forced induction is an option, as demonstrated by the 400bhp, twin-turbocharged, lightweight Emory 356 RS, a build featured in the September 2019 issue of *GT Porsche* (order a copy at bit.ly/issuesgtp). A unique take on the concept of crossbreeding 356 and 964 models, the RS is a menacing MOMO-supported project built for ultimate performance in a vintage Porsche package.

Emory's experiencing combining a 356 body with a 964 chassis previously resulted in the creation of the world's first all-wheel drive 356 (the Emory/Independent Fabrication 356 Carrera 4S). What's less known is the fact Emory Motorsports doesn't just take 911 DNA and feed it into ambitious 356 builds — close to one in ten Emory projects is a clever take on Porsche's evergreen flagship, as demonstrated by



IT MAY HAVE STARTED LIFE AS A SHORT-WHEELBASE NEUNELFER BUILT IN 1968, BUT THE CAR'S CURRENT CONFIGURATION IS INSPIRED BY THE SHORT-TAIL 908





Inset 911 K fresh out of the paint shop and sitting alongside 908-10

the distinctively styled, slab-sided 911 presented on the pages before you.

It may have started life as a short-wheelbase Neunelfer built in 1968, but the car's current configuration is inspired by the short-tail (*Kurzheck*) 908 sports prototype of the same year. Continuing a lineage of Porsche prototypes beginning with the 906, the 908 was introduced in response to FIA rule changes limiting engine displacement to three litres, a move in keeping with the period's Formula One regulations. Porsche, therefore, designed the 908 to fully exploit the changes by fitting its new car with a flat-eight boasting the maximum cubic capacity permitted. Producing 350bhp, it was less potent than FI units, but with full power delivered at 8,400rpm and originally designed as a coupe, the 908 was the perfect tool for campaigning endurance racing contests. As if to prove the point, the mid-engined marvel started life by winning the 1968 1,000km of Nürburgring, though overall victory at Le Mans would continue to evade Zuffenhausen when the feisty motorsport machine (aided by long-tail bodywork) failed to beat Ford's GT40 at Sarthe that year, despite the Porsche being quicker in qualifying. Arguably more frustrating for our favourite manufacturer, a 907 entered by the Squadra Tartaruga customer team finished in second place,

ahead of the works 908. Adding insult to injury, one of the three factory cars retired through mechanical failure and, thanks to an avoidable technical error, Vic Elford's 908 was disqualified from the race.

From 1969 until its demise in 1971, the 908 ran mostly as a Spyder, though a long-tail coupe was campaigned by the works team at the 1969 24 Hours of Le Mans, finishing second with Gérard Larrousse and Hans Herrmann at the controls. The close-fought race ended with the GT40 once again taking top honours. The mega-powerful 917 was soon Porsche's preferred prototype, but the lightweight 908 proved itself far better suited to slow circuits. Consequently, Porsche ended up running the two models alongside one another to ensure dominance of the FIA's International Championship for Makes (World Sportscar Championship) until the 911 was developed into an all-conquering racing machine.

RARE BREED

Chassis 908-10 is one of only a handful of 908s to survive to the present day and was one of only five closed cockpit examples to receive short-tail bodywork. Porsche collector, Cameron Healey, is the proud owner of the rare retro racing relic. Pleasingly, he isn't afraid to use it in anger, which he demonstrated in historic racing competitions »

Facing page
Interior is littered with new MOMO equipment and ticks every box for a classic 911 'race car for the road'





Above Fifteen52 centre-locks are a nod to Porsche's racing heritage

between 2006 and 2016. He's also the lucky owner of the no.46 356/2-063 SL, regarded as one of the most historically significant Porsches ever built thanks to its status as the first of the brand's cars to earn silverware at Le Mans, a feat managed by a class win at first attempt in 1951. It was Emory he turned to when it came to entrusting the care of his extraordinary cars to a marque specialist.

RACE RECOGNITION

When the opportunity arose for Emory to bury himself in a new 911 restomod project, Healey's 908 served as primary influence. The resulting '911 K' acknowledges its same-age competition stablemate through OEM Light Ivory paintwork, a Signal Yellow nose, an amber fibreglass dashcap and, adding extra authenticity, a hand-painted Mobil Pegasus on each wing. Air horns and auxiliary lights join other bodywork modifications, including mesh intake guards, a twin-grille decklid and classic 911 R-style bumpers. Meanwhile, the interior features 908-inspired front seats trimmed with fire-retardant Spanish Red Veltex covers and a raft of MOMO accessories, including five-point competition safety harnesses, a Prototipo steering wheel and one of the Italian automotive styling outfit's Heritage wooden shift knobs for the Type »

Facing page
935 'flat' cooling fan with fibreglass shroud is joined by matching 'amber' air boxes

COME AT A PRICE

At its original point of release, an early short-wheelbase two-litre 911 cost buyers less than £3,500 in the UK. Granted, that was a strong sum in the mid-1960s, but today, you might find yourself having to shell out six-figures for the same model. Is the air-cooled bubble about to burst, though? A decade of massive and seemingly unstoppable price rises has been marked by a noticeably increasing number of unsold Porsche auction lots in recent months, predating the current coronavirus public health crisis. This surplus of stock has seen established Porsche specialists close their doors, while many private sellers are accepting much lower sale prices for their air-cooled classics. We're not expecting a crash (bad news for those of you desperate to get a foot on the air-cooled 911 ladder!), but many GT Porsche advertisers have told us market correction is long overdue, and that COVID-19 may well accelerate the shift. Our advice is the same as it always is: buy to cherish, drive and enjoy, not to turn a quick profit.

901 five-speed transmission. There's a removable roll bar, lightweight door cards, racing pulls and leather window straps, too.

A claimed 190bhp is developed by a 2.5-litre twin-plug flat-six managed by an MSD standalone ECU. Weber 40 IDA 3C carburettors and 908-style 'cookie cutter' megaphones take care of the engine's breathing and aggressive soundtrack, while a 935 'flat' cooling fan and accompanying shroud join hand-laid amber fibreglass air boxes as the most striking elements beneath the R-hinged rear deck lid. A full-flow oil system with remote filter and cooler also join the party, along with a custom aluminium fuel cell manufactured by Fuel Safe.

DIFFERENT STROKES

While not as extreme as many of Emory's previous Porsche projects, his K-badged 911 still packs a powerful punch, which is why the six-shooter's impressive pull has been countered by a host of sensible chassis upgrades, including three-way

adjustable KW coilovers (configured for track work) and 911 S calipers gripping custom discs hidden behind 908-inspired black five-spokes manufactured by Fifteen52 and rotating on 935 centre-lock hubs. Grip comes courtesy of Pirelli CN36 black circles.

Clearly, Emory's passion for Porsche extends beyond the 356, the model he's most widely associated with. By dipping into the brand's illustrious motorsport history, not to mention being in the fortunate position of having Healey's genuine 908 to call upon as a point of reference, this champion of the Outlaw movement has taken an early 911 and imbued it with the same attention to detail and fabrication mastery his outlandish 356 projects have become known for, all the time working to a rigid plan of action designed to result in a circuit-ready air-cooled classic dressed in livery sympathetic to Porsche's glorious early racing days. It might not be as wild as the monster 356s he's built his reputation on, but this yellow-nosed 911 is by no means any less impressive.

Below Elegant it may be, but make no mistake, Emory's 911 K is super-aggressive



THE 911 K ACKNOWLEDGES ITS COMPETITION STABLEMATE THROUGH LIGHT IVORY PAINTWORK, A SIGNAL YELLOW NOSE AND A HAND-PAINTED MOBIL PEGASUS ON EACH WING



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P.O.A.

- One of five Short-Tail coupe 908s
- Porsche team entry at the 1968 Spa 1000km
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- Original factory chassis & fresh factory engine
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1973 PORSCHE 911 CARRERA 2.8 RSR (911 360 0756)

P.O.A.

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PLAYING DEFENCE

In this month's coaching article, Porsche Driving Consultant, Neil Furber, explains how careful consideration of other road users can help you to read the language of traffic and enjoy plenty more smiles to the mile...

It's your pride and joy. Whether you're in command of a classic 911, recent Boxster, tidy transaxle or any of the other Stuttgart-crested speed machines we love to feature in the pages of *GT Porsche*, we're sure you worry about the behaviour of other road users and how their actions might have an impact on you and your four-wheeled friend. With this in mind, the information spread across the following pages will help you to enjoy many more pleasurable miles of motoring. Without further ado, here are our top tips for protecting your Porsche whilst enjoying the open road or moving in traffic.



KING OF THE ROAD OR GARAGE QUEEN?

Some drivers are happy to go anywhere, park anywhere and come what may. In contrast, most Porsche owners (regardless of whether the car in question is being used as a daily driver or weekend joy toy) tend to be far more considered in their approach to car care — if there's one thing we can all relate to, it's that we don't want unnecessary damage caused through the mindless acts of others. Nevertheless, even if you've bought a rare Porsche as an investment, you should get out and drive it, at least from time to time. Granted, extremely low mileage vehicles can attract bafflingly high sale prices, but leaving your car in a state of suspended animation doesn't do it any good. A periodic fire-up, temperature cycling and rotation of all moving parts is essential to minimise your Porsche's long-term overhaul requirements.

Regular maintenance, including fluid changes and checking the condition of tyres, is your first line of defence on the road. Indeed, blowout or mechanical failure could result in a life-threatening incident, which is why anything you



can do to prevent both conditions is a worthwhile investment of your time and money. It's worth noting classic cars covering little ground from year to year soon end up old tyres. Keeping ageing rubber is an unnecessary risk, especially when cracked tread and perishing sidewalls are easy to spot. After all, we're talking about your safety!

Most tyres feature date stamps (read

our guide to tyres and how to decipher sidewall markings by ordering a copy of the September 2019 issue of *GT Porsche* at bit.ly/issuesgtp), enabling you to confirm the week and year of production. You may find manufacturer guidelines suggesting when tyre changes should occur, but use and storage can affect each product's usable lifespan, which is why regular checks are essential.

ATTITUDE, SPACE AND 'THE IDIOT PRINCIPLE'

Perhaps it's obvious, but your attitude behind the wheel and how you interact with other road users will affect how they behave towards you. Being considerate, leaving plenty of space (rather than tailgating) and avoiding unnecessary overtaking manoeuvres can pay dividends when other drivers are expected to give way, signal clearly, move predictably or park near your Porsche. Don't forget, another driver is another human. Show them true courtesy and respect. Often, doing so will reward you in spades.

Since a vehicle collision is, by definition, a lack of space, the more distance you can put between your vehicle and all others, the further you'll be from contact. If you've undertaken additional driver training on the road, you may have come across the concept of a 'space bubble', a term used to describe the area in front, behind and to both sides of your Porsche. Managing the gap to the car ahead is the easiest of these

for you to control, but in my experience, the majority of drivers require a little recalibration to identify exactly *how much* space is enough.

Generally, if leaving space is something you think about, double the distance and you won't be too far off what's safe. After all, a little extra room will help in most cases. Managing tailgaters or a driver intent on following closely in low speed areas (and dropping back in others) is more difficult. With some observation and drawing on experience, you may be able to label the driver behind as one of three categories: pusher, follower or autopilot. Doing so will help you to find suitable means to adjust their behaviour through subtle changes in your driving, without obvious gestures.

Keeping the sides of your Porsche clear isn't too much of an issue when driving on 'regular' single carriageways, but on multi-lane roads and at complex junctions, the »



NEXT MONTH

escape routes and shortcuts



importance of the 'space bubble' becomes significant. If we assume you've got the space in front of your car under control, and we'll work on the assumption you're able to manage things at the rear, it's the driver moving and signalling without looking — as well as vehicles with large blind spots — you must guard against most. When in a body of traffic, the best thing you can do is balance the space ahead relative to others, thereby minimising the time spent side-by-side with other road users. If you stagger with no overlap (like two sides of a zip), other road users can move laterally in front or behind and you can move laterally behind or in front of them. Although you'll need to adjust your 'following gap' again, you've minimised the chances of a front-wing-to-rear-quarter incident when another driver decides they need to hop into your lane at the last minute. Don't forget courtesy — if you leave a generous gap ahead and consider the needs of other drivers, you provide safe passage for them at what might be a busy, unfamiliar junction and, usually, you'll receive the appropriate thanks in return.

Every road user has a different agenda. The minimum-time commute, simple

load transportation, emergency or time-sensitive journey and, of course, the Porsche pleasure drive are all examples of coexisting-yet-conflicting scenarios. As for human interaction, I like to refer to this as 'the idiot principle'. "Who's the idiot driving 20mph below the speed limit? Who's the idiot pushing me from behind? Who's the idiot driving back and forth in their Porsche for no apparent reason?!" You can see my point: we all have opinions and we can all *choose* how we react to the way other road users behave on the public highway. In other words, we can consider each of these examples, not as a faceless driver or simple machine, but by *human* standards. For example, if somebody is driving slower than expected, consider the fact they may be unwell or might be transporting a vulnerable child or animal. Similarly, if you get frustrated at a driver 'pushing' from behind, while there's every chance you're experiencing the dangerous actions of a bully, consider the fact you might be in front of someone missing the birth of their first child and trying to get to hospital. As for Porsche pleasure drives, we all have our favourite roads, but our use of speed and noise should be considerate, rather than indiscriminate.

CHESS AT THE WHEEL

As you can see, your attitude and use of space are fundamental to defensive driving. When you consider your attitude and actions deeply, you'll think more about how you drive and how you view and respond to the actions of others. It's this process that'll unlock your potential to read and analyse the language of traffic. Couple this with effective space management and you can avoid the majority of difficult situations you might otherwise find yourself in. Regular readers will remember the Visual Link Cascade from the February issue of *GT Porsche* (order a copy at bit.ly/issuesgtp). For the benefit of new readers, this is the process of using vision and planning to prepare the next few steps of your drive. It's the essence of what's known as 'advanced' driving and is akin to playing chess. In other words, you think several 'moves' ahead. Once you add this to good space management and attitude and can use all this effectively, it's unlikely that you'll be too concerned about taking your pride and joy to more difficult areas of the open road. The result: many more *safe* and enjoyable miles in charge of your treasured Porsche.



DRIVING FORCE

Neil Furber is *GT Porsche*'s resident driving expert. With a background as a mechanical engineer in Formula One, he brings a unique technical insight to driver coaching. Splitting his time between the French Alps and the UK, Neil coaches drivers through his brand, Drive 7Tenths (drive7tenths.com) and is also a Porsche Driving Consultant at Porsche Experience Centre Silverstone. Have a question about driving? Email him at enquiries@drive7tenths.com.



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944 S2 CABRIOLET

Open-top motoring in a modern classic with an asking price and running costs that won't break the bank...

Words **Dan Furr** Photography **Matt Woods**

Recent *GT Porsche* articles celebrating the 944 have generated a huge amount of positive reader feedback, which is why we decided to pull together a buying guide dedicated to the drop-top version what many transaxle enthusiasts and Porsche specialists consider to be the best incarnation of the big-selling, front-engined, water-cooled 1980s icon.

Launched in 1982 as a purely Porsche project following the joint Volkswagen-Porsche parentage of the 924, the wide quartered 944 not only inherited its basic shape and styling from the older car, but also much of its interior trim. Anybody stepping into the new Porsche's cabin space, for example, would have noted the decidedly dated presence of the 924's square dashboard and dials. Porsche would get around to updating the 944's cockpit and exterior styling for the launch of 1986's 944 Turbo, when forced induction was joined by a redesigned front end and a beautifully presented 'oval' dash design.

Drivers of naturally aspirated 944s would have to wait a further three years for these age-defying features to be rolled out across the range, at which point, engines free of forced induction were boosted to three-

litres of displacement. The launch model's 2.5-litre inline-four was briefly enlarged to 2.7-litres prior to the rollout of the three-litre lump, which arrived with a new model designation: 944 S2.

At first glance, this new breed of 944 looked exactly like the Turbo. Power wasn't far off, either. Where the Turbo kicked out close to 220bhp (an updated Turbo in 1988 added an extra thirty ponies) from its eight-valve beating heart, the S2 produced 208bhp from what was the world's largest four-cylinder production engine. The S2 also received an updated transmission better suited to the demands of the torquey three-litre unit, which helped the Turbo-kitted new arrival to reach 62mph from rest in just 6.8 seconds, topping out at 150mph. Helping to keep power planted was a sporty suspension package with a desirable cost-option limited-slip differential. Flat-faced Design 90 alloys were fitted as standard equipment.

The S2 introduced a cabriolet to the 944 line-up for the first time, though coupes outsold drop-tops by a ratio of almost three to one (a reported 5,656 cabriolets shifted worldwide, with 2,402 units being offered in the USA alone). Flick through the following pages for an overview of what you should be aware of before arranging a test drive.

Right S2 inherited 944 Turbo styling, both inside and outside the car

Below 944 leather is hard-wearing, but can discolour

CABRIOLET CONCEPT

Prior to the launch of the S2 Cabriolet, sixteen prototypes were produced in 1989. These concept drop-tops are among the rarest Porsches built.





ENGINE

944 S2s make use of the M44/41 front-mounted, water-cooled, three-litre, DOHC, sixteen-valve inline-four, an engine delivering 207lb-ft torque. Well maintained examples with average mileage should provide plenty of hassle-free motoring, but make sure you check the vehicle's paperwork for documentation supporting claims of renewed timing belts and tensioners, which should be changed every 48k miles or five years (whichever is soonest).

The belt drives only the exhaust camshaft. The inlet camshaft is driven by a chain linked to the exhaust camshaft. Problems don't tend to occur with the chain (although it can wear), more so the plastic tensioner supporting it,

which can become brittle with age, cracking and causing the chain to slip free. The resulting damage is much the same as if the rubber belt snapped — a seriously compromised valvetrain. Regardless of what the seller tells you, it's best practice to change the chain and its tensioner at the same time as belt intervals. If the car you're looking at hasn't had this work done, consider it to be living on borrowed time and factor the cost of remedial work into the price you're prepared to pay.

While we're on the subject of belts, there's a toothed belt running between the balance shafts and the crankshaft. Again, this is another serviceable component. Failure will result in a lumpy-running engine, so replace all belts at the same time.





HISTORY

Make sure you paw through all documentation supporting claims of servicing and maintenance in accordance with Porsche's recommended intervals. Demand to see receipts or invoices proving the seller's suggestion of repair work and replacement parts. Be wary of any unexplained periods of the S2 you're looking at being off the road. If in doubt, have a full inspection carried out by a marque specialist. If you're in an owner's club, check to see if this is a service you can take advantage of as a benefit of membership.

Enter the 944 in question's details into the DVLA's online vehicle enquiry service (visit bit.ly/dvlaenquiry). It's free to use and will give you key information about the Porsche you're looking at. Take a few minutes to view information held on the DVLA's excellent MOT history database (bit.ly/dvlamot). Another free service, it'll provide you with information relating to all passes, fails, advisories and mileage at the time of each test. Check to make sure details match what's on the car's paperwork.

THE FULL 'TRIPLE BLUE', AS DISPLAYED ON THE GORGEOUS 944 S2 CABRIOLET PICTURED HERE, A BEAUTIFUL EXAMPLE OWNED BY *GT PORSCHE* SUBSCRIBER, DAVID DEVRIES



BODYWORK

Regardless of trim, 944s like to rust. Check along the sills (both inner and outer sills are known problem areas for these cars) and behind plastic trim. Examine wing bottoms, door bottoms, have a poke inside wheel arches, along the boot floor and the bottoms of rear quarters. Look around the windscreen for signs of a compromised seal or bubbling paintwork. Fortunately, replacement parts are cheap and easy to come by from independent Porsche parts retailers, including Design 911 and Frazerpart.

Cabriolet roofs were available in a range of colours, though blue canvas to match blue interiors was a popular option, especially on white cars. Better still was the 'triple blue', as displayed on the gorgeous 944 S2 Cabriolet pictured

here, a beautiful example owned by David Devries, a *GT Porsche* subscriber living in the Netherlands, who commissioned UK-based automotive detailing specialist, Cambridge Concours, to bring his pride and joy's cosmetic state back to its best (see overleaf).

Lift the boot carpet where it raises against the back panel around the top of the spare wheel. You should discover a factory-applied paper sticker outlining all of the car's original equipment. If the sticker is missing, examine paperwork to see if there's any evidence of a rear end shunt and subsequent repair work.

Sadly, all 944s suffer corrosion around the lip of the front panel, where it meets the top of the bumper, a magnet for stone chips.



WET WHISTLE

The battery is stored in a hidden compartment in the boot space. A corresponding cubby hole sits at the opposite side of the car.

Lift the load area's carpet and check to make sure no corrosion has set in through a failed rubber hatch seal or sunroof drain.



BRAKES, SUSPENSION AND GEARBOX

944 transmissions don't tend to throw up problems, although it pays to listen out for whining noises, which might suggest bearings need to be replaced. Replacement parts are available at low cost from Heritage Parts Centre and Design 911. The same fault might also be encouraging the gearbox to sweat transmission fluid, so get on all fours and have a good look beneath the S2 you're pawing over.

High-mileage cars may be in need of a replacement clutch, so be sure to observe how easy your prospective purchase is to get in and out of gear. The same age/mileage also affects the effectiveness of suspension components. With this in mind, pay special attention to how the car behaves when driven over bumps in the road. Any knocking or vibration indicates bushes are past their best. You can opt for OEM replacement parts or 'fit and forget' polyurethane bushes from Powerflex. Worn engine mounts may produce the same complaint. Old pads and tired backing plates can cause calipers to stick. The S2's popularity means all parts are readily available.





ELECTRICS

Hey, you! What's that sound? Not the original stereo system, that's for sure. It's highly probable the factory head unit has been replaced with an aftermarket 1990s CD player and standard speakers are long gone. Check to make sure the door cards haven't been butchered in the process. Also evaluate all in-car electrical systems, including seat movement, switchgear, heater controls and air-conditioning. Extend your testing to electric window operation, exterior mirrors, central locking and, importantly, remote hatch unlocking. If the lid doesn't pop up, the fault might be a duff solenoid or caught catch.

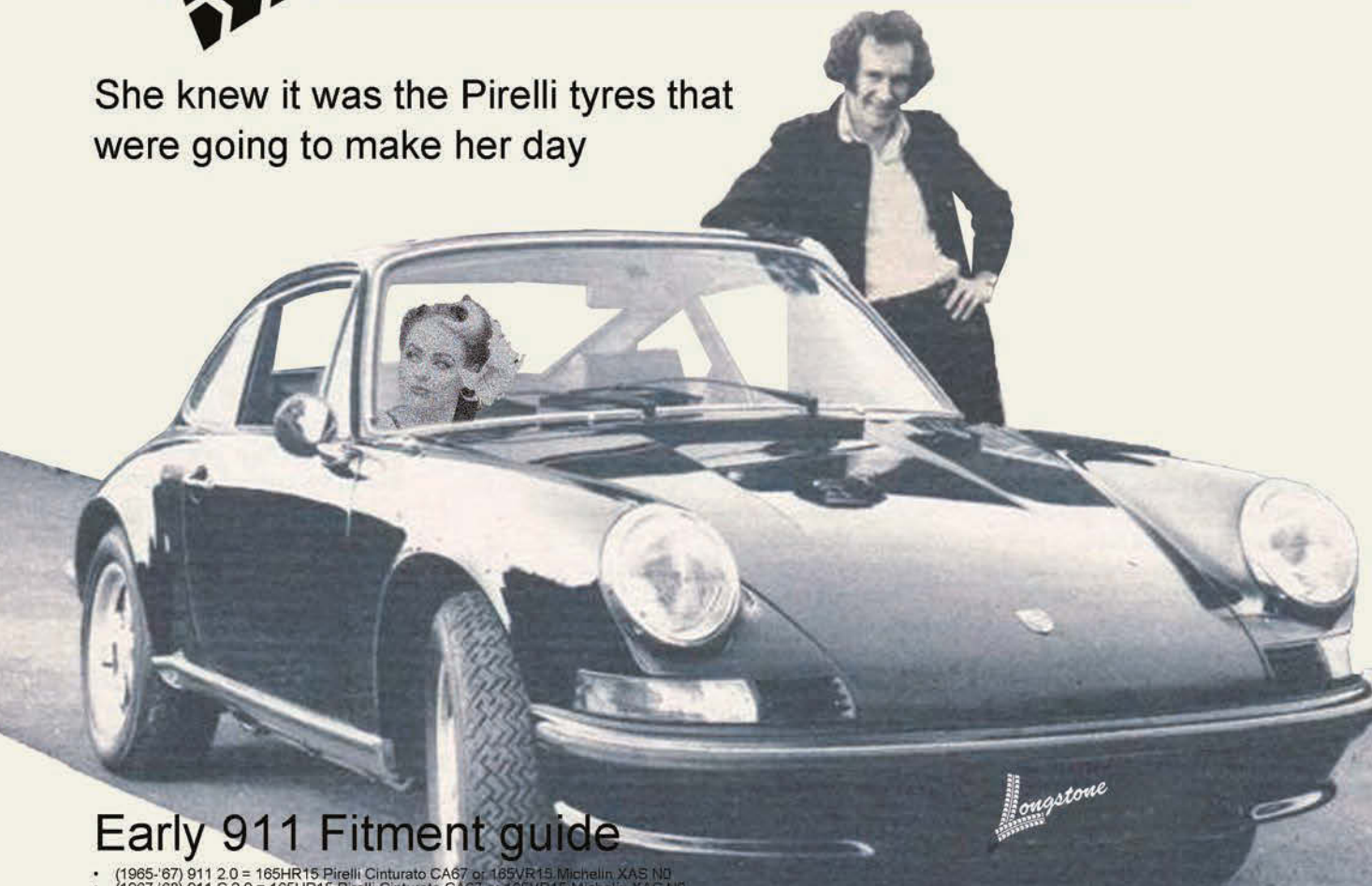


RAISING THE ROOF

The 944 Cabriolet's roof is generally reliable, but switchgear and motors can fail with age, as can old wiring. Thankfully, the roof can be manually opened and closed in emergencies and parts are readily available for any necessary repairs. As for the roof fabric, Simon Walters (cambridgeconcours.com) recommends a soft scrubbing brush to remove debris without scuffing the material. "Never jet wash," he says. "You're likely to draw dye out of the roof." Recommending stock hose pressure, he suggests getting into every crease and seam ("especially around the rear window") before drying with soft towels. A Renovo recolouring agent ("take your time") will rejuvenate the roof, but be patient with drying time and test with a swab of kitchen towel before applying a sealing agent. Expect waterproofing to last three to five years, depending on whether your 944 Cabriolet is left exposed to the elements. For further help, contact Simon via the Cambridge Concours website.

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- (1968-'69) 911 T 2.0 = 165VR15 Pirelli Cinturato CN36 N4, 165VR15 Michelin XAS N0 or 185HR14 Michelin MXV-P
- (1968) 911 L 2.0 = 165VR15 Pirelli Cinturato CN36 N4 or 165VR15 Michelin XAS N0
- (1969) 911 E 2.0 = 185HR14 Michelin MXV-P
- (1969) 911 S 2.0 = 185/70VR15 Pirelli Cinturato CN36 N4 or 185/70VR15 Michelin XWX
- (1970-'71) 911 T 2.2 = 165VR15 Pirelli Cinturato CN36 N4 or 165VR15 Michelin XAS N0
- (1970-'71) 911 E 2.2 = 185/70VR15 Pirelli Cinturato CN36 N4 or 185/70VR15 Michelin XWX
- (1970-'71) 911 S 2.2 = 185/70VR15 Pirelli Cinturato CN36 N4 or 185/70VR15 Michelin XWX
- (1972-'73) 911 T, E & S 2.4 = 185/70VR15 Pirelli Cinturato CN36 N4 or 185/70VR15 Michelin XWX
- (1973) 911 Carrera RS 2.7 = 185/70VR15 Pirelli Cinturato & 215/60VR15 Pirelli Cinturato CN36 N4
- (1974-'77) 911 T 2.7 = 185/70VR15 Pirelli Cinturato CN36 N4 or 185/70VR15 Michelin XWX
- (1974-'75) 911 S 2.7 = 185/70VR15 Pirelli Cinturato CN36 N4 or 185/70VR15 Michelin XWX
- (1973-'74) 911 Carrera RS = 185/70VR15 Pirelli Cinturato CN36 N4 & 215/60VR15 Pirelli Cinturato CN36 N4
- (1974-'75) 911 Carrera 2.7 MFI & CIS = 185/70VR15 Pirelli Cinturato CN36 N4 & 215/60VR15 Pirelli Cinturato CN36 N4
- (1975-'77) 911 Turbo Carrera 3.0 = 205/50YR15 P7 N4 & 225/50YR15 Pirelli Cinturato P7 N4
- (1976-'77) 911 Carrera 3.0 = 185/70VR15 Pirelli Cinturato CN36 N4 & 215/60VR15 Pirelli Cinturato CN36 N4 and optional 205/50YR15 P7 N4 & 225/50YR15 Pirelli Cinturato P7 N4
- (1984-'85) 911 Carrera 3.2 = 185/70VR15 Pirelli Cinturato CN36 N4 & 215/60VR15 Pirelli Cinturato CN36 N4 with optional 205/55YR16 Pirelli P7 N4 & 225/50YR16 Pirelli P7 N4
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- (1985-'89) 911 Carrera Celebration 3.2 = 205/55YR16 Pirelli P7 N4 & 225/50YR16 Pirelli P7 N4
- (1985-'89) 911 Carrera Super Sport 3.2 = 205/55YR16 Pirelli P7 N4 & 245/45YR16 Pirelli P7 N4
- (1975-'77) 911 Turbo 3.0 = 205/50YR15 Pirelli P7 N4 & 225/50YR15 Pirelli P7 N4
- (1978-'89) 911 Turbo 3.3 = 205/55YR16 Pirelli P7 N4 & 225/50YR16 Pirelli P7 N4
- (1978-'83) 911 SC 3.0 = 185/70VR15 Pirelli Cinturato CN36 N4 & 215/60VR15 Pirelli Cinturato CN36 N4. Optional 205/55YR16 Pirelli P7 N4 & 225/50YR16 Pirelli P7 N4.



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FRENCH FANCIES

The end of an epic road trip is marked by a visit to a super-patriotic motor museum...



DAN FURR

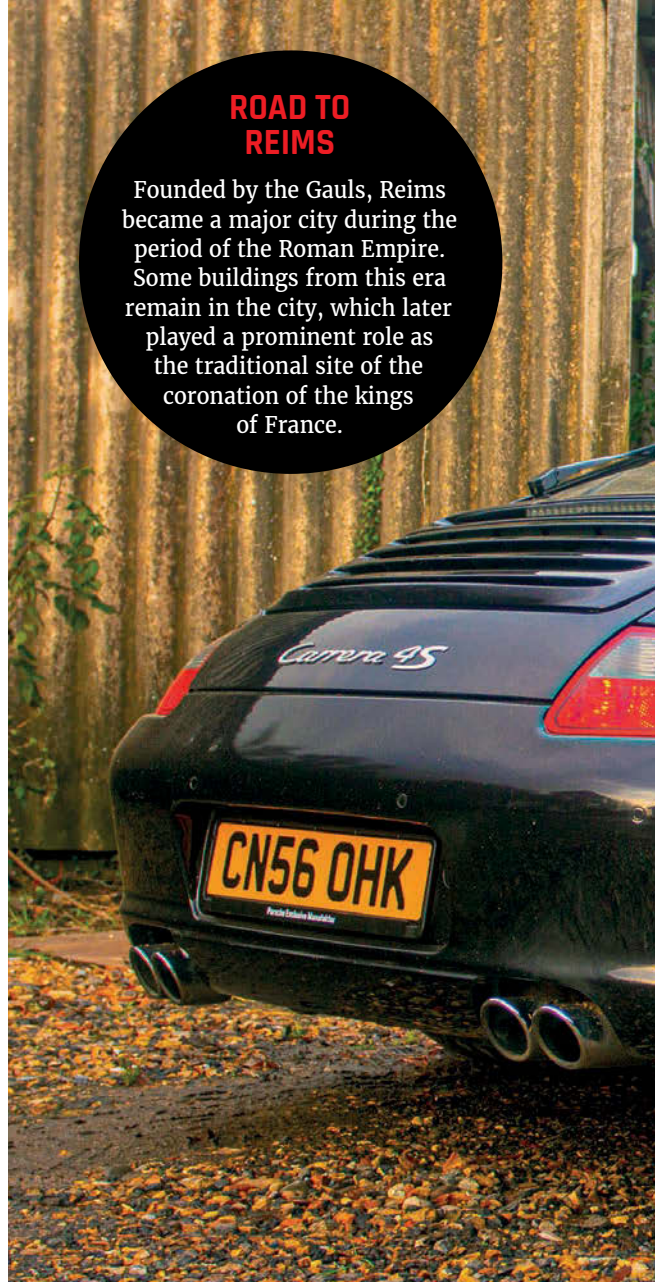
Bidding a fond farewell to Lausanne, the present Lady Furr and I hopped into our all-pawed 911 and hit the road heading back to Reims. Without stopping, the trek took exactly five hours, an effortless task for our Basalt Black beauty. Sadly, our final days exploring Lake Geneva were marred by heavy rainfall, weather which followed us all the way through France. Of course, Reims functioning as the centre of champagne production means there's plenty of bars to keep dry in, but we were keen to pick up where we left off at the beginning of our road trip, probing the city beyond

its watering holes. With constant downpours, however, indoor pursuits were the order of the day.

We didn't realise our return to Reims coincided with a city-wide marathon, effectively blocking all but a few roads in and out of this popular tourist destination. This meant many local attractions were closed for business and, having already navigated our way around the city several times during the first stint of our road trip, we were left wondering what we'd do to occupy our time (other than resign ourselves to champagne dispensing bars, obviously!). It was while looking at a map of the city and pondering our next move, we spotted Musée Automobile Reims, a privately owned museum housing more than a century's worth of French

ROAD TO REIMS

Founded by the Gauls, Reims became a major city during the period of the Roman Empire. Some buildings from this era remain in the city, which later played a prominent role as the traditional site of the coronation of the kings of France.





automotive history. Set across an indoor exhibition hall an acre in size and housing hundreds of cars and motorcycles, the discovery of this hidden gem saw us hot-footing it across the city without delay.

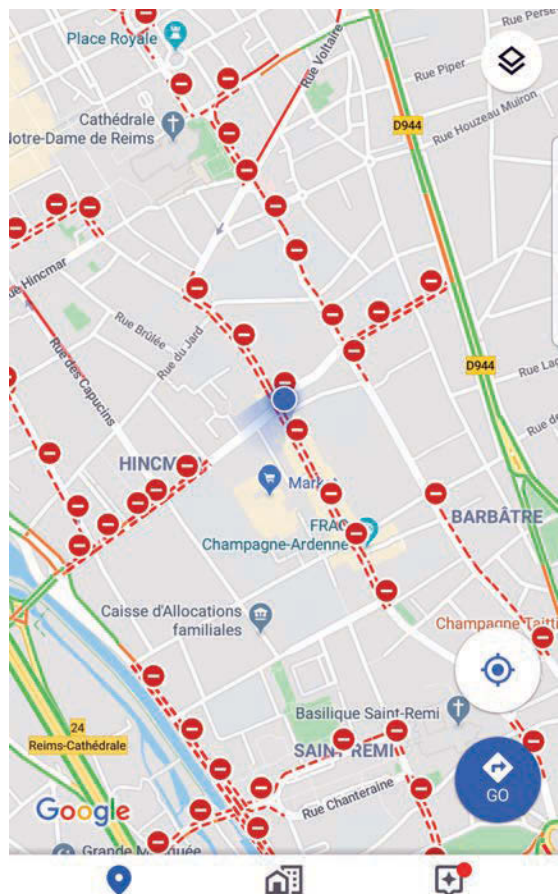
RICH BEGINNINGS

The museum was opened in 1985 by French petrolhead and car collector, Phillipe Charbonneaux, in the enclosure of a former steel factory. Following his death in 1998, the museum fell into the care of Salon des Collections Automobiles Rémois (SCAR), an association tasked with overseeing and preserving the site and its exhibits, guaranteeing »



Above Back home safe and sound after an epic trip piling on miles around Lake Geneva and Reims

Facing page From pure vintage to modern classic, Musée Automobile Reims covers all aspects of French automotive history



Above Tucked away at the back of the museum is a collection of non-French cars awaiting restoration

Left Reims was a no-go area for traffic due to a city-wide marathon taking over proceedings

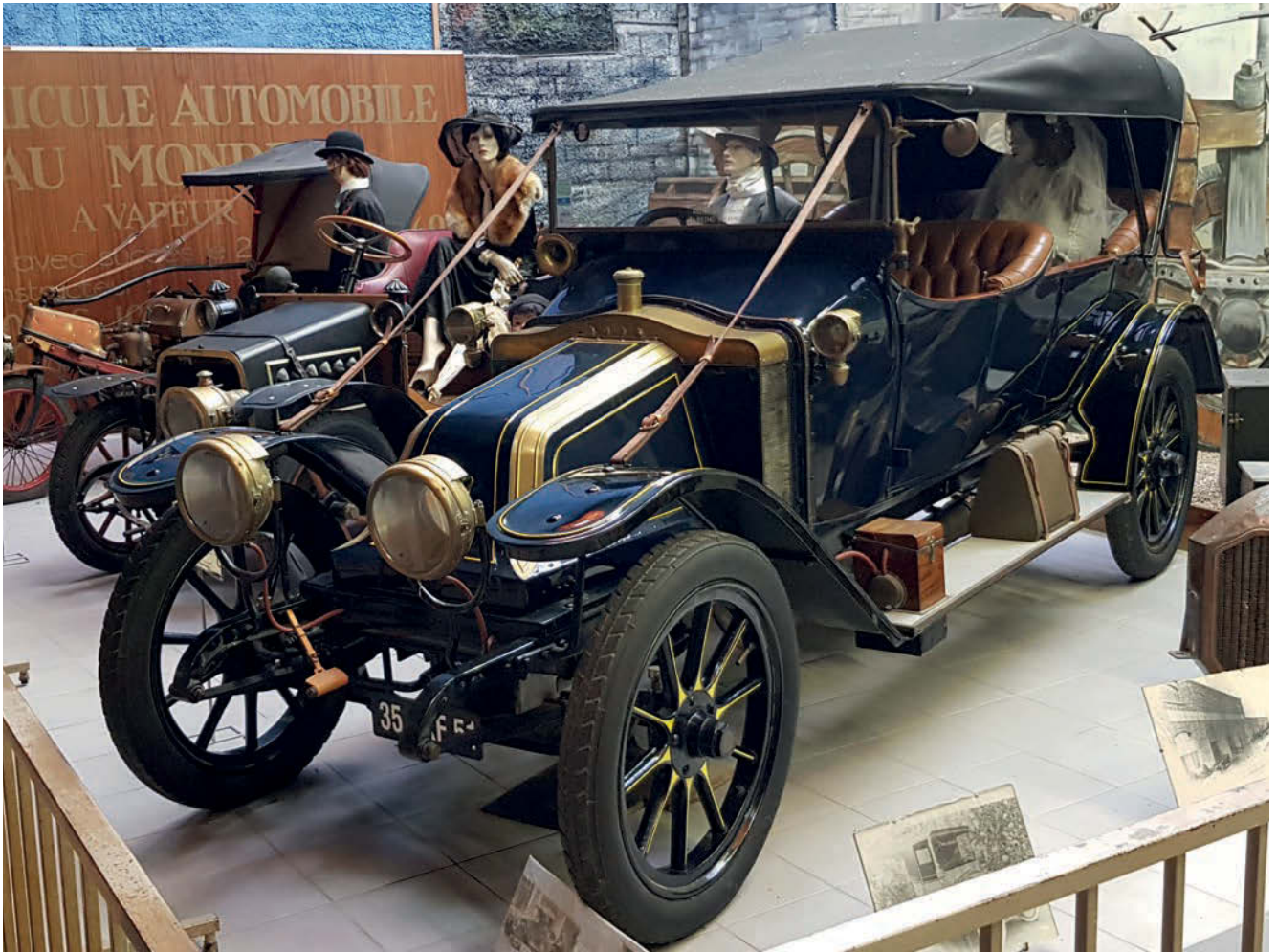
Facing page 1908 SCAR 16HP is beautifully restored and the oldest of just seven surviving examples known

access to the public. In the following years, SCAR steadily grew the collection, adding many mopeds, cars and even the former advertising lorry of the regional newspaper, l'UNION. A dedicated restoration shop was established at the rear of the main hall, where each vehicle was recommissioned before being presented for display. It's also at this tucked away part of the museum where you'll find some of the non-French cars to take the association's fancy, including a 356 dating back to 1962 and an early 944.

Among the French fancies on display, highlights include the collection's Group 4 Alpine A110 Berlinette, Ligier JS2, Citroën BX 4TC (a homologation model made to satisfy Group B rally regulations and one of only sixty-two road-going examples sold) and a 1908 SCAR 16HP. This vintage vehicle may share its name with the body responsible for its purchase and subsequent restoration in 2001, but in this instance, the acronym stands for Société de Construction Automobile de Reims, a small car producer based in the city more than a century ago (the company's factory was destroyed during the First World War, immediately ending production). Less than 400 16HPs were assembled and only seven are thought to survive to the present day. The example residing in the museum at Reims is the oldest of the septet known to exist and has been painstakingly returned to its former glory by the association's talented technicians.

Now, by virtue of the fact you've bought this





magazine, it's safe for me to assume you're a Porsche fan, but I like to think most of us can appreciate the standout models produced by other manufacturers. There are certainly plenty to marvel at this hidden gem in Reims (the Citroën DS fans among you will have a field day) and, if you're travelling through France and feel like a pitstop en route to your destination, then you could do a lot worse than spending a couple of hours here. Just try not to get distracted by the nearby champagne pumps (a difficult task, I know!).

HOMEWARD BOUND

The morning after our jaunt around the museum, our 911 was loaded with luggage and we were making a final fill-up of fuel before heading to catch the ferry at Calais. The rain didn't stop falling, leading us to wonder whether we simply got lucky with the blistering heat and clear skies we enjoyed for the vast majority of our trip. Whatever the weather, I wouldn't hesitate to recommend exploring the areas surrounding Lake Geneva, or Reims for that matter. In fact, I've already planned a return trip to the historic Reims-Cueux Grand Prix circuits in my 944 Turbo. Watch this space! ■



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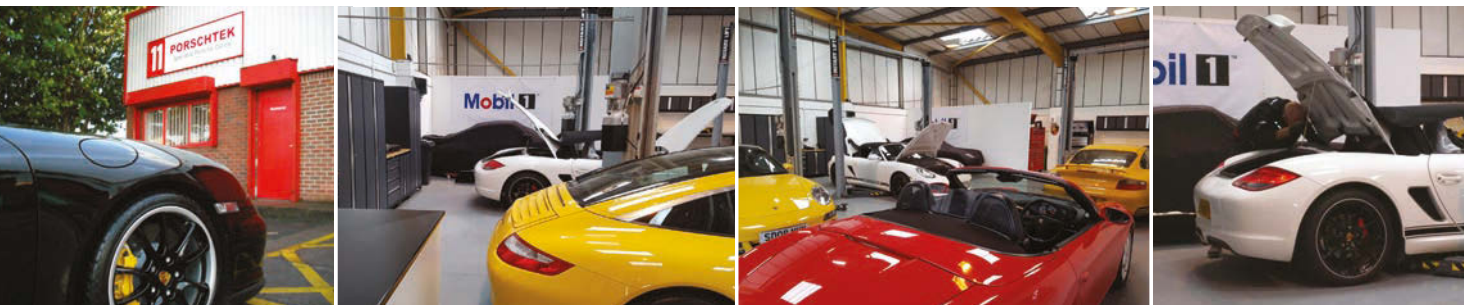
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PARTS AND PARCELS

With the lion's share of cosmetic, interior and mechanical work taken care of, it's time to start the process of refitting the Turbo's trim...



DAN FURR

Lockdown, as previously eloquently highlighted by Tim Harvey's *GT Porsche* guest column, has been frustrating for those of us who like nothing more than to hit the open road. Of course, when the scale and impact of COVID-19 is taken into consideration, pleasure drives are completely insignificant, yet there's still a burning sense of frustration at seeing a dormant Porsche sitting on the driveway or tucked up in the garage, regardless of what might be going on in the outside world. Partly for this reason, *GT Porsche* reader engagement and subscription numbers shot through the roof when the enforced ban on getting out and about came into being – reading about our favourite marque and drooling over gorgeous photographs of spectacular speed machines is an excellent way to scratch your burning Porsche itch. For those of us heavily into the restoration, recommissioning or general tidying of a Stuttgart-crested classic, however, there's another way to spread a smile from ear to ear: the ordering and subsequent delivery of car parts!

Regular readers who have been following my 944 Turbo project updates will recall last issue's progress report, where the Guards Red road rocket left the workshop

of premium automotive upholstery outfit, Awesome Classic & Custom, bound for Retro Restorer, a well-known 944 specialist based in Banbury. There, company boss, Nash Hunter, is completing final bodywork corrections before the fun of the refit can begin. This stage of the process, though thoroughly enjoyable, is where I can expect a serious amount of spend – not on any one particular item, but on the mountain of incidental trim (it's amazing how many clips there are to replace) needed to take over from worn or faulty components. Let's not forget, this car sat buried in a hedge for more than half a decade. It's safe to say there's a high number of supporting parts now destined for the great scrapyard in the sky.

NICE PACKET

After drawing up a shopping list (which I know will grow in size as I find new problems to fix), I placed an order with Design 911 for a selection of new parts, including new inner and outer window slot seals, sunroof seals, door slot seals, heater rod clamps, new pedal rubbers, a clutch slave cylinder and sun visor clips, among other bits and bobs. The most substantial (certainly in terms of spend) item on the list was a brand new bulkhead cover (scuttle lid). Specific to right-hand





THE ORIGINAL COVER HAD A BIG HOLE IN IT, VISIBLE, EVEN WITH THE BONNET CLOSED



drive 944s and 968s, this surprisingly delicate piece of the puzzle breaks easily, which is why finding a used example in decent nick is near impossible. My car's original cover had a big hole in it, clearly visible, even with the bonnet closed. After searching the second-hand market in vain, I bit the bullet and stumped up for an OEM Porsche part. Ouch.

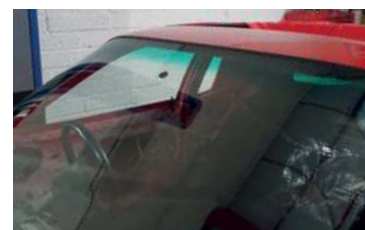
I also placed an order with the good folk at Frazerpart. Almost as soon as I'd finished perusing the company's website, a new clutch master cylinder, a spare DME relay (a part controlling the fuel pump and ECU, and known to fail without warning), a windscreen washer »





bottle lid, service parts and under-bonnet insulation pads landed on my doorstep. Meanwhile, Sid at Werk One Originals was packaging up a new genuine 944 badge and fasteners for me, while the audiophiles at Pioneer UK were readying a pair of TS-A4670F 210W 4x6-inch coaxial front door speakers for shipping to my house.

Earlier, at Retro Restorer, Nash had arranged for a brand new windscreen to be installed, while new sunroof and speedo cogs, tailgate rubbers, clear indicators and a replacement LCD clock screen were also fitted. Various engine sensors also found themselves added to the mix, along with a cost effective collection of components I amassed to replace the car's auxiliary turbocharger cooling pump. This is another expensive replacement part, but if my plan of action proves successful, I will have spent less than £60 on brand new components where Porsche asks





for more than ten times that cost. I'll reveal all as soon as I've confirmed I haven't made a terrible (and embarrassing) error!

TURN OF THE YEAR

As many of you will know, the finished car will have its own stand in the 'featured restoration' hall at the NEC Classic Car & Restoration Show. This highly anticipated event (the UK's fastest growing automotive shindig) was originally scheduled to take place in March, but following the devastation wrought by the current global public health crisis, the show was rescheduled for early August. Just before we went to print, the event's organisers have once again pushed the date, this time to 26th-28th March 2021, citing the ongoing impact of the pandemic as their reasoning. With other events slated for August

also bumped (or worse, cancelled), this strikes me as a sensible move, no matter how disappointing it is for there to be a delay showing off everyone's work. As a way of thanking punters for their ongoing support, the show's directors have announced any order for tickets placed for the event's original date will now benefit from an extra adult ticket without charge. It's a fantastic gesture, and one I hope many of you are able to take advantage of.

Back in the present, however, the extra time at our disposal means less pressure when it comes to meeting deadlines, which has proved useful in dealing with unforeseen problems (I expect there to be many when the car is finally returned to the road and starts chewing up miles for the first time in years!). As ever, I'll continue updating you on these pages. ■



Previous spread
Genuine Porsche bulkhead cover joins new rubber seals and a host of other 944 kit at Château Furr

This spread
New windshield was fitted as part of the first stage of trim refitting

THANKS

Retro Restorer
retrorestorer.co.uk

Design 911
design911.co.uk

Frazerpart
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Pioneer UK
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TAKE CHARGE

The 970 enjoys fixes taken care of under warranty at Swindon OPC...



MARK WILLIAMS

As reported last time out, EA14 was due the balance of major service work performed late last year. Combined with the iffy boot lid, an evident rust spot near the offside rear wheel arch, a faulty heated steering wheel, the suspension groan I mentioned previously and various other sundries, a detailed job card was drawn up at OPC Swindon. This in itself was an interesting procedure, due to social distancing prescribing a process whereby I had to remain in my car (parked next to a loan car, more of which anon), engine off, window open, key remaining in the vehicle and then, on the signal of the service receptionist, hopping from my car to the other and driving off. No signing, no forms, and paying remotely over the telephone prior to the reverse of this procedure upon collection. As usual, the team at Swindon handled all this with aplomb, deploying their usual efficient approach to customer service, thus placing the me at ease.

A quick shout out to Mark Scholes and Emma Dunckley at OPC Swindon, both of whom do their employer much credit. There's a video demonstrating this on my *Mark's Cars* YouTube channel, although I understandably kept the amount of wandering around with my camera to a minimum, given the circumstances. I was at least able to eyeball the all-new Taycan. Crikey, that thing looks good!

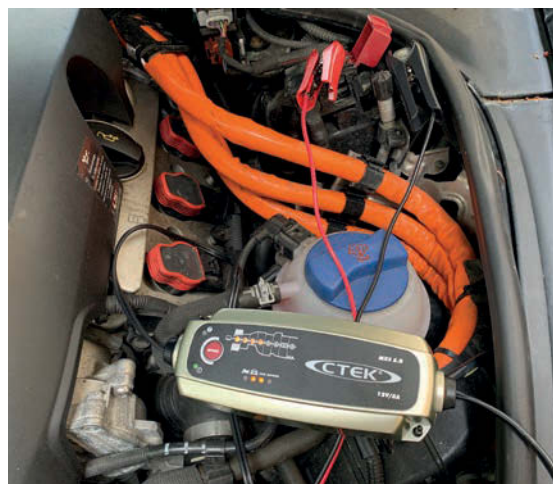
The work on the Panamera was

completed in a couple of days, whereupon I returned to Swindon solo and drove off in a freshly serviced car and warrantied car. Amusingly, the service indicator in the dashboard now seems to think it's nigh on 40,000 miles until the next spanner session will be needed, although I expect that number to drop with usage (not that there's going to be too much of taking place during the next few months!).

As for the aforementioned faults, the service balance was completed for a reasonable sum of £320 (or thereabouts), all was declared fit and well with the suspension (and the underside in general) and a new external boot switch was fitted under warranty, the existing one having failed (a known 970 weak spot). I'd also reported an occasional, almost random beeping noise from somewhere aft on the rare occasions we use the car. Along with the failed heater functionality for the steering wheel, all was traced to low voltage from the car's 12V battery.

THIS CORROSION

The only slight concern coming out of the Swindon visit was the fact the rust spot may not be covered under the corrosion guarantee – the complaint is located on a “bolt on panel”, and not the car's core structure, which is what the warranty actually applies to, so I'm told. This I find hard to understand because, by extension, the wings, doors, bonnet and boot lid (in other words, everything an owner can see, save for the roof) aren't covered.



Photos of the spot have been taken and sent to Porsche. At the time of writing, I'm waiting to hear the company's verdict. I'll report back with my findings.

As for warranty renewal, given the cost the car had incurred since purchase in 2017, I wasn't really expecting much change from £2k. Cue my surprise when a bill for half that sum (plus a little extra for annual breakdown cover) was presented. Taken in context against the warranty invoices this car has generated during my period of ownership, this has to represent something of a bargain. I readily accepted, safe in the knowledge my Porsche is covered for any further failure until I decide what to replace it with later in the year. Stay tuned! ■

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DROP THE HAMMER

From chump change to premium price tags, here's our look at what's hot (and what's not) in online auction rooms...

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FOR DETAILS**



1971 911 E (CARRERA RS RECREATION)

Social distancing might have put paid to footfall in the world's auction rooms, but that hasn't stopped keen buyers expressing their desire to spend as planned. Reacting to demand, Silverstone Auctions took a leaf out of the books of the many online-only automotive auction firms and presented an exciting selection of classic cars to market via live auction on 23rd May. Among the weird and wonderful lots on offer (Aston Martin Virage Volante wide body, Lotus Carlton, Sierra RS Cosworth barn find and Lotus

Elan S3 historic rally car) was this superb recreation of a 1973 Carrera RS 2.7.

Based on a 1971 911 E originally sold to the Australian domestic market, this long-term restomod was carried out by marque specialist, Autohaus Hamilton, based in New South Wales. Powered by an original 2.7-litre Carrera RS engine and a 915 gearbox, the finished 911 makes use of many original RS body panels and interior components. Superbly presented in OEM Viper Green with RS body graphics and black upholstery, the car was

shipped to the UK in October 2013 following completion of the work. Registered as BAD 1K, the Porsche's early history highlights club racing, but following a rear-end shunt, the previous owner decided to commission Autohaus Hamilton to convert the car to right-hand drive and begin the transformation from 2.2-litre E to the car it is today, a process which took more than ten years. No expense was spared and a mountain of genuine original RS parts was sourced, hence the hammer price at auction end.

1976 914 2.0

This beautifully preserved 914 from the final year of model production retains its original 'matching numbers' two-litre engine and is presented in its factory colour of Malaga Red paired with a dark red tartan cloth interior accompanied by black vinyl. Originally kitted out with Sport equipment, including stabilisers and a spoiler, light metal wheels, tinted side glass and intermittent wipers, this air-cooled classic was in the custody of marque enthusiast, Robert Avery, for many years and retains single-owner status. The odometer currently reads 33,892 miles, a feature which attracted a respectable sale price at RM Sotheby's 'Driving Into Summer 2021' online auction a few weeks ago.

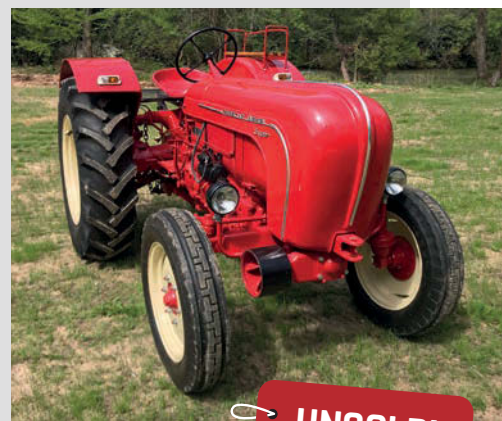


COURTESY RM SOTHEBY'S



1959 SUPER 308 TRACTOR

We love Porsche-Diesel tractors here at GT Porsche, and this 308 Super N is a fantastic piece of Porsche history, though its asking price of \$26,500 failed to attract bidders during RM Sotheby's online sale. Fully restored in Finland using NOS parts, the pretty red workhorse retains its original engine (mated to a five-speed gearbox) and all important documents, including original sales invoice and brochures. Porsche tractors have long been considered fun projects and, though said tongue in cheek, can be considered an affordable route into air-cooled Porsche ownership. Contact RM Sotheby's if you want to make an offer.



2005 987 BOXSTER 2.7

Online-only sales might be new territory for some of the more established automotive auction houses, but exciting young companies, including Collecting Cars, have based their entire business model on the idea. It's been a great success, with high volume, no-nonsense sales proving popular with prospective purchasers. This beautiful Boxster attracted nineteen bids when

sold by the company at the beginning of the month. Covering less than 50k miles from new and boasting only one previous keeper, the delightful drop-top has been looked after by Trident Motor Services in Bushey, Deutschtech in Milton Keynes and London's Portiacraft. Clearly cherished from new, this absolute peach of a Porsche is in excellent condition throughout.

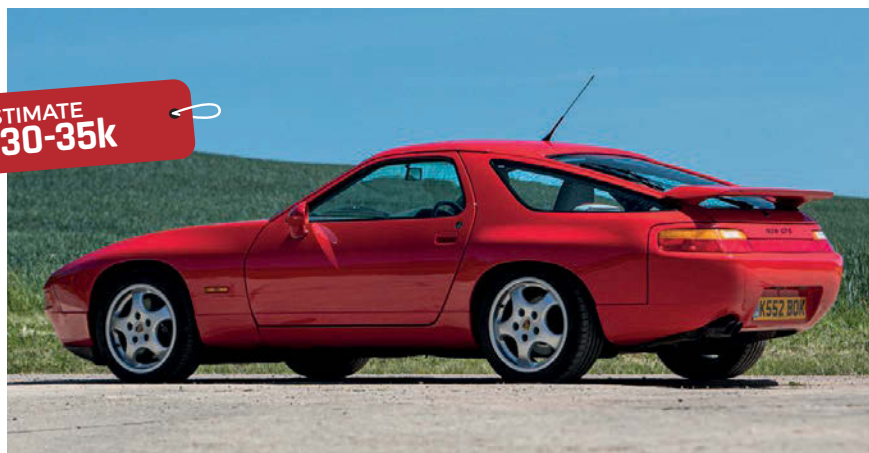
2001 996 CARRERA 4

Proving you don't need to be a gazillionaire to get into 911 ownership, this beautifully presented 996 Carrera 4 is loaded with Tiptronic S transmission and was presented at Brightwells online-only sale (yes, there's a theme developing here!) accompanied by an MOT until January 2021, original handbooks, a service wallet featuring nine main dealer stamps and a stack of recent bills from water-cooled flat-six specialist, Hartech. The car has covered only 85k miles, but was treated to a new engine 3k miles ago, with receipts for all work carried out. New stainless rear exhaust boxes were also fitted, offering peace of mind for the lucky new owner.



**SOLD FOR
£10,500**

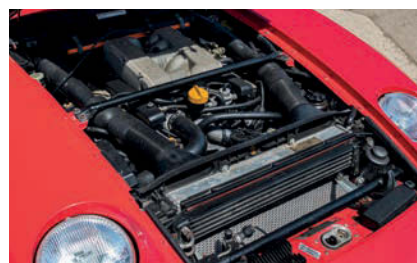
**ESTIMATE
£30-35k**



1979 911 SC TARGA



Budget classic 911 ownership doesn't come much better than this SC Targa, a Porsche described by Brightwells as "a solid car that runs and drives, but is in need of cosmetic tidying." The seller bought the car in 1986 after it was imported to the UK from Sweden and converted to right-hand drive. Supporting paperwork confirms the job was carried out using genuine Porsche parts. 102k miles have been covered in total, with the car passing between the seller's family members throughout its lifetime. Rolling on 'cookie cutter' alloys, this semi-open-top SC was used regularly until it started to look tired five years ago, at which point, it was put into storage. Kidney boxes and B-pillars are good, but lacquer peel influenced a sale price of little more than eighteen grand. An easy and rewarding project.



1993 928 GTS

With the internet providing the means for automotive auctions to continue apace, we thought it a good idea to see what's on the horizon. This Guards Red 928 GTS didn't disappoint. An original UK-delivered example with only 70k miles covered, the gorgeous late-spec 'land shark' has been with its seller for five years. In storage from 2006 until 2015, recommissioning work was undertaken by technicians at Autoubau Porsche, tasks including

a full mechanical overhaul at a cost of £5,600. All three keys, original booklets, document wallets and brochures accompany the V8-powered grand tourer, which is equipped with an automatic gearbox (as is the case with the vast majority of 928s). The most recent service was carried out at the back end of 2019 (309 miles ago). A smart, red-piped, grey leather interior is bound to impress at the Classic Car Auctions online sale on 27th June.



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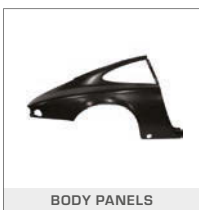


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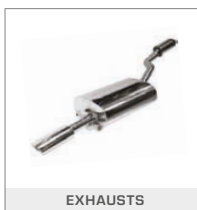
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