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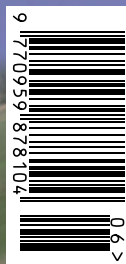
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UP FRONT

Has Porsche evolved the 911 to the point of peak perfection? Perhaps it's inevitable after 50-years of development that there's nothing left to fix

I feel I've already banged on enough in this issue without subjecting everyone to another few hundred words of editorial musings, but this page won't write itself and it's often useful as a last chance to perhaps clarify a point made, or further defend or endorse a position. And what would that be? Well, it's the gen 2 991 C2/C2S twin test in this issue. Did we – we being myself and Porscheophile, Adam Towler – call it right? Well, I'm not going to get a wobble on here, in the final moments of the magazine going to press. Quite simply we agonised over the verdict after two full days of driving, and we even held the

“ We agonised over the verdict after two full days of driving ”

feature over a month, but there was no getting away from it. To have glossed over our disappointment would have been wrong, even if it does resemble some sort of 'Ratner' moment. For me it's not so much about engines, atmo, turbo or otherwise. No, it's more about the 911's evolution into something that no longer resembles a sports car. It sounds ridiculous to moan that a car is just too capable and too comfortable and too quiet and even too fast, but there it is. It's too bloomin' big, too!

It's perhaps inevitable that 50+ years of evolution should eventually knock the rough edges off the 911. Trouble is, it was those rough edges that gave it its mojo. Maybe I'm in a minority here, but somehow I don't think so.

STEVE BENNETT
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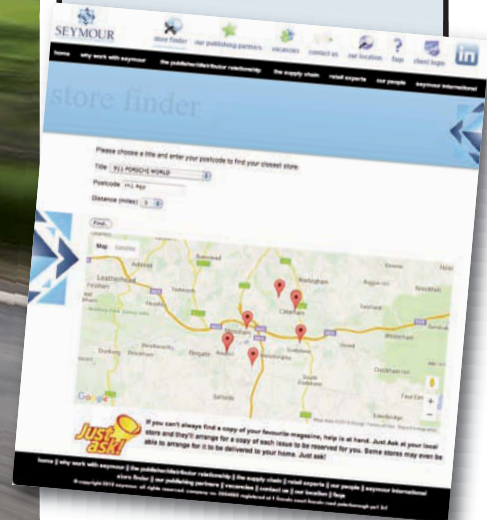
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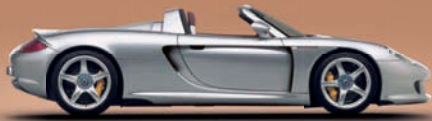
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ALL THE PORSCHE NEWS AND VIEWS

NEWS

Porsche's S/T resto for Essen, Michael Mauer speaks, Porsche training programme for refugees, Litchfield's 991 Turbo, riding shotgun with Preuninger in the new 911 R, Porsche takes first WEC 2016 win and more



PORSCHE'S STUNNING 911 S/T RESTO'

Cutting-edge tech used to restore rare '70s racer for the Techno Classica show

Take a total basket case. Bombard it with the best of Porsche's technical, engineering and historical know how. What have you got? A 1971 911 S/T that was discovered rotting in a playground and is now the ultra-concours car you see here. What a stunner.

It's also Porsche Classic's way of flaunting its high-tech restoration services via the Techno Classica show in Essen, Germany, where the S/T has been on display. The super-rare competition car, of which just 24 examples were produced, has been restored using factory technologies and processes shared with Porsche's latest models.

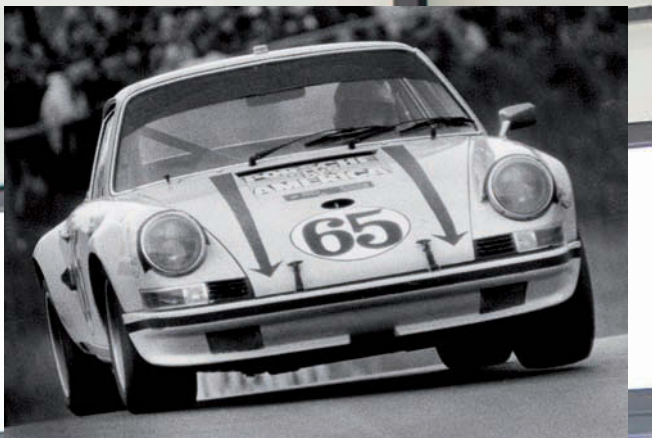
The 911 S/T, of course, was originally based on the period 911 S road car and designed to take advantage of new FIA competition rules allowing for a wider track and wheels. Thus, the S/T's famous flared wheel arches were born.

According to the head of Porsche Classic, Alexander Fabig, this particular example was found two years ago in a thoroughly parlous state in a playground in the US. "It was in a really dilapidated condition," Fabig says. But rarity of the S/T made a full restoration worthwhile. "This project is unparalleled and of great historical significance," Fabig reckons.

Indeed, spotting that significance was no mean feat. Not only was the car in very poor condition, including crash damage, extensive corrosion and even indications that children had been using its roof as a makeshift trampoline for several years. At some point in its history, it had also been converted to resemble an early G-model "impact bumper" 911. In the context of ballooning market values for rare early 911s like the S/T, that's a startling thought. Let's just say you'd be unlikely to find anyone "updating" an S/T to impact bumper spec today.

Repairs to the bodywork carried out by

Above: The finished article is stunning in every way. Right bottom: Amazingly the starting point was this dilapidated wreck found in a playground in America. It was a genuine S/T, but at some point it had been converted to 'impact bumper' spec. Amazing!



Porsche Classic in Germany, including reconstruction of the flared wing extensions, were particularly complex and done partly by hand. Original Porsche jigs were used to straighten the body and several body parts were custom fabricated thanks to access to the archive technical drawings.

While the general aim was period perfection, Porsche drew on its modern manufacturing technologies to ensure the best possible corrosion protection. The body-in-white received the full electro-chemical treatment process at Porsche's Zuffenhausen production plant, as used for modern models

'THE ULTIMATE CLASSIC CAR SHOW?'

Is the Techno Classica in Essen, Germany, the greatest classic car show on earth? With 25 car makers exhibiting their heritage fleets and classics of all shapes and sizes spread over 20 exhibition halls, it just might be. There were also 2500 cars for sale, so it's not a bad place to pick up a classic, either.

One of the big themes for this year's show, which took place in early April, was a special exhibition of cars that competed in the 1955 Mille Miglia, including the Mercedes 300SLR, Ferrari 750 Monza and Porsche 550 Spyder. No question, therefore, Techno Classica is a great place to eyeball proper classics.

However, it might actually be Essen's reputation for housing an Aladdin's Cave of modern classic wonders that really marks it out. If you want to see fleets of perfectly preserved Mercedes W124s, box fresh BMW E9 coupés and, yes, all manner of modern classic Porsche from impact bumper 911s to timewarp 928s, Essen in April is the place to be.



today like the latest Type-991 911 and the new 718 Boxster. It was then cured for eight weeks to maximise the long-term stability of the protection. Very possibly, then, what you are looking at here is the most corrosion resistant air-cooled 911 in the world.

The yellow paint chosen for the restoration, colour code 117, is precisely as the car left the factory in 1971. Other technical details include a 110-litre plastic competition fuel tank, widened front and rear mud guards and bucket seats. The steering wheel is a 380mm racing item.

Speaking of racing, in its day this particular

S/T had proper pedigree and saw battle in a number of classic contests during the 1972 season. Highlights include the Daytona 6 Hours, the Sebring 12 Hours, the Targa Florio and the 1000km of the Nürburgring. Not enough? The car also competed at Le Mans in 1972, notching up a class victory for GT cars up to three litres and finishing 13th overall. Nice.

The identity of the car's owner has not been revealed by Porsche. But whoever it is, props to them for preserving this stunning car for the long haul and providing the attendees of the Essen show with a real treat.



Porsche design chief, Michael Mauer, reckons it's going to get easier to incorporate Porsche DNA into future designs, not harder

MINIMALISM TO THE MAX

Porsche's design chief reveals plans for future purism

When it comes to design, Porsche sports cars are synonymous with smooth curves. Try squaring that with the following factoid. One of the major milestones in the car design career of Michael Mauer, Head of Porsche Style, was the original 1995 Mercedes SLK sports car.

The flat, almost featureless form of the first SLK doesn't seem like a natural fit with the aesthetic flow of modern Porsches. And yet there are clearly elements of the SLK that fit perfectly with Mauer's design philosophy for the future of Porsche. Think strength. Think minimalism.

"I always want my cars to convey a feeling of rock-steady strength," says Mauer, "to convey that you don't need a myriad of lines and details to show them off to advantage." An example of that design ethic in a current Porsche can be found in the Macan. "When we designed the Macan, we left a completely plain surface between the tail lights," he explains.

With edginess and complex 'flame' surfaces currently in vogue across much of the car industry, this preference for the serene

and the sculpted doesn't just fit with Porsche's heritage. It's an approach that really stands out.

"There are four or five features that are part of the brand identity," Mauer says. "The trick is not merely to incorporate these elements, but also to suitably reinterpret them in each model." However, there are limits to what can be achieved with certain form factors. A front-engined Panamera can never have the same proportions as the rear-engined 911. The good news, however, is that Mauer actually expects it to get easier to incorporate Porsche DNA into future designs, not harder.

The electric Porsche Mission E concept is a preview of how that could work. "Modern technology enables us to turn the architecture upside down," Mauer says. The Mission E captures the sleek and smooth front-end feel from the 911 more faithfully than a Panamera ever could. "The reason for that is simple: the engine is no longer mounted in the front," Mauer explains. So there you have it. Perhaps contrary to expectations, Porsche's high tech future will actually enable styling to please the purists.

BEAULIEU'S STUTTGART-THEMED SPECTACULAR

Porsche's design chief reveals plans for future purism

Calling all Porsche owners in the south of England and beyond. The famous Beaulieu Motor Museum in Hampshire is holding its annual Stuttgart-themed spectacular on the 5th of June. Yes, it's Simply Porsche 2016.

Last year saw a monumental gathering of Porsches of all ages and 2016's show looks set to be better yet. All Porsche owners are invited to park up within the museum complex for what promises to be a superb day out for both Porsche owners and enthusiasts. Whether you drive a 911, Cayenne or something a little older such as a 356, all models are welcome at Simply Porsche.

There will also be a cavalcade of the People's Choice Porsche cars at the show. All participants have the opportunity to be chosen as the winner of the People's Choice Award. The winner will receive the Beaulieu Simply Porsche trophy.

Ticket prices for attendees arriving in Porsches are £10 for adults and £5 for children. Vehicle entry begins at 9:30am. Book your slot and find out more via beaulieu.co.uk/events/simply-porsche.





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- BOXSTER 2.7 2008
- BOXSTER 2.7 2007

Prostate cancer survivor, Gordon Weston, in his liveried 924 S shod with Toyo R888 tyres. Gordon is promoting the critical importance of early diagnosis of the disease by taking to the track



RAISING CANCER AWARENESS, THE PORSCHE WAY

Driving Porsches is fun. Doing good deeds is worthwhile. But what if you could combine the two? That's exactly what Porsche enthusiast Gordon Weston is doing with the help of tyre maker Toyo.

As a survivor of prostate cancer, Weston is keen to raise awareness of the critical importance of early diagnosis of the disease. Around 50,000 new cases of prostate cancer are reported in the UK each year. So, Weston combining his passion for Porsches with his desire to give the disease a good kicking. The result, with a little help from Toyo, is the car you see here, fully liveried up to promote awareness of Prostate Cancer UK, the leading UK charity in the field.

Key to making the 924 stick in a suitably grippy manner are the tyres supplied by Toyo. Now shod with R888s all round, Gordon's 924 is perfectly suited to competitive driving, specifically UK hill climbs and sprint events. Toyo's R888s are the ideal tyre for this kind of work thanks to their balanced construction and composition, a combination which results in excellent grip in a broad spread of conditions and an extended working life, both important characteristics for any track-focused vehicle.

"We're proud to be able to lend a hand in Gordon's personal fight against a deeply unpleasant disease and were only too happy to provide tyres for his car," says Alan Meaker, Toyo UK's Technical and Motorsport Director. "We're confident that the R888s will provide all the grip and handling poise Gordon requires." Weston's 924 S is just one example of Prostate Cancer UK's latest awareness campaign, billed "Men United v Prostate Cancer". To find out more, head for prostatecanceruk.org.

PORSCHE'S TRAINING PROGRAMME FOR REFUGEES

Porsche has instigated a training programme for refugees in response to the growing crisis of displaced people from areas of acute conflict across the world. The first group to enter the programme includes 10 men and five women aged 16 to 38 from from Eritrea, Syria, Pakistan, Afghanistan, Iran and Iraq.

The focus of the integration programme includes language and basic trade skills. But the attendees will also receive training to promote cultural skills and practical integration into their new home. Conducted at Porsche's Baden-Wuerttemberg training facility, the course lasts six months and offers the opportunity to qualify for an apprenticeship or direct job entry at Porsche.

Uwe Hück, Chairman of the General Works Council at Porsche says, "the refugees who have come are here now. We have to accept that. In order to contain the flood of refugees, we need peace. But we are miles away from achieving peace in the crisis regions. That is why we have to integrate the refugees here and now, why we have to give them work and prospects. We have to become the world champions of integration." Hück also encouraged other companies to join Porsche in taking a constructive and practical approach to the refugee crisis.



Porsche's training programme gives refugees the chance to integrate into the German workplace. The six-month course offers the chance to qualify for an apprenticeship or direct job entry at Porsche

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Attention all Midlands-based Porsche fiends. Independent specialist Zuffenhaus in Wythall, Worcestershire has just expanded its operations.

One of the fastest growing Porsche specialists in the region, Zuffenhaus has taken over larger premises in the same Wythall industrial unit that housed its original facility. The new unit triples the number of service ramps available for work on customer cars and also allows for a much larger showroom for car sales.

911 & Porsche World readers are invited to drop in for a coffee at any time or why not book your Porsche in for a free car clinic one Saturday? Contact Mike or Paul on 01564 823144 or via zhporsche.co.uk to find out more.

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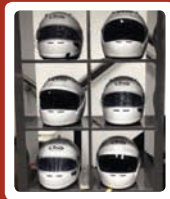


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Nissan GT-R guru, Litchfield, have turned their turbo tuning expertise to the 991 Turbo, with a kit of parts that takes power to 630bhp, plus wheel, tyre and suspension options, too. The custom ECU map can be switched between standard and modified at the flick of a switch. Clever!



LITCHFIELD'S LOOPY 991 TURBO

Serial supercar enhancer and Skyline GT-R gurus Litchfield have turned their attention to tuning Porsches. Their weapon of choice? It just had to be the mighty Type-991 911 Turbo.

Based in Gloucestershire for almost two decades, the outfit's eponymous founder Iain Litchfield made his name with a range of turnkey 1200bhp packages for Nissan's giant-killing GT-R. But Litchfield's clientele covers supercars of all kinds.

"Having taken the GT-R way beyond hypercar performance, the lessons that those conversions have taught us along the way stands us in great stead for developing anything in the relatively sensible 500–800bhp bracket," says Litchfield.

So what has he delivered with his tuned 991? "The car already has a wonderful balance and delicacy," he explains, "so when we set out to enhance it, we wanted to ensure that we kept the essential essence of the 991 – which really is a wonderful platform. All of our enhancements have been designed to allow you to turn up that inherent character to '11' and achieve more as a driver."

The backbone of this new package centres around an exotic exhaust system, designed and hand-finished in house by Litchfield's own experienced race technicians. And not just any old race technicians. When Litchfield's titanium fabricator isn't knocking up road-car solutions, he's furnishing half of the F1 grid with works of titanium art.

All told, the exhaust system ups the 991 Turbo's ante by 45hp and 36lb ft while saving 16kg over the factory exhaust. But that's just the beginning. A custom ECU map lifts total power to fully 630hp. But the really clever bit is that the Litchfield mapping solution can be toggled instantly between standard and modified maps. The modified mapping can also be fully reversed.

Additional power requires greater poise, of course. So Litchfield has specified a custom progressive-rate spring upgrade kit that delivers not only a more purposeful stance but also a lower centre of gravity. Michelin Cup 2 rubber wrapped around a striking set of 20-inch HRE Centre Lock P103 wheels, measuring 9x20 and 12x20 and a full laser alignment rounds out the upgrades. The full package comes to around £10,000 including VAT, but all parts and tuning stages are available separately. Find out more or get in touch with Litchfield via www.litchfieldimports.co.uk.



PORSCHE LUCKS IN TO ROUND 1 SILVERSTONE SIX-HOUR WEC WIN

There was no doubting that it was the Audi R18 e-tron quattro of Andre Lotterer, Benoit Treluyer and Marcel Fassler that crossed the line first after a thrilling Silverstone Six-Hour race, the first round of the 2016 World Endurance Championship, but the result wasn't to last for long. On top of that the same trio managed to put the Audi on pole in wet practice conditions the day before, signalling an end to Porsche's qualifying dominance, which had lasted since the Fuji WEC round in 2014. Audi locked out the front row with the sister e-tron, while Porsche had to make do with the second row with the 919 of Timo Bernhard, Mark Webber and Brendon Hartley besting team mates Roman Dumas, Neel Jani and Marc Lieb.

Audi took the early lead, but by lap 17 Webber was past building up a clear lead. The No2 Porsche of Dumas, Jani and Lieb had also made it into second place. Webber's teammate, Hartley, managed to extend the lead over the No2 Porsche by 40secs but managed a spectacular collision with the GTE AM class Gulf Racing Porsche of Michael Wainright, flipping the 919 onto its side as it skidded along the Tarmac into a gravel trap, removing both cars from the race. Hartley was later reprimanded for the incident.

This put the No2 Porsche 919 into the lead from the Lotterer/Treluyer/Fassler Audi, which looked comfortable enough until a puncture forced an unscheduled pit stop and so began a game of Porsche v Audi cat and mouse in the second half of the race, that looked to come down to a thrilling climax. Fassler was 16 secs ahead when he made his final pitstop with just over an hour to go, but Porsche was able to reduce the gap to six secs when Jani took on only two tyres at his pitstop six laps later, but within three laps Jani had to return to the pits for the aforementioned puncture. He was back within 10 secs of the Audi, when Fassler came in for a splash-and-dash pitstop with 35 mins to go, but the Porsche's unscheduled stop had come too early for it to make it to the flag without a final top-up of fuel, handing the win to Audi despite the Porsche's undeniable pace. But just to prove how fickle these things can be, Audi's e-tron was excluded post race after its front skid-block was found to be excessively worn, handing the win to the Jani/Dumas/Lieb Porsche. A win, as they say, is a win!

To all intents and purposes it looked like a second place for Porsche and that's how it played out on the podium after a fierce battle with Audi during the second half of the race. But Audi's e-tron was disqualified for excessive wear to the front skid blocks, handing the win to the No2 Porsche of Roman Dumas, Neel Jani and Marc Lieb



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Nic Maher

ONBOARD THE AWESOME NEW 911 R

We ride shotgun with 'Mr GT3'

"We need a car that has its own character, that is engaging to drive, no matter if it's a tenth, or a couple of seconds slower on a track." So Porsche's GT boss Andreas Preuninger told us at the Geneva motor show. A few weeks later, and we're about to find out the true meaning of that thanks to a ride in Porsche's latest low-volume special.

The context for Preuninger's words, of course, was the launch of the spectacular new 911 R, the 'Porsche for purists' and the answer to criticisms that the modern Porsche GT model line had become too clinical, too focussed on pure numbers. As Preuninger himself says, "there are so many really fast cars I get out of with complete appreciation of the technology and of how quick the thing is, but if the feel is lacking I don't think many people will be very enthusiastic about it."

Now we've been in the 911 R and can give you our appreciation. As it was just a passenger ride, it's not quite our "complete" appreciation. But it was with Preuninger himself on roads in Germany the Porsche Motorsport boss knows well. Let's just say it was enough to be very enthusiastic.

To recap, you could say the new 911 R is a Type-991 GT3 RS with the wings removed and the PDK gearbox swapped for a newly developed six-speed manual. As ever, the reality is a little more complicated than that. But that will do as a broad brush.

The car we're riding in is fitted with the optional single-mass flywheel that Preuninger reckons is a must to experience the R at its best. Even at low speed, it adds character in the form of transmission chatter. But the real impact comes thanks to a 5kg reduction in rotational mass, thereby maximising the 4.0-litre, 500hp motor's electrifying response and unquenchable thirst for revs.

The sound is familiar inside, sharing elements with the GT3 RS, though without that car's obvious rammed induction it's even more appealing. The loss of 4.5kg of sound deadening allows even more of the engine and gearbox's character to penetrate the Perspex-windowed rear cabin.

It sounds fantastic everywhere – at idle, rising up through the revs to the 8250rpm peak power and finally at the symphonic 8500rpm redline. "It's just so fast," Preuninger says, marvelling at the progress he and his team have made over even the hallowed 4.0-litre RS from the 997 generation. "If you get out of the R and get into the 997 RS 4.0, it shows that we are five years ahead now. It doesn't feel ancient, but the R feels better. The R is a super balanced car."

That said, there's no need to wring out the R given its flexibility, Preuninger enjoying short shifting, going up and down the six-speeder for the sake of it, the revs flaring with each downshift. The interaction is delightfully old-school, the performance thoroughly contemporary. What a combo.

Of course, thanks to the R's status as the 911 for purists, some critical questions remain, some of which involve the retention of electro-mechanical steering assist and the active-steer system on the rear axle. Without actually holding the wheel it's impossible to gauge what Preuninger and his team have achieved in this area. But what we have experienced is so compelling, so engaging, so life affirming, that you'll forgive us if we give Preuninger the benefit of the doubt when he says that the R is, "the best steering 911 yet."

That is one hell of a claim. But just imagine if it is actually true. We'll find out for sure later this year. Until then it's impossible not to be hugely envious of that lucky group of 991 people who made the list for this very special car. With that in mind, if there is a criticism of the R at this stage it involves availability. With just 991 being made and the car sold out before it was announced, this Porsche for purists is a Porsche you almost definitely can't purchase.

If that's disappointing, don't panic. Fundamentally, the 911 R represents a new take on sports cars from Porsche, one more attuned to the purist audience than those wholly concerned with outright speed and lap times. The sort of car Preuninger himself admits to preferring. The R will remain largely unattainable for almost all of us. But that it exists at all bodes well for the future.



Only the right cars are to be found in Ashgood's showroom, which means mainly late 997s, 987s and Caymans, plus the odd really good air-cooled car.

Warranties are bespoke to Ashgood, although they claim that they are rarely claimed against



PORSCHE WITH PEACE OF MIND

West London specialist works up in-house warranty

Peace of mind. It's what we all want when buying a Porsche. But it's not always easy to achieve with a second hand example. That's something Porsche sales and service specialists Ashgood Classic & Sportscars, based in west London near Heathrow airport, understand. And it's why they now underwrite their own comprehensive, no-quibble warranty on every car they sell.

To find out more, we caught up with Ashgood's general manager, John Flintham. Until roughly a year ago, Ashgood used to offer a third party warranty via the RAC. It's what many customers asked for. But Flintham wasn't impressed with the quality of payouts.

"You might have a car that develops a misfire and needs a new coil pack," Flintham explains by way of example. "That kind of warranty will only pay for a single pack when really all six need replacing," he says, "and no third party warranty will cover the convertible roof on a car like a Boxster."

The solution for Ashgood is to underwrite its own no-quibble, bump-to-bumper three month warranty. "People want peace of mind. We want happy customers. So if there's a problem within the warranty period, we'll fix it, whatever it is. Ultimately, if a customer really isn't happy with the car, we'll buy it back. But we choose our stock very carefully, so in practice we have very few claims."

It's part of what Flintham says is Ashgood's broader effort to take the negatives out of buying a car. "My background is engineering, not sales," he says, "so the aim is to keep sales pitch to the minimum, prepare our stock carefully, price it more competitively than other specialists and let the cars rather than the showroom patter do the talking in terms of volume. Popular modern Porsches

including 911s, Boxsters and Caymans are Ashgood's biggest sellers. Boxsters might just be the most popular of all thanks to the conspicuous value they currently offer. "£25,000 buys you a really good Boxster with low mileage and history," Flintham says.

While we're talking moderns, Flintham says Ashgood is trading a little less in first-generation 987 and 997 cars of late due in part to the well-known engine issues. "We did have to buy one car back," Flintham says. When it's absolutely the right car, they will still trade in them, but the bulk of Ashgood's modern Porsche activity is now focussed on second-generation 987 and 997 models, along with the newer 981 and 991 cars.

If that's the most visible part of Ashgood, their activities extend to the classics, too. Several 993 RS examples and even an ultra-rare 993 GT2 have passed through the business recently and a gorgeous 1974 911S has just been taken into stock. However, Flintham says that the market for these cars is so specialised, examples are often sold by the time Ashgood has completed pre-sales prep and before an ad has gone up, word of mouth and Ashgood's strong standing with customers getting the job done.

The final part of Ashgood's Porsche portfolio is servicing and maintenance. The bulk of the servicing activity involves modern Porsche models. But the Ashgood team maintain their own air-cooled classics at home base, so there's a little bit of everything passing through. Whether you're hunting for that perfect Porsche or looking for a local specialist for servicing, then, if you like the sound of Ashgood's philosophy, head over to ashgood.co.uk for contact details and to find out more.



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PRODUCT BRIEFING

ESSENTIALS

The tempting trinkets that enhance Porsche ownership



EIBACH/RPM LAUNCH 996/997 SUSPENSION ARMS

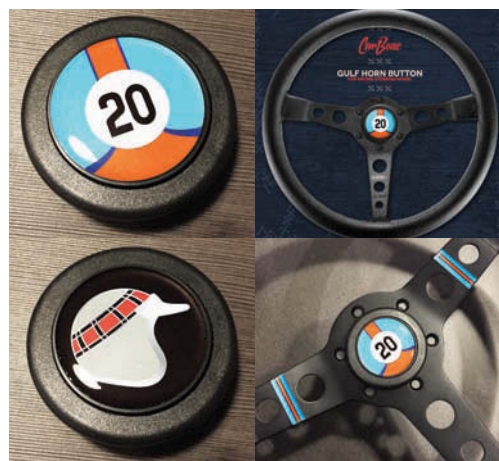
In development for nearly two years, suspension specialist Eibach and RPM Technik, have just launched a new adjustable front suspension arm for the 996/997 range of 911s, with versions for the Cayman and Boxster on the way, too.

The lower arms – often known as ‘coffin arms’ – are CNC machined from aluminium and are far from a like-for-like replacement, as they offer a broad range of geometry adjustment and have replaceable ball joints, making the arms fully serviceable.

The suspension arms have been developed as part of RPM’s CSR tuning programme aimed at the modern generation, water-cooled cars. These will be of particular interest to fast road and track day drivers, and even racers who want to dial in more camber at the front end. For full details and prices go to: rpmtechnik.com

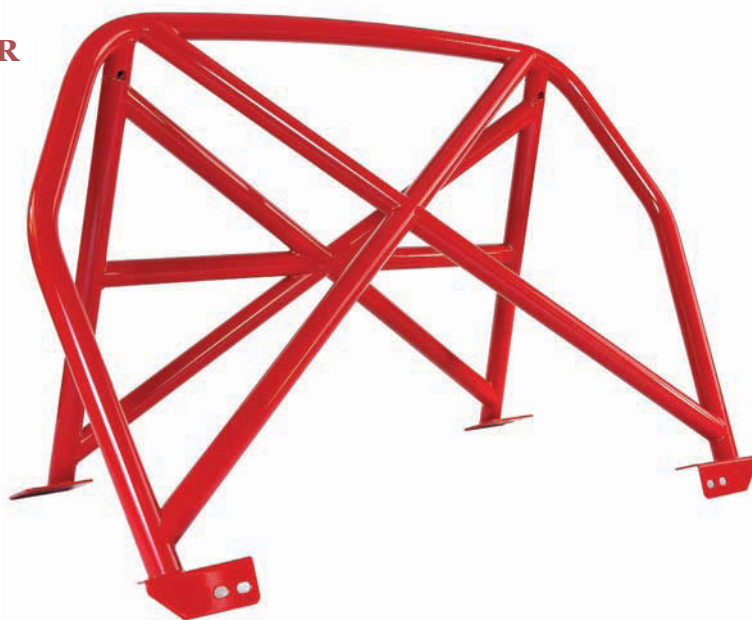
GIVE YOUR 911 THE HORN

Cheap joke dutifully despatched, we’ll keep it mature from here on and just deliver the facts. CarBone (stop tittering at the back) has a new range of horn buttons for old-school steering wheels, including the iconic Momo Prototipo, that evoke the golden age of Porsche racing. The range includes buttons that celebrate everything from the famous number 22 917K that won Le Mans and set a distance record that stood right up to 2010, to period Gulf racing colours, a certain Scotsman’s racing helmet, multiple Martini Racing designs and more. If you prefer something modern, there’s a button to celebrate Porsche’s 2015 Le Mans triumph, too. The horn buttons are universally sized to be compatible with most aftermarket non-airbag wheels. Prices start at \$50 or a mere £35 in old money. Snag yours from car-bone.pl



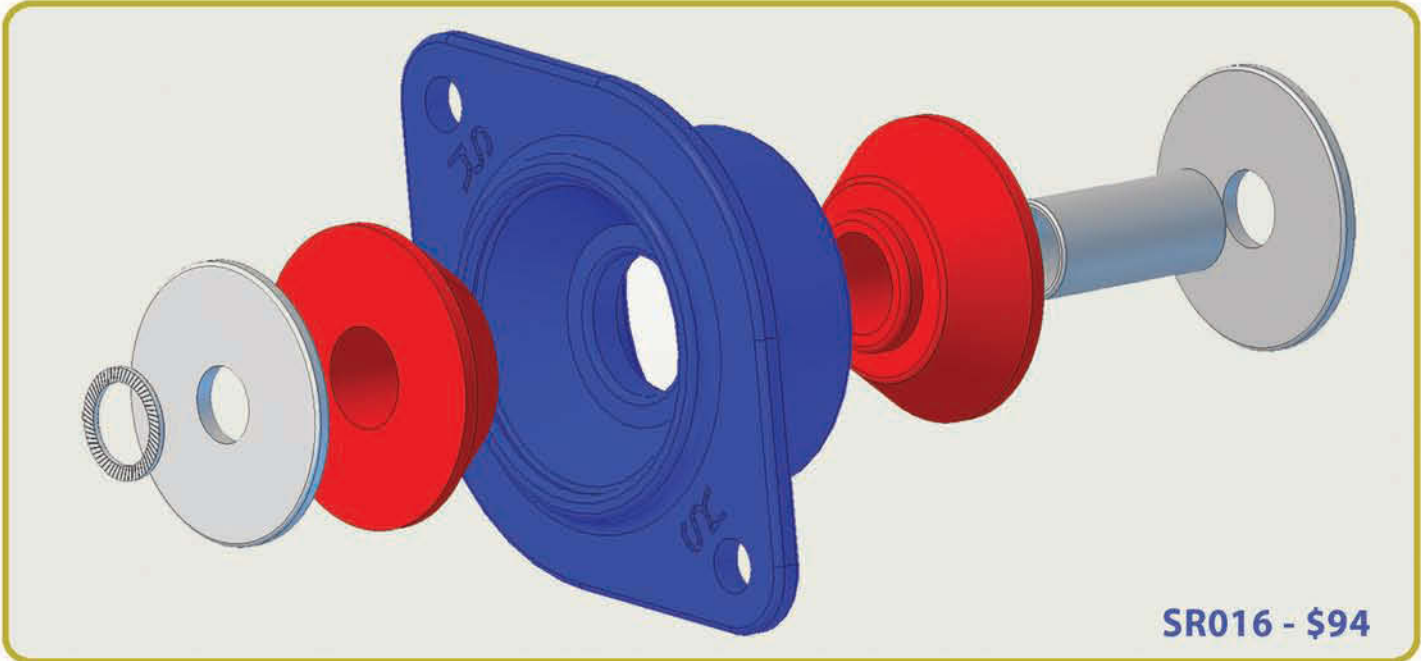
BOLT-IN GT3 BAR

Porsche’s Type-991 GT3 and GT3 RS models are serious track tools capable of serious speed. So, some serious protection is probably a good idea. Enter the BBi 991 GT3 Street Cup Bolt-in Roll Bar. It’s a TIG-welded, chrome moly beast of a bar. Cross braces front and rear add maximum strength and rigidity, white laser-cut mounting plates provide precision. Designed to be compatible with both factory and aftermarket seats, the bar allows for full seat travel. It can also be used with both standard inertia-reel seatbelts and full six-point harnesses. BBi reckons the high standard of finish gives a fully OEM feel and an even 3/16th-inch gap around the roof arch, plus no need to drill the shell for fitting. The standard finish is satin black, but other colours are available to order. Order yours for \$2495 or about £1750 plus VAT and shipping from bbiautosport.com



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997 GT3 Control Arm Monoball Assembly



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996/997/986/987 Front Camber Plates

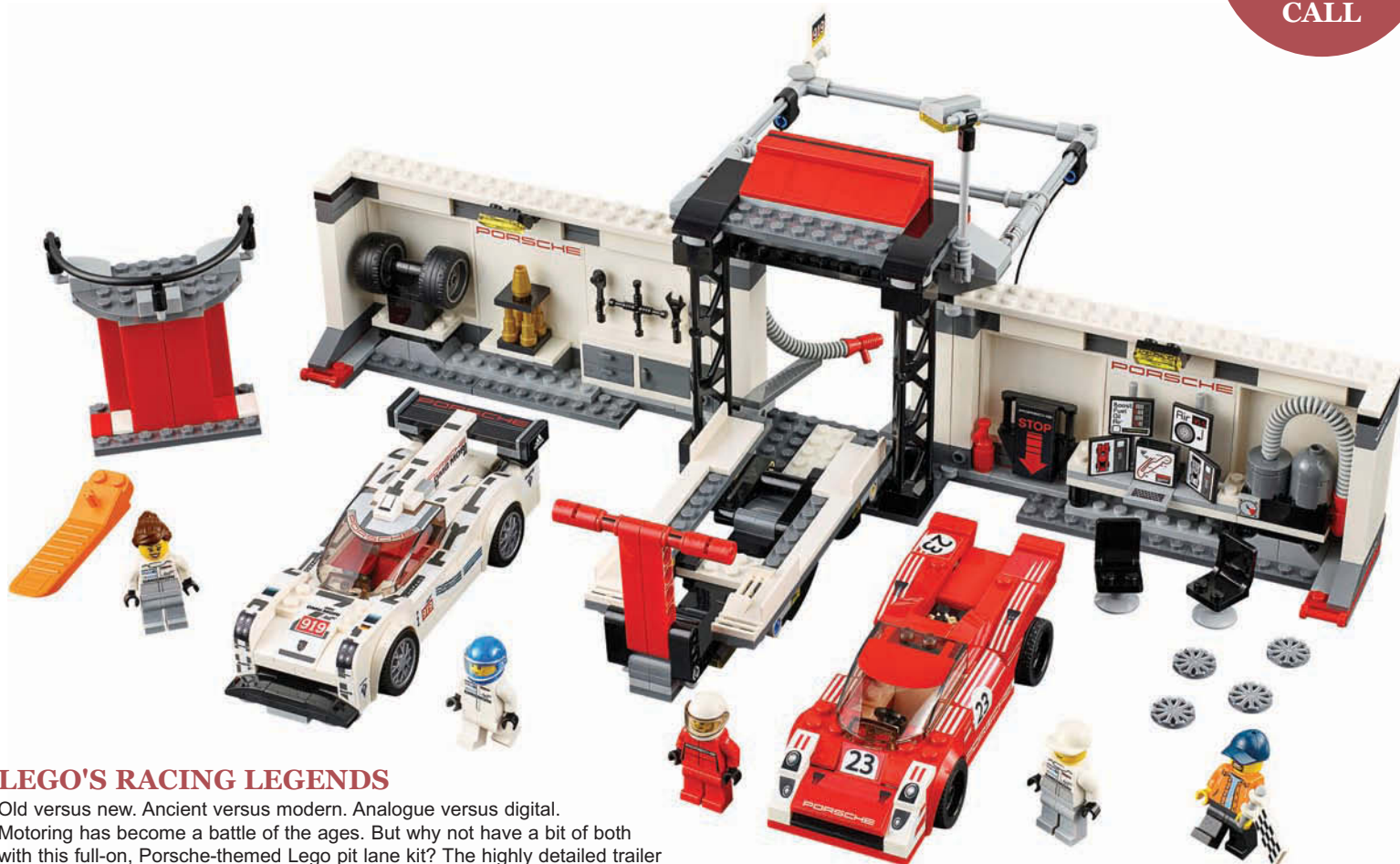


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LEGO'S RACING LEGENDS

Old versus new. Ancient versus modern. Analogue versus digital. Motoring has become a battle of the ages. But why not have a bit of both with this full-on, Porsche-themed Lego pit lane kit? The highly detailed trailer splits apart to reveal both a classic 917K in Salzburg livery and Porsche's latest competition killer and Le Mans champ, the 919 Hybrid. But that's just the beginning. There's a lift, air, tools, wheel trolley and radio/logistics desk. Bung in correctly-appointed drivers for both cars, two mechanics, a race official, fuel pump and fire extinguishers and you've got everything you need to go racing. Not bad for just £69.99 all in. If more accessible sports car racing is your bag, Lego also does a kit containing a pair of race-spec 911 GT3s, complete with podium and pit crew, for £39.99. Both kits are available from shop.lego.com

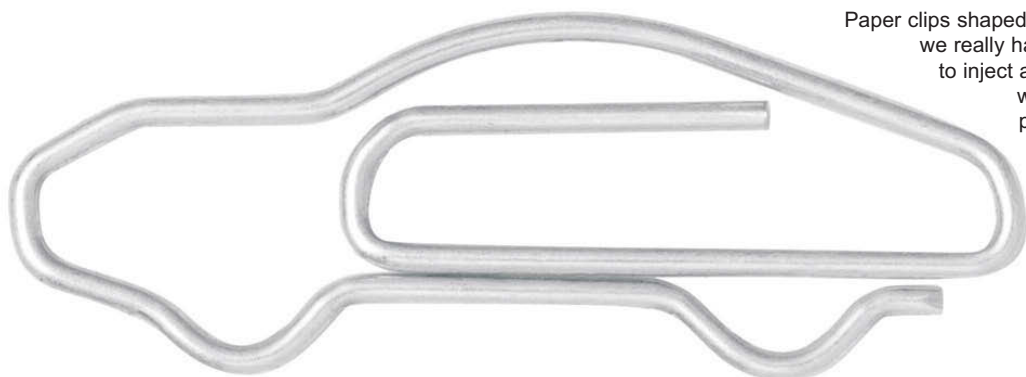
THE DASHCAM DEFENCE

Insufferable traffic. Dreadful driving. Routine road rage. It's not always pretty on the UK's roads. Which is where this Roadhawk dashcam comes in. The RH-2 TEDR has both front and rear facing cameras and delivers a claimed 310 degrees of surveillance. That could come in very handy should you be caught up in an accident that's no fault of your own. At 640 by 480 pixels each, the cameras won't worry a GoPro for video fidelity. But that's not the point. Instead, with built-in GPS and a g-sensor for crash detection, the Roadhawk will both log your speed and location and automatically protect recordings in the event of an accident. The rear facing camera also includes an infrared light bar for optimal night-time recording. Available now for £299 from eurocarparts.com, it comes complete with mounts and a 2GB memory card.



PAPER CLIPS WITH PORSCHE PANACHE

Paper clips shaped to simulate the silhouette of the one-and-only 911? Now we really have seen everything. On the other hand, what better way to inject a frisson of fun and a dash of Porsche panache into what would otherwise be the mundane task of joining sheets of paper together. Anyway, a tin of 100 is yours for the mere bagatelle that is £10 from the official Porsche online shop. If that's up your alley, why not curate a pure-Porsche clerical collection with a full set of office supplies. How about a 1973 2.7 RS-themed mouse mat, a range of full-function mice evoking street-spec and Martini Racing 911s, an enamel roller-type calendar or USB sticks capturing everything the shape of the Cayenne SUV to a current key fob. All this and a great deal more can be yours from porsche.com/uk



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QUIRKY PORSCHE CONCEPT

Points but not prizes (you'll have to buy your own) for the clever 911&PW reader who has the foggiest what Porsche this scale model represents. Stumped? You're in good company. But for the record it's the wonderfully obscure Porsche 911 HLS design study, cooked up by the University of Aachen Design Faculty. Based on a 1966 911 chassis and completed in 1968, this was a re-imagining of the 911 almost before the legend was even born. Utterly oddball styling aside, the HLS's USP is a roof-and-door assembly that hinges up and over, all of a piece. As it happens, this devotedly detailed 1:43 resin replica from Grand Prix Models is almost as rare as the real thing, limited as it is to just 333 examples. An alternative vision of the future that probably rightly remains conceptual, it can be yours for £81.95 from grandprixmodels.co.uk



SPRINGS FOR YOUR NEW SPYDER

The clever clogs at KW have come up with a way to bestow the latest Type-981 Boxster Spyder with adjustable ride height without the need to go all-out on a coilover kit. It's a height-adjustable spring kit designed for use with the Spyder's factory dampers. Hewn from high-quality chrome-silicon steel and with spring rates developed specifically for the Spyder, the kit allows for lowering of the front axle of between 5mm and 25mm and up to 15mm at the rear. If those figures seem conservative, remember that the Spyder already sits 20mm lower than a standard 981. All told then, you can achieve a total drop of 45mm front and 35mm rear compared to the cooking car. The ability to tweak the front-to-rear ratio for your desired rake just adds to the appeal. The kit is available now for £725 including VAT from kwsuspensions.co.uk

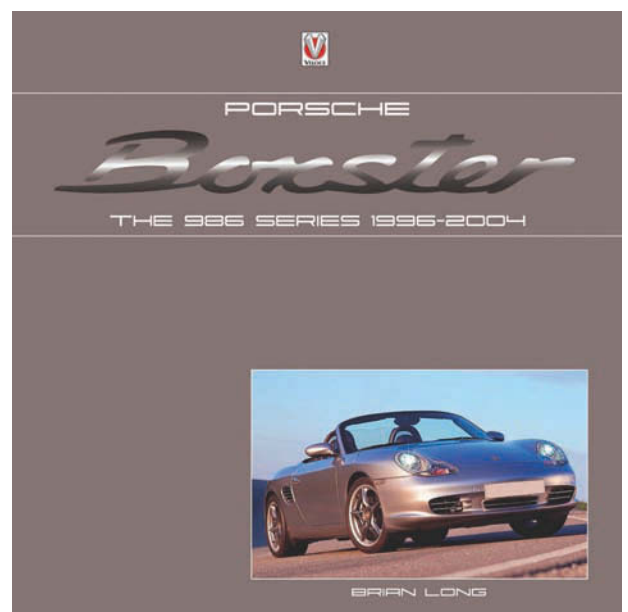
A BOOK FOR BOXSTER BUFFS

Calling all 986 Boxster aficionados. Your reference tome of choice has arrived. It's none other than this definitive, encyclopedic image and info repository covering the original and some would say best Boxster, by Brian Long. Weighing in at 160 pages and packed with 200 images, Porsche Boxster – The 986 series 1996–2004 features comprehensive coverage of every 986 model released, from the very first 2.5-litre effort to the late-model 550 Spyder, including even the most obscure sub-models made available only in certain markets. Written with co-operation from the mothership in Germany and authored by a renowned motoring historian, publisher Veloce reckons the book provides an unmatched guide to the car that arguably saved Porsche's bacon. The hardback version can be yours for £30 from veloce.co.uk.



PRECISION TIME PIECE

What price horological perfection? Given that most of us have smartphones which automatically sync, ultimately, with intergalactically accurate atomic clocks, you could say it comes effectively for free. However, if it's the last word in sartorial rather than time-keeping precision that you crave, the answer might just be 2950 Euros, or around £2300. That's the starting price for the impeccably minimalist wrist piece that is the Porsche Design 1919 Datetimer. The name is an homage to the year Bauhaus Dessau was founded and the watch is designed to evoke the purism of modern architecture. The base model features a titanium case and rubber strap, and comes complete with screw-down crown, 26-jewel Sellita SW200 movement and a 38-hour power reserve. It's also water resistant to 10 bar of pressure. Snag yours from porsche-design.com



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THE USUAL SUSPECTS



STEVE BENNETT
Editor, 911 & Porsche
World

Porsche has moved the Boxster upmarket. Surely, then, it's time for a new sub Boxster/Cayman Porsche? Lightweight, roadster, normally aspirated flat-four engine and weighing in at 1200kg or so? That's what Bennett reckons. And while he's here, what about crazy GT3 RS investor prices? Anything else? Yes, track driving. That's all

WANTED: NEW ENTRY LEVEL PORSCHE

Elsewhere in this issue you can read about the new 718 Boxster and its new turbocharged, flat-four engine. The Boxster has been a massive success for Porsche and revived its ailing fortunes in the '90s. As an entry level car it was perfect, and launched into a market that consisted of, well, itself really, and it's continued to occupy that niche to the exclusion of just about any other manufacturer. It's still one of the best mid-engined sports cars on the market, and remarkably still one of the cheapest, and that's not something you can often say about a Porsche these days. It's unique, too, in still having a boxer engine and the low centre of gravity benefits that come with such a configuration. In a world where the in-line 2-litre, four-cylinder engine is the default option for just about everything, then this should be applauded, even if it has meant the demise of the flat-six in the Boxster.

Predictably, though, the Boxster has grown up. It's not the basic machine that it was. In fact it's not even an entry level Porsche any more. In a U-turn, that job description now applies to the Cayman. The Boxster has matured and put on the pounds to prove it. It's a bigger, heavier car, that requires more effort to get it down the road. The defining feature of the new 718 Boxster range is the sheer amount of torque from both the 2-litre and 2.5-litre turbo engines, which has very much changed the characteristics of both the Boxster and Boxster S.

It's the modern way, of course. Turbos dominate and turbos do torque. It masks the effects of eco and emissions demanding taller gearing and, of course, allows manufacturers to downsize in terms of capacity while still retaining the power figures befitting a sports car or, more specifically here, a Porsche. In fact, Porsche has pulled off the triple whammy of more power, better economy and lower emissions, largely thanks to the turbo.

Difficult to argue with that, really, and the performance benefits do rather suit real world driving conditions. Except that the turbo is something of a blunt instrument. It's artificial capacity forcing air and fuel into the cylinders, it swamps the engine with power and a swagger that something of just 2-litres would never normally achieve, unless given the opportunity to truly spin itself to dizzying revs, which, of course, is no longer possible thanks to emissions regs etc. No, I get it. For the moment turbos rule and it's cheap power, too.

However, all this is to stray from the point somewhat. Twenty years of Boxster

development have moved it beyond its original market position and Porsche has potentially engineered itself a new niche, one that sits below the Boxster and the Cayman, one that probably wouldn't even require a turbo engine. A couple of years ago there was talk of a sub-Boxster roadster. Indeed, it was going to be called the 718 and feature a flat-four engine, but Porsche canned it. Well, they sort of canned it but obviously it became the 718 Boxster. Porsche reckoned that there was space for a sub Boxster because they wanted to push the Boxster and Cayman upmarket, something that it has successfully managed to do, but without plugging the big hole left behind. That time surely is now.

The new turbo power era, plus the constant advances in luxury and sheer size of Porsche's sports cars means that there really is a credible gap for a smaller, more purist car, something that really is in the spirit of the 718. Despite going some way down the road in terms of concept for a smaller, lighter, sub Boxster roadster, Porsche went for the exit. I would urge them to reconsider. The driving characteristics of the new era Porsches, from the Boxster to the 911, are such that they lack the fizz and sparkle of the outgoing aspirated cars. Indeed, such a driving experience is only to be had now with the GT, RS and R cars and that's an experience that is only open to the privileged few.

Imagine it: a sub 1200kg (or thereabouts), lightweight roadster, perhaps with truly retro inspired styling (ie something that really looks like a 718), a 200bhp naturally aspirated flat-four engine and a snappy six-speed gearbox and priced in the low £30ks. A Porsche take on the Mazda MX-5, a car that has hardly been a sales disaster, and one that has

started to move upmarket recently with a smart new coupe styled version. A sub Boxster would go some way to addressing Porsche's commitment to the enthusiast niche, and because it's a Porsche, it would crossover and still appeal to the badge conscious, too. Doubtless there would be room for a PDK version for those that are shift averse, too.

If a 2-litre aspirated version would still be too potentially polluting, then how about a 1.6-litre, flat-four turbo tuned to 250bhp? Sure it would lose some high-rev zing, but would still be very quick to spin its small, as required, turbo.

As fantasies go, this one is at least more realistic and potentially more profitable to Porsche than continuing to bang out limited edition cars that hardly anyone can buy. It's also probably more realistic than hoping that Porsche will build an enthusiast's 911, Boxster or even Cayman that isn't restricted in terms of numbers, or restrictive in terms of price. And besides, particularly in the case of the 911, it's getting harder and harder to create that sort of car from that starting point.

Porsche obviously thought the idea had legs and indeed it carried some of the concept into the Boxster and milked the 718 card for all its worth in the process. Truth is, though, there's very little that the Boxster shares with the original 718 and most took it with a pinch of cynicism, but if Porsche had continued with the original plan, then the connection would be absolutely justified. And seeing as the 718 tag has been attached to the Boxster, then why not revisit the original 550 Spyder inspired Boxster prototype for the sub Boxster. It's still got that wow factor 20+ years on and seems suitably sized for the job.



Porsche's back-to-basics Boxster concept still looks fantastic today and is still relevant in terms of what an entry level Porsche should look like in terms of size

Say what you like about them, but 911 & Porsche World's elite squad of journalists and Porschephiles have opinions aplenty on all manner of automotive matters. And this is where they get their two-pages' worth



PAUL DAVIES



BRETT FRASER



KEITH SEUME



ADAM TOWLER



CHRIS HORTON



JOHNNY TIPLER

IT'S A MAD WORLD

It's difficult to write about the rise in classic Porsche prices and the premiums being demanded on delivery mileage, limited edition Porsches – like the Cayman GT4, GT3, GT3 RS and now 911 R – without appearing to be simply jealous. After all, as someone who sold a Carrera 3.2 a few years before the boom, I could in theory be £30,000 better off right now, but only if I was going to sell it, of course. It's a bit like the whole tedious house price thing, except these days people yak on about how much their SC has gone up in the past six-months. In many respects I'm kind of glad I don't still have it, because I probably wouldn't use it very much. When I bought my Carrera in 2003, I had no worries about using it on track days (Castle Combe, Anglesey, the 'Ring, even Hockenheim), to go to work in or for long weekend trips. I mean, it only cost me £12,000, so what's the big deal?

That's really what saddens me about all this. A lot of folk are now suddenly contemplating a very different relationship with their cars. As values have risen, useage has declined and those crazy low-mileage cars that come on to the market won't get used at all. After all, the value is in the low mileage. I know a few people who have sold their classic Porsche, pocketed some cash and bought something modern like a Boxster or Cayman, which they can actually happily use without feeling some sort of investment/mileage anxiety.

What is even sadder, though, is the fate of the serious driving machines – the GT and RS cars. Porsche engineers put their souls into these cars – because it's what the enthusiasts want – and they are truly scintillating to drive. I know this is something

of a hot topic at the moment and a rather emotive one at that. These unobtainium cars are actually anything but. They're out there, but at a cost because they've somehow been hijacked by speculators, investors and other spivs, and are being offered up with hefty premiums. I mean, c'mon, £140,000 for a Cayman GT4? At the end of the day it's still just a Cayman with a 911 engine in it. And some of these cars are not just with private dealers, they're being openly sold through Porsche Centres, too. How does that work?

So if you have been compelled to buy a Cayman GT4 for £140,000, what are you going to do with it? Not a lot. You're not going to want to wreck your investment by driving it and the same applies to GT3s and the GT3 RS. It's a double whammy. What do Porsche think about all this? Not a lot, apparently. They're just responding to demand, but will say that production is limited because slots on the production line are limited, too. That's right, it's not even as if a GT3 RS is hand-built in a corner of Weissach. It rolls down the line with every other mass-produced Porsche. And in return for all this smoke and mirrors, Porsche gets big kudos for producing these driver-focussed cars that we're all apparently asking for.

And it all ends up here, with an advert on PistonHeads, which sums up the whole mad situation far better than my waffle. Indeed, you may have seen it on Twitter as posted by journalist, Porscheophile and now Top Gear presenter, Chris Harris. I'm not going to trot out the whole advert and I'm assuming that if Chris saw fit to forward it to the world, then he must have considered the legal angle if the seller were to get a bit cross, but anyway here



is the gist. Read it and weep:

PORSCHE 911 (991) 4.0 GT3 RS PDK Lava Orange – Physical Car – 16 Miles, Collectors/Investment, nothing else compares.

“NOTE this is a BIG SPEC “physical’ RHD, UK main dealer supplied one private owner 2016 car. Available NOW, NOT a photo from a Porsche gallery website of some mystical car (OK, fair enough so far, and now there’s some waffle about numbers registered in the UK).

The car is brand new, unused, box fresh; it has never been on the road and has 16 miles on the clock (get ready). Because of its uniqueness this will appeal to both the collector or investor and, if the latter, arrangements can be made with my existing storage facility company to continue to look after the car (if you wish), where you can watch your investment grow via your own direct camera link in their discreet, high-end temperature and humidity controlled facility, away from the hoards storing vehicles on mass...”

Price: £300,000

There is nothing to add.

A Porsche GT3 RS on track and not in a discreet, high-end temperature and humidity controlled facility, where it can be observed, like some sort of caged beast, via a direct camera link

DRIVE IT LIKE YOU STOLE IT

I have been accused in the past of occasionally biting the hand that feeds, ie having a pop at Porsche. Fair enough, but we all need pulling up sometimes, me and the world's most profitable car manufacturer. The rest of this 'Usual suspects' column could be construed as more of the same I guess. So here's a bit of a rebalance.

Something I've never doubted about Porsche is its desire to build the most capable and dynamic cars that it can. It is the absolute DNA of the company, whether that be a 911, Cayenne, Boxster etc. What is also hard-wired in to Porsche's philosophy is the desire for Porsche owners and enthusiasts to understand more about their cars and how to drive them properly.

I say all this because I've just come back from a day at Porsche's Silverstone Driving Experience Centre. If you buy a new Porsche here in the UK, then a day at Silverstone comes as part of the package. However, you don't have to buy a new Porsche to book one of the many sessions available, which range from a starter morning to a full two-day

advanced driving course.

I've done many laps here with many different instructors (or 'Driving Consultants' as Porsche prefers to call them), and they've all been excellent. More than anything, though, I've always, always learnt something new, which is good because there's much to learn about driving a Porsche, whether it's just how to get the best out of the 911's unique rear-engined layout, or the many systems on board. That can also apply to the off-road cars too, on the off-road course.

Hopping in and out of various 911s was fascinating and, if your instructor senses that you are up for it, then you will be encouraged to drive as hard as you are capable of, which is when a 911, Boxster or Cayman really starts to come alive. Mike, my Driving Consultant for the day – once he was happy with my lines etc – really concentrated on getting my steering and braking sorted in order to use the 911's rear engined mass to help it turn in. It's all about setting up weight transfer. Hard on the brakes, of course, shifts the weight to the front of the car, but just a

slight easing off before turning in, transfers some of the weight to the rear and induces some of that famous 911 rear engine pendulum effect. It's pretty much impossible to do that on the road these days, such is the speed required, so on track is the only way you'll get to sample the modern 911 experience.

It's well worth it and more than you can ever learn on your own or on the road. And I've never met a Porsche instructor yet who isn't a proper enthusiast and truly dedicated to the art of driving. **PW**



Porsche's Silverstone Driving Experience Centre is much more than just a gimmick. If you've got the inclination to really understand what makes a modern (or classic for that matter) Porsche work dynamically, then Porsche's instructors will extract all your driving potential and more



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YOU WRITE, WE READ

LETTERS

Got something to say? Need to express an opinion on the Porsche world? Well, here's your chance...



£10K PORSCHE? YES – SERIOUSLY!

A Porsche for £10,000? Yes, seriously, and such a figure will still – just – get you into a 911. Below that there's no shortage of good Boxsters, front-engined Cayens, 944s and Cayennes around. Here the 1000RVPV collectors choose their top £10k Porsche buys. Prepare to be persuaded.

£10K PORSCHE (1)

I greatly enjoyed reading your '£10K Porsches' feature in the May 2016 issue, but I do have to take you to task on just one thing: running costs.

The reason why so many what were once expensive luxury cars are now so cheap to buy is that they can cost an arm and a leg to keep on the road. Look in your local newspaper, or on the *Autotrader* website, at just how much car you can buy these days for well under £2000. Limo-like Jaguars are ten-a-penny, while older BMWs and Audis are little more than the cost of a VW Polo of a similar age. Why? Because they can – and, sadly, all too often do – cost a fortune to run.

Not only are these generally fuel-inefficient by today's standards but, in many cases, the price of spares is high. What all this means is that it is all very well persuading somebody who has a small budget to buy a vehicle like a Porsche Cayenne, but the reality is that the new owner probably won't have the

£10K PORSCHE (2)

Your headline '£10K Porsches' caught my eye and tempted me to buy your magazine (I am now a subscriber, having been a casual reader for some years!). The reason it appealed to me was because I have gone one better – or rather £10K better! Let me explain.

My neighbour had a Boxster sat on his driveway for a year, gathering dust and bird droppings. It was off the road for no other reason than it kept suffering a flat battery and he'd become tired of calling on the AA for assistance.

I'd often asked him about the Porsche and one day he said if I wanted it, I could have it. It was an offer that was hard to resist. OK, so it's 'only' an early 986 model

resources to look after the car in the way that it requires (or deserves).

My old dad used to chide me about having 'champagne tastes on a beer budget' when I thought about buying a cheap Jag, and maybe he was right to warn me off. Mind you, that was when I was living on a student grant!

Of course, if you go into any deal with your eyes wide open, there can be a lot of fun to be had running what your neighbours perceive to be a costly bit of kit, while you smile in the knowledge that your Porsche SUV probably cost half what their Ford Mondeo did...

John Williams, via E-mail

Keith Seume replies: I agree with what you are saying but, as you rightly conclude, as long as you don't try to kid yourself about the true costs, then I don't see any problem. For most of us, it would be the only way we could enjoy such luxury. Buy wisely and stay away from cars with a dodgy history...

with high miles and an ominous oil leak, but it was free. What could I lose?

The battery problem turned out to be a mixture of faulty alternator (£100 secondhand) and a dodgy alarm system (£250 scan and quick fix). Other than that – plus, of course insurance and tax – the Boxster has cost me nothing. The way I look at it is if the engine does go bang, then the car still has value in parts.

So far, I've covered just over 3000 miles without a hitch and I think my neighbour has stopped talking to me! His 'loss' was most definitely my gain. So, you could say I'm £10K better off than I was – that's man maths at its best...

Peter Kensit, via E-mail

Don't forget to factor in the running costs when you buy a cheap Porsche, warns reader John Williams



TECHNO CLASSICA

I am sure your magazine will report on the show, but I have just returned from the amazing Techno Classica show in Essen. It was my first time and I have to say I was stunned...

...Stunned by the sheer number of Porsches on show and by the prices being asked by dealers. I don't think I have seen so many 911s and 356s with price tags in excess of £250,000!

In many cases, it struck me that the cars weren't necessarily restored to a particularly high standard, suggesting there was an element of 'get rich quick' in some quarters. However, poor cars aside, the general standard was very high and I was left in a bit of a daze – 'overload' is the word that comes to mind as it was almost impossible to view every car even after three days at the show.

So, my word of advice is, if you've never been to Essen, plan on going next year – you will not be disappointed. Tired, yes, disappointed, no!

Liam Colledge, via E-mail

911R BLUES

I couldn't agree more with John Simmonds' letter in last month's issue ('Unethical behaviour', *Letters* May 2016)! I had made enquiries at my local PC about future limited edition Porsches but was told I'd have to go on a waiting list but I would stand a better chance if I bought a Turbo or GTS in the meantime.

I had been interested in the 911 R (who wasn't!) but it was clear that I didn't stand a chance, as the dealer's allocation had already been 'promised' to other long-standing customers. However, if I'd like to put my name down should a 'used' one come up for sale, then I might be lucky. Something tells me, though, that my 'used' 911 R would cost considerably more than the £136,000 list price.

Paul Miller, via E-mail





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SIC-355-600-10 Shown



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YOU AND YOURS: ALAN SMITH

BOXSTER A HIT

After dabbling with all sorts of machinery, Alan Smith did the right thing and got himself a Boxster S. Since then he's tuned and modded it to his ideal Boxster spec. It's very shiny, too

Words and photography: Brett Fraser

From inside one of Snetterton's pit garages there's a radiance and it emanates from one of the darkest coloured cars of the day – Alan Smith's 2003 blue 986 Boxster S has been wet flatted and machine polished to such a high gloss that the slightest light that strikes it then bounces off to illuminate the whole surrounding area. But despite the gleam, Alan's much-modified Porsche isn't just a show 'n' shine special – it does get used, and with considerable enthusiasm. The reason for its sparkle is that Alan is a Vehicle Damage Assessor/Engineer for Nationwide Crash Repairs in Thetford, Norfolk, and in his professional world, attention to detail is everything.

In his personal life, however, at least where it comes to cars, Alan has equal fervour for mechanical excellence.

'My father was in the Royal Engineers and then a machine tool maker,' says Alan

to explain his fascination with oily bits, 'and I guess he passed on his need to know precisely how things worked by pulling them apart and then putting them back together and mending them. His influence inspired a motto of mine: "If it ain't broke, then fix it!"

'I was rather late getting into cars – I had a series of motorbikes starting with a BSA 250. At the age of 19 I decided that I was sick of getting wet and cold so I also needed a car. This was back in 1979, and because I was on a budget I bought a Hillman Imp Californian for 100 quid. Being rear-engined, you might say that it was good training for future Porsche ownership.

'It also set the tone for many future car projects, including my Boxster – if it ain't broke, then fix it... I gave the bodywork flared arches, fitted a set of 100+ alloy wheels, dropped the front suspension to get rid of the positive camber that Imps had, and eventually changed it to a 998cc Stiletto engine. I fitted it with a set of

DCOE Weber carbs, and then fabricated an exhaust manifold to mate to a rorty Peco exhaust.'

Fun though the Imp was, the next car, a 1972 Toyota Celica 1.6 ST, thrust Alan into the world of Japanese sports cars. Excellent engineering combined with immense opportunities for tuning and modification proved irresistible, and he worked his way through a gamut of Japan's most alluring performance heroes.

His final dalliance with the output of the Far East before converting to the Porsche faith, arrived in the hulking shape of a twin-turbo Mitsubishi 3000 GTO. 'In the end I managed to get about 450bhp out of that car. A few years later, now having a company car, I decided I could now have the luxury of a convertible and came to the conclusion that the best sports car out there was the Boxster.

'I spoke to Finlay Gorham about which to go for, and they said that really it had to be

Alan Smith and his subtle looking, but much modified 986 Boxster S in the pit lane at Snetterton



the 3.2 S. So with a budget of around 10 grand I found one in Ipswich that had been taken in as a part-ex. The bodywork was tidy, it had a full service history, and while the alloys were scruffy, I knew I would refurb them. Everything was right about it and I paid £9200.

'The salesman told me it was bloody quick for a Boxster, which I dismissed as sales patter. I later took the Boxster to an ex-911 race mechanic, who confirmed that it was indeed remarkably rapid. Turns out that it had a DesignTek chip and DesignTek stainless steel exhaust.'

The fact that he'd inadvertently bought a Boxster where modification work had already begun was all the excuse Alan needed for wholesale changes.

As we've already mentioned the engine, let's start there. As part of a 'getting to know you' first service, Alan replaced all the coil packs and fitted DENSO iridium spark plugs. Later, in a bid to further boost the horsepower, he installed a 74mm intake throttle body/plenum, and induction airbox bought second-hand from a chap who had uprated his Boxster for trackdays, then decided to enter the Boxster Championship and had to return his car to standard. The standard airbox made way for the new DesignTek induction kit with a K&N air filter, and Alan wired in a Sprint Booster throttle ECU.

'The Sprint Booster doesn't provide any more power or performance,' explains Alan, 'it speeds up the throttle response between the pedal and engine. In 'race' mode of its three-stage settings, the response is mental; from about 3000rpm you just dab the throttle and you're off like a stabbed rat. But if you use it in its mildest setting the response is incredibly smooth.'

Cynical about the standard Boxster S exhaust manifolds, Alan replaced them with a pair of Euro Cup GT high-flow race headers. 'The original manifold on the right-hand side came off OK,' he recalls, 'but four out of the six studs on the left side snapped. It meant a lot of hard work with a Heli-Coil kit and nerve-wracking drilling into the head, being careful not to puncture the water jacket.'

'It was worth the sweat and anguish because the car sounds stupendous and the performance is fabulous. I haven't had the chance to dyno it yet, but following some energetic comparisons against a borrowed 996 C2S I reckon it has between 310bhp and 320bhp.'

Alan was just as thorough with the suspension – a factory fitted MO30 setup – and brakes. 'When I'm using the car to its full extent I like to know that everything's right – I don't trust others to have done the job properly.' To that end he stripped the calipers and replaced all the seals, refilled the system with DOT 5.1 racing brake fluid, put on new discs all-round and new pads with a road/track compound.

The suspension was treated to new anti-roll bar links and new bushes for the lower arm and anti-roll bars: all the bushes have now since been replaced by Pie Performance, this time by Powerflex purple items. And Alan has also slightly adjusted the camber and toe angles with a Hunter laser align system.

The Boxster's original BBS Monza-style alloys were very rough – while he set to

Mods abound on Alan's Boxster. Most obvious are the 997 Turbo style wheels. These are 18in, so don't compromise ride comfort too much. Suspension is Boxster Mo30



“ It was worth the sweat and anguish. It sounds stupendous and the performance is fabulous ”



Interior is largely standard – save for some additional dials – and in fine fettle. Front apron features RS style intakes. Headlamps are the clear option type from later Boxster

HISTORY

Porsche launched its 'Boxster' concept at the Detroit Motor Show in 1993. With overwhelming public response its journey to production was a veritable no-brainer. Production started in late 1996 and ushered in Porsche's brave new water-cooled world and modern production techniques, plus extensive parts sharing with the 996 model 911 that followed. That it was a smash hit is undisputed, and Porsche has maintained its roadster market hold ever since.



work tidying them up, Alan sourced some 997 Turbo-style 18in rims from eBay for about £600. He liked their look so much that they're staying on the car and the spruced-up originals now grace a Boxster S belonging to another member of Porsche Club GB. 'As for tyres,' continues Alan, 'it initially ran on a set of Pirelli P Zeros. They are good but I wore out a new set of rears in less than 10,000 miles. I've since fitted a set of Yokohama Advan Sports. After about 15,000 miles they're only half worn and are good all-rounders.'

Although you might not spot it all at first, Alan has made plenty of changes to the Boxster's exterior. Most obvious is the RS-style front bumper unit with its distinctive mesh grilles up where it meets the front lid, while lower down Alan has neatly incorporated daytime running lights. After months scouring eBay he managed to find a pair of Porsche's own Tequipment mark one side skirts (second generation versions have too much of a twist in them for Alan's liking), while at the rear he fitted smoked rear light clusters complete with LED bulbs.

For aesthetics he also 'smoked' the high-level braking light cover and installed a special strobe circuit. He's also proud of the dainty rear spoiler he found for the back end. 'I wanted something that gave the tail

a bit of a visual lift without looking silly.'

Hidden from view are a full-colour reversing camera tucked up with the rear number plate lights, and an electro-magnetic strip on the inside of the rear bumper, that acts as an invisible reversing sensor. Modern touches that Alan insists were a doddle to install.

More troublesome was the stereo. 'I bought a replacement Kenwood head unit but when I went to fit it I discovered that the connection to the Bose amp was an optical one. The installation turned into a nightmare. It ended up with me replacing all 10 of the frankly rubbish Bose speakers with a selection of JBL, Clarion and JVC

four-dial centre console pod that contains a pair of analogue VU meters for the hi-fi's output, flanked by digital readouts for a clock and external temperature.

Having invested so much time into personalising his Porsche, does Alan actually have any left to drive it? 'I use it often,' he maintains, 'and when conditions are right I drive it extremely hard, although as yet I haven't ventured out onto the track. I'm off to the Isle of Man with other Porsche owners in May, and will be taking it to Porsche Club GB's event at Silverstone this summer.'

'I love this car to bits and to get anything better I'd need to spend at least £30K. Of

“ I love this car to bits. For anything better I'd need to spend at least £30k ”

alternatives, fitting two amps, one for the main system and the other for the sub-woofer, and later changing to a JVC head unit that was a radio, CD and DVD player combined.'

Other interior titivation includes an alloy pedal set, a Tequipment alloy gear lever knob on a B&M short-shift kit, and a curious

course I wouldn't mind a 997 Turbo Convertible, but meanwhile my Boxster S is all the car I need.' **PW**

Our thanks to the helpful chaps at MSV for the use of Snetterton's pitlane and garages for our photographic shoot. **snetterton.co.uk**.



Above: Smoked rear lights suit the Basalt Black bodywork. Twin tailpipes hint at a much modified exhaust system. Left: In car entertainment is improved with new speakers and a JBL amp to drive them



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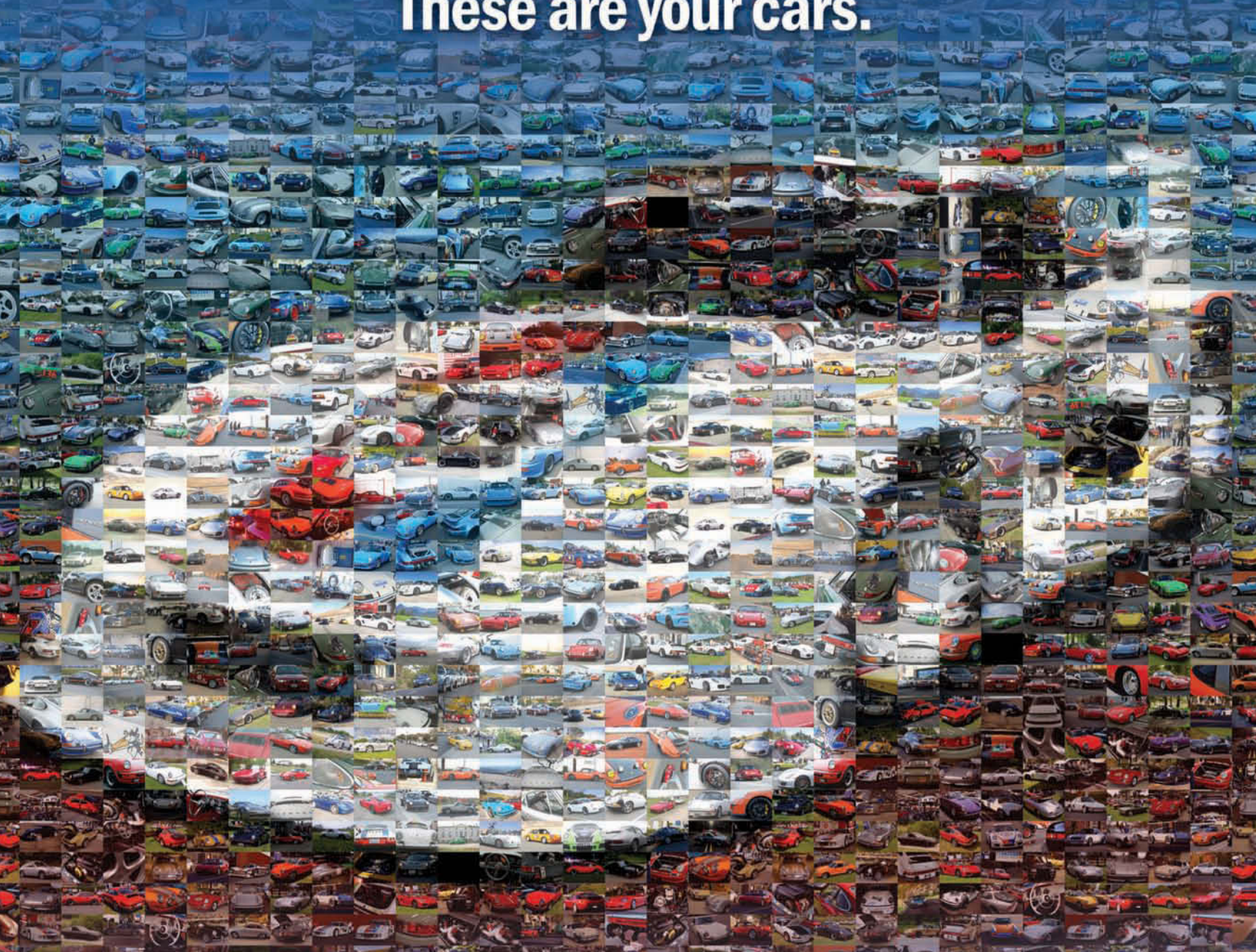
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Boxster S

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718 BOXSTER

There's no getting away from the fact that the new 718 Boxster is two cylinders short of a full flat-six. But, despite that, and with the addition of a turbo, it's got more power and more torque than its predecessor. Can that make up for that missing sonorous soundtrack? We take a drive in the S

Words: Adam Towler Photography: Antony Fraser

'Chug, chug, chug.' No matter what else the new 718 Boxster S can offer, however much it will excite over the next 48-hours, I strongly suspect my time with the car, and my feelings for it, are going to be domineered by that heartbeat. 'Chug, chug, chug', it goes, each reciprocating 'bang' of combustion virtually separate to the one before and after it. I flex my toe on the accelerator and the revs shoot upwards on the dial, accompanied by a resonant zing that sounds...well, can I really say this...it sounds a bit like a traditional VW Beetle. A tuned Beetle, to be fair. Remember Herbie? For a moment I'm seeing 'number 53' on a big screen, charging around a hot and dishevelled Riverside Raceway in California while I'm sat in my school hall with a rapidly melting ice cream and a silly grin on my face.

I would be lying if I said I hadn't expected it. Having attended Porsche's tech day presentation on the new car some weeks back, I'd heard the 718 S drive by at maximum effort, and even sat in it while it slithered its way around a wet handling circuit. But there's something about having a car all to yourself, in an environment you know better than any other, to really focus the mind, and that brings us right to the moment I fire up the 718 S for the first time on a chilly spring day in my driveway.

Sat in £1680-worth of optional Bordeaux leather interior, which the uncharitable might say is like being sat in a bath of passata, the 718 fires up with a blast of angry sound. 'Whoaaarr!' It holds for a short while during the warm up phase, but soon subsides, and then you're left with this 'chug': a rhythmic clatter that if you're not fluent in Porsche lore

– the 356, the humble beginnings and the giant-killing little sports cars – might well just sound plain old ghostly.

Yikes. This is in danger of clouding all perceptions of this car, and that's something I really don't want to happen. After all, this is the world's best all-round roadster now equipped with 350hp. Viewed purely as a drivers' car, this proposition is almost overflowing with promise.

Rather than repeat everything we said in that tech day piece (check it out in the May 2106 issue of the magazine), I'll just skim over the basics of the 718 again here. It's tempting to see it as a 981 gen 2, but in truth it's a lot more than that. It may be largely the same structurally, and even look the same to most onlookers, but virtually every panel is new. The effect takes a trained eye to spot the differences, but the cumulative presence of them brings with it a powerful presence. Most of all, it's the crispness of the new creases front and rear that really catch the eye: these lines that arc, for example, inside the front wings have such a sharp edge to them it almost seems as though I could slice the end of my finger open by running it across their surface. It's the sort of pressing that would have been unimaginable even ten years ago, before industrial technology progressed to its current level. Another aspect of the design that really stands out, particularly when compared to the first Boxster 20 years ago, is the front and rear light units. There are '918-Spyder' quad style running lights at the front, but when you're up close it's the sheer intricacy of the components and sculpting behind the outer skin that has an almost hypnotic effect. I get the feeling someone has spent months purely on crafting just these aspects.

718 BOXSTER S

Engine:	2.5-litre flat-four
Transmission:	6-speed manual, RWD
Body style:	Two-seater sports
Economy:	34.9mpg (combined)
Top speed:	177mph
0–62mph:	4.6secs
Power:	350bhp at 6700rpm
Torque:	310lb ft at 1900–4500rpm
Price:	£50,695 (£62,794 as tested)



Of course, it's under that immaculately pressed 'suit' that the real game-changer with this car can be found. A naturally aspirated, six-cylinder engine has been one of the key attributes of the Boxster model line from the very beginning. Indeed, it is one of the main point-of-differences compared to rival models, many of which use engines simply borrowed from more mainstream products in that manufacturer's ranges.

The 981 was no exception in this regard, 'downsizing' to a 2.7-litre DFI engine in the regular Boxster, and retaining the 3.4-litre full-fat motor for the 'S' model. Both were real high points of the cars, more strident than ever before thanks to careful turning of engine intake and exhaust. With the sports exhaust open, the old 3.4 S was almost embarrassing at times in terms of both sheer volume and software-induced bangs on the overrun.

However, the quest for lower fuel consumption and reduced CO2 emissions was already beginning to take its toll. One way car makers have been adapting to meet the regulations is by lengthening the ratios, so that engine speeds are lower during the official tests. This was an inconvenience in the S but the bigger motor had the guts to 'pull' the longer ratios, the only real annoyance being that second gear took the car way past the legal limit in the UK, when

even stronger acceleration could have been enjoyed at more reasonable speeds with shorter ratios. However, in the 2.7 it really blighted the car in my view, which was a particular shame as the smaller engine was such a tuneful, revvy little motor, in some ways the pick of the cars.

It is for those reasons that I think we should try and resist the inevitable rose tinted specs that will appear for the last of the six-cylinder Boxsters over time. Instead, we now have an engine with not only

appreciably more torque, but one that produces that peak at much lower revolutions than the old engine. This should make much more sense of the long ratios, especially in everyday driving.

Whereas the standard Boxster features a two-litre flat four with a conventional turbocharger, the S features the same engine enlarged to 2497cc and boosted by a variable vane turbocharger (the type used to such great effect on the 911 Turbo since the

days of the gen 1 997). The result is 350hp at 6500rpm and 310lb ft from just 1900rpm all the way through to 4500rpm. It's time to see what that feels like.

Driving the 718 S over these initial miles reveals a car that asks for little in return – at least when driven in a 'normal' way. The 'four' doesn't pick up smoothly from idle speed in the manner of some modern high performance turbo 'fours', it comes in with much more of a rush than that, but on lighter throttle openings and at the sort of crank

speeds you tend to work the engine as it pushes the 718 along effortlessly as if it weighs little more than a well-stocked wheelbarrow. This allows you to make the sort of relaxed but swift progress that epitomises the truly potent car, and with the sports exhaust set to 'off' the sound over my shoulder can best be described as a distant thrum and thrash that's quickly forgotten.

Traffic prevents me experiencing too much more than that for the first hour or so, but the

“ This simply isn't like other four-cylinder turbocharged engines ”

Yes, there are styling changes. Subtle, as ever, but the front-end is crisper with sharper creases to the front wings and a revised front apron



The Boxster 718 has grown into a handsome, if slightly chunky machine. Of course most of the changes are under the skin, that new turbo, flat-four is hidden from view in the centre of the car



occasional overtake demonstrates the haymaker now lurking within this Boxster. The first time I drive the 718 S hard, it doesn't disappoint. In delivery and sound, this simply isn't like other four-cylinder turbocharged engines. Anyone coming to it with that mindset will be shocked, bemused or just plain curious. Imagine the £41,135 Audi TT S Roadster: it's a little cheaper than the £50,695 718 S, which itself is a more expensive car than it was and will be priced above the forthcoming 718 Cayman. At 310hp the Audi obviously can't match it for outright grunt, but it's in the ballpark. Now, we know that even the latest TT is still more everyday Audi than it is bespoke sports car, but in a straightline it's a potent device and its manners away from the straight ahead are tidy and efficient. In that car, 310hp feels normal. The sound is muted at idle, the engine smooth, turbo lag almost minimal, and the noise as it revs to the red line is simply a typical four cylinder working hard with a slightly – and carefully judged, no doubt – gruff edge of sportiness. I'm being specific here because this is not the 718 S experience: having made its presence felt from the moment you turned the key, the S feels more obviously turbocharged low down, almost laggy for just a split second, and then the boost comes in with a real punch in the back and it continues to feel angrier throughout the rev range. I find myself hanging on to each gear right up to the red line, not simply surfing the massive torque

available. Moreover, if you then press Sport (on cars with Sport Chrono package or with the sports exhaust added separately) there's a rough, ripping, vicious blare that emerges from the tailpipes, followed by a volley of pops and bangs when the throttle is lifted. It makes the Audi seem tame in comparison, and very normal, but here's the thing – if you don't 'get' why the 718 sounds like this, I wonder what the more casual Boxster buyer will think of it all? I'll come back to this point in a bit, but it's the one thing that continues to pop into my head throughout the day.

I like the aggression of the new engine. I like the way it sounds, at times. I also miss the old six-cylinder – that cannot be denied. It doesn't matter how fast the new engine makes the car, the smoothness and the wail of the old boxer is something that can't be plotted on a graph, or given a number in a survey. That sound, and the quality it gave to the overall car, was part of the magic – of what made it a special car. Now it's gone, and we're going to have to get used to it, for better and for worse.

I must admit, without a 981 S on standby it's hard to draw specific conclusion about how the chassis has changed. This Rhodium Silver car has both PASM and the torque vectoring (PTV) with mechanical limited slip differential, but retains the standard 19" wheels – which fill the arches admirably but make even the new braking system look pathetically small behind their imposing

spokes – and yet for all the hardware, my first impression is one of surprising comfort. With the latest generation of PASM, Porsche has really taken this technology to new heights, and the Boxster is unerringly composed even over broken road surfaces. At normal speed, the structure feels as stiff as a coupe, too.

This PASM-equipped car sits 10mm lower than the standard specification car, but the changes made to the 718 centre on quickening the steering response while bolstering the rear axle to work in harmony with a more pointy front end. The rack is actually from the new 911 Turbo, or 911s with four-wheel steering capability, at least, but the software for the electrical assistance has been calibrated to suit its application in the 718. The rear axle is stiffer, and is teamed with dampers that features wider pistons along with thicker driveshafts to handle the extra torque. The work at the rear of the car has meant the Porsche engineers haven't had to adopt the weight, complexity and cost of the four-wheel steering system.

The result, felt through the new, smaller, sports steering wheel with its optional mode control switch, is a Boxster that's more agile than ever before (special editions like the Spyder excepted, perhaps). As with the last model, the Boxster is actually quite a big car now – it would dwarf an air-cooled 911, for instance – but these changes make it shrink around the driver even more so. Turning into a corner often requires only a minimal input

At the wheel. Boxster cockpit a fine place to be. Manual of the test car is a bonus. It's one of the great Porsche self-shifters. Right: Standard 19in wheels seem huge enough, but most will probably spec 20s





at the wheel, and while – here we go again – there is little in terms of real feedback through the steering wheel, its weighting, accuracy and response cannot be faulted, remaining a masterclass in how to set up a modern sports car. You don't have to think about driving a 718, it all seems perfectly natural from the very first mile.

The compromise with lopping off the roof is still there; it's just that Porsche has hidden it so well. Like I said earlier, I don't think you can feel it in normal driving, but tackle a difficult road at speed and there's just the slightest of tremors felt through the structure. Just very, very occasionally, if this moment coincides with your turn-in point to a corner, then there's a split second of doubt relayed through the wheel in the form of a hint of vagueness. As you can tell, I'm keen to downplay this because it's something that you really have to concentrate to feel, but it would be betrayed instantly if it were possible to jump straight into a Cayman afterwards.

The new engine gives the 718 driver more options. Some of those are to do with ease of driving around town, or flexibility during overtaking other traffic, but they also apply to the chassis. Quite simply, this is a Boxster willing to play at the hooligan like none before it. With all that rippling torque available from low revs, it's possible to make the rear of the car much more mobile for a lot less effort than was previously required. Our route from the south takes us up the tried and tested B660, and then into the Fens, where the unobstructed 90-degree corner is mercifully common (much to the joy of snapper Fraser, no doubt). In the 718 S, once you have the nose turned in, which as we've already said it is more than keen to do, you can get hard on the gas and the rear will start to try and overtake the front. This is in the dry. So instinctive is it that after a while I'm looking for any opportunity to misbehave, driving the S more like I might a Ford

Mustang than a lightweight Porsche roadster. There's a massive amount of grip generated from those – now wider – rear tyres, so this isn't to be read that the 718 is somehow unstable, and it takes commitment with the accelerator pedal if the tail is not to snap back into line too quickly, but the Boxster simply gets out of shape on a dry road in a manner no Boxster I've driven before has done. In the wet it might just be something of a handful.

Of course, you need the new two-stage PSM traction and stability control switched off to achieve this, and that leads us neatly to a rather bizarre aspect of the 718's calibration. You see, the 718 has an automatic rev matching system. At the risk of sounding more than a little snotty-nosed, there's a part of me that feels this is verging

all the traction and stability control systems off. That's right, if you want to heel and toe yourself in your brand new Porsche sports car, you're on your own pal if the car gets out of shape. It's not so much the inconvenience of this move that grates; it's more the assumption by Porsche that such details don't matter. At a time when enthusiasts across the board are rumbling with discontent at aspects of Porsche's approach to the market – not enough GT4s, silly money GT 911s – it doesn't help the feeling that such small but important details no longer matter in Stuttgart.

Blasting across the Fens, the Boxster sounds more like a Subaru Impreza rally car than a Porsche sports car, popping and banging, growling and – faintly – whooshing. When driving quickly the noise for me

Never have a pair of tailpipes come under such scrutiny as those protruding from the back of the new flat-four turbo equipped 718 Boxster. How does it sound? Err, different!

“ This is a Boxster willing to play hooligan like none other before ”

on sacrilege in a car that should be all about driver thrills and involvement. What better feeling in driving is there than when you execute a perfect downchange with just the right flare of revs? Ok, rant over and calming back down again, the system does work (infuriatingly) well, and I can see that it's a gimmick that will appeal strongly to certain sectors of the marketplace. No, the problem is how the system has been integrated. If you have Sport Chrono, the rev matching turns on when you move from Comfort to Sport (or Sport+). So in other words, when you want the car to be more alert, and if you have the exhaust that chimes in at the same time, too, the car begins to rev-match for you. To turn it off requires either returning to 'normal' mode, or to – wait for this – switch

becomes less of an issue, but I don't need to ask snapper Fraser for a view on what it sounds like to a bystander. He doesn't mince his words after we've done one particular action shot: “That sounds 'really' [that wasn't the actual word he used by the way...] awful!” says our grimacing photographer, and I admit I start to feel a little sorry for the 718. This new, small engine gives it an air of the underdog at times, perhaps of the rebellious youth, too, and there's something in me that responds to that. It's an outsider, destined to be looked down upon by the 911-owning elite, just as the 924s and 944s were because they sported four cylinders, not six. It feels like history is repeating itself all over again.

When you just want to get somewhere



Someone confiscate the colour chart! Dubious interior colour aside, the Boxster's driving position is perfection and current generation steering wheels are a chunky delight to use

without fuss the 718 is superb. Like all good modern sports cars, whatever their ultimate level of performance, the 718 S can be as undemanding to drive as a base-model Ford Fiesta, and as comfortable as an executive saloon. There are no sacrifices to be made for its cornering ability or its brutal performance (0–62mph in 4.6-secs as a manual 'box car, and nearly 180mph flat out), something which I reckon anyone not familiar with the latest crop of performance machinery, whatever the marque, will have to take an extra moment to get their head around.

Instead, with my smart phone hooked up to Apple Car Play on the new generation of PCM infotainment system (at least for most of the time that is, save the occasional hiccup), I have time to ponder what sort of car this new Boxster really is. Just as well it's a long journey, then.

I like it. I really, really like driving it, of that I am completely clear on, just as I'm clear on the fact that I really miss the old six cylinder

engine, too. What fascinates me is how this new car will be received in the marketplace. This particular car has a list price of £61,466, and when I scroll down the list of options I see items like the PASM chassis, Sport Chrono, the upgraded and very red interior, sat nav: I don't see ostrich skin steering wheels and gold plated indicator stalks. In other words, the spec of the car doesn't feel anything out of the ordinary, and a lot of that stuff you'd feel compelled to put on your own order. So, given that makes this a sixty grand car, is the noise it makes truly in keeping with a car at that price point? I'm not sure it is, and I'd love to be a fly on the wall in a Porsche Centre when prospective customers start walking into the showroom. I can see it now: the cappuccino, the friendly chatter, the polished floors, the invitation to a test drive, and then that moment when the ignition key is turned – what happens then? Will the bulk of Boxster buyers – not necessarily the sort of car nuts that read this mag – think 'ah, the great sound

of a specially developed Porsche flat 'four', or will, as many did during our time with the car, think 'whoa, that sounds like a bag of nails'. Or a Subaru. Or maybe they just won't care, because it does nearly 180mph and it's a handsome roadster with a Porsche badge on the bonnet? Are we, as enthusiasts, guilty of placing too much emphasis on such matters: does the average buyer of a new Porsche, away from the specialist cars, really even know what people like you and me are on about when we extoll the virtues of a 'great sounding' engine?

Perhaps this latter point is what Porsche is banking on, and only Porsche's customers will decide whether the firm has made a wrong move here, even if it hasn't had any choice in the matter thanks to environmental pressures. In fact, maybe we should just be thankful that – for now – it's still possible to make a new car with this level of performance at all. One thing's for certain. It's going to be very interesting to see what happens next. **PW**

Centrally positioned rev-counter a traditional Porsche feature. Right: Pushing the 718 concept. Will it fully takeover from Boxster name in customer psyche?



			
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Brake Disc Rear

Model Application: 996 / 997-1
 Brand: Sebro Part Number: 104 33 0532 £92.99
 Brand: Pagid Part Number: 104 33 0538 £64.99

Brake Disc Front Left

Model Application: Cayenne
 Brand: Sebro Part Number: 104 33 0752 £101.99
 Brand: Pagid Part Number: 104 33 0758 £75.99

Brake Disc Front Right

Model Application: Cayenne
 Brand: Sebro Part Number: 104 33 0762 £101.99
 Brand: Pagid Part Number: 104 33 0768 £75.99

Brake Disc Rear

Model Application: Cayenne
 Brand: Sebro Part Number: 104 33 0772 £88.99
 Brand: Pagid Part Number: 104 33 0778 £64.99

Brake Disc Front

Model Application: 911 Carrera 3.2 1985-1989
 Brand: Sebro Part Number: 104 33 0162 £77.99

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991 DUCEL

More power, more torque, lower emissions and better fuel economy – what's not to like about Porsche's new turbo era? To find out we've got both a Carrera 2 and Carrera 2S and we're off to Wales for some investigative driving, a few beers and a curry, but not all at the same time, obviously. The conclusions? Well, read on...

Words: Adam Towler, Steve Bennett **Photography:** Antony Fraser



Unlike your editor who's writing the other half to this story, Lady Luck has seen to it that I have driven the gen 2 991 Carrera models before. In fact, this will be my third drive in the new 3-litre twin-turbo 911s. That alone makes this exercise different for me and Steve: so far, he's only really had me motoring on down the other end of the phone line about what the car's like – this is the pivotal moment when he gets to make his own mind up.

My head is full of different questions: will I discover anything new about the car; will I like it more, or perhaps less; what difference will the manual gearbox make to driving it in the UK? Questions, questions, questions, the answers to which we all hope will mystically appear to us over two days of driving nose-to-tail over some of Wales' best roads.

I'll admit I am waiting for a grand revelation. I was able to drive a selection of Carreras and Carrera S models on the launch overseas, some manual some PDK, some plain-Jane spec and others packed with the tech options. The car seemed objectively better than ever, but I still came away with the sense that something was missing. The more I thought about it, the

more it troubled me, to the point where I could find no other explanation than that a brand new 911 simply hadn't excited me that much. I worried I might be getting jaded; I mean, just what was going on here? Then came a Carrera S PDK in the UK, which made the cover of this magazine. I loved that car's performance, and also its spiky nature in slippery conditions courtesy of the new engine's prodigious torque, but it still left in its wake an empty feeling. Was it (lack of) engine noise, or something more profound?

Now here we are, nose to tail on the M4, me sat in the S getting to grips with Apple Car Play and noting that on a long journey such as this, the new 991 is no less comfortable than many so-called luxury cars. What Porsche has achieved with the latest generation of PASM dampers is simply bewildering – the ride quality of the new car, even on 20in wheels, has to be experienced to be believed.

Although I haven't changed gear many times so far, it's already obvious that the manual shift has improved yet again. I still don't think it has the quick-witted precision of the old six-speeder, but it's appreciably better than it was. Leaving seventh to purely motorway work helps diffuse some of the confusion when working down the ratios,

too: otherwise it can still get confusing and awkward.

There's not a great deal more I can say about the morning of day one. Steve is content to stay in the Carrera, so the S becomes home to me and the experience is completely undemanding. Those buyers who simply want a 911 because it's fast and it's a 911 will surely love it from the off.

Black Mountain looms, and with it some proper roads. It's pretty obvious with 420hp the new Carrera S is going to be fast, but it's hard to put into words just how rapid it can be. It will rev out, but after a while those extra top end revolutions feel like something of a sop to the brigade that bemoans the loss of natural aspiration for the flat six. It's better to work the mid-range, for that's where the sheer muscle of the new three-litre engine is. The Porsche skims along the mountain's surface with the poise and stinging speed of a Buccaneer jet, ripping past other traffic, occasionally wriggling slightly under full power. Just once, pushed to extremis on a road surface that suddenly falls away wildly, compounded by awkward camber, does the back start to move around, and the esp is momentarily caught napping. I could sense through the seat it happening, but not through the wheel, although the 'moment' was enough for





Adam at the wheel of the C2S. Interior cannot be criticised save for its increased size in line with the rest of the 991. Not sure about red, though!

Classic 911 profile. Side on is the view where extra inches in the wheelbase is particularly noticeable. Looks like there should be more room for passengers behind the front seats than there really is. Ride on standardised PASM suspension is truly impressive. The 19in wheels on the base C2 also assist ride quality

Steve to notice it from the following car.

With the air temperature rapidly dropping and the mountains disappearing with the daylight we retire to our digs for the night. We might not feel comfortable reporting it, but the mood is surprisingly sombre at the bar. Not even Snapper Fraser's comedic impressions and tall stories can shift the cloud of disappointment that hangs over our table. However we try and cut it, the 991s just haven't got under our skin today. They have destroyed challenging roads that have presented the sort of tough questions that would have felled lesser cars, but have we thought about taking the long way back to the hotel? No. We didn't. Because it just wasn't that enjoyable – because there has to be more to a sports car than simply going very fast. Only on a few occasions, when driving in a manner that's best left to the imagination, did a spark of emotion appear. You just have to drive the Carrera S flat out to feel it. This is not a Porsche issue: this is an industry-wide issue with performance cars. It's ridiculous to even say it, but they're getting too good. Talk turns to older Porsches and other four-wheeled stuff we like, and after a while the 991s aren't spoken of. Maybe tomorrow will bring something different.

It's the blue Carrera and I today. It fires up into cold-start with the same raucous exhaust note, and while changes to the exhaust system are in fact one of the few differences between non-S and S, it sounds much the same. That is to say polished, at times rather muted, and always with the higher, fizzy frequencies of the previous

engines absent. Other differences are smaller compressor wheels inside the turbochargers and a different engine 'map'. Of more interest is the 19in wheels fitted as standard – they'll maybe have more of an impact on the driving experience.

When I drove the cars on the launch, I struggled to see the point of the Carrera. Through previous generations, its entirely different engine has given it an appeal of its own beyond just merely a lower price tag. Now that uniqueness has evaporated, what's the point? After all, at £76,412 this is a significantly pricier car than in the old days of entry-level 911s, and given the vast majority of all these 'premium' cars are bought new on finance now, does it really make that much difference? The appeal of the extra kit on the £85,857 'S' will surely swing it for most people.

But driving the Carrera on day two forces me to change my position on this one. I enjoy it more. Why? I think there's slightly less turbo lag with this engine, so although the punch is slightly weaker when it arrives, its linear nature is more in keeping with Carreras of old. There is also less grip generated on the smaller wheel fitment, and the car moves around that little bit more, too. That makes it feel – slightly – more alive, which satisfies that yearning I have to feel some sort of connection when driving. Handily, the ride is even better, too.

It must be said that these are subtle qualities. They are slight differences in shade, not screaming variations in character. You have to think hard about the cars to

actually begin to pinpoint these peculiarities.

Where does all this leave us? I come away from our drive with the firm belief that the new car is an excellent '991'. It's a big improvement over the previous Carreras, in objective terms: it uses less fuel (if you drive like a saint), it's cleaner, more refined, steers better (I like the more direct rack), the gearshift is improved, it's massively faster 'in the real world' thanks to the increase in torque and the spread of the stuff; yep, it's a better car. But for me it moves subtly further away from the idea of a 911 as a sports car. Neither of our cars had rear-wheel steering, and without it there were times when the 991 simply felt too big, too wide and heavy, to be a real sports car. So 'passive' is the car at sane speeds – borne mainly from excellent refinement it must be said – that it is often a non-event to drive, and that is surely a problem for this small niche of ours we call 'enthusiasts'. Porsche does still make wildly exciting cars – Cayman GT4 anyone? – but the core product, the standard 911, is dimming as an enthusiast's choice. Perhaps with Macans and Cayennes flying out the showroom that no longer matters to the accountants, but even in the days of the gen 1 997 you could say that to buy a base-spec Carrera would be one car to 'do it all' for the rest of one's life. There would be faster cars, and more glamorous cars, but a 'boggo' 911 was the car. That no longer feels like the case. But what the answer is, with modern safety and emissions legislation, and marketing pressures, I simply do not know.





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“ In lengthening and widening the track of the 991, the 911 lost some of its essential character – its mojo ”



991 CARRERA 2

Engine:	3.0-litre flat-six, twin turbo
Transmission:	7-speed manual/PDK, RWD
Body style:	Two-seater sports
Kerb weight:	1450kg
Economy:	38.2mpg (combined)
Top speed:	185mph
0-62mph	4.2secs
Power:	370bhp at 6500rpm
Torque:	332lb ft at 1700rpm
Price:	£76,412

991 CARRERA 2 S

Engine:	3.0-litre flat-six, twin turbo
Transmission:	7-speed manual/PDK, RWD
Body style:	Two-seater sports
Kerb weight:	1460kg
Economy:	36.7mpg (combined)
Top speed:	190mph
0-62mph	3.9secs
Power:	420bhp at 6500rpm
Torque:	369lb ft at 1700rpm
Price:	£85,857

Hanging around waiting for the sunset shot! Visually, there is virtually nothing to distinguish the C2 from the C2S. Only the wheels give it away here – 20in on the C2S, but most will probably spec a C2 with 20s anyway. Engines are both 3-litre, offering 360bhp and 420bhp respectively, thanks to differing turbo specs and ignition/fuelling

FIRST IMPRESSIONS COUNT

Bennett gets behind the wheel of the new turbo generation 991s

Adam is right. This is my first time behind the wheel of the new turbo generation 991. I come at this devoid of any brief launch drive, or similar snatched opportunity. Instead I've got two days, two cars – plenty of time, then, to make a judgement. Plenty of time to explore the nuances that separate the base 991 C2 and the C2S.

Of course, I've had plenty of driving time in the gen 1 991. Plenty of time to know that I never quite fell for it, no matter how many times I drove one. 'It must be me, or maybe I just haven't hit the spec sweet spot,' I thought. But no. From a passive, base C2 to a fully chassis tweaked C2S and variations in between, I never quite got there. Close on occasion, but the moment would always pass, overshadowed by great drives in previous generations of 911.

The problem? Well, it's my belief that in lengthening and widening the track of the 991, the 911 lost some of its essential character – its mojo, that strange twisting

motion from the rear that defines the 911 driving experience. With the 991 Porsche has all but eradicated the flawed trait, unless, that is, you're on the limit. Ah, the 'limit.' It's basically code for 'going too fast' and, as Adam rightly says, the 'limit' has moved. Not just for Porsche and the 911, but for most modern, high performance cars. Improving the essential stability of the 911, fitting it with ever wider and grippier rubber has meant entering the zone where moving and dancing on that 'limit' is beyond what is essentially feasible on the road. Anything below and the 991 gen 911 can feel inert.

This was compounded by the effects of ever taller gearing required for emissions and economy. The base 991 C2, with its 3.4-litre, 350bhp engine, just didn't have the guts to drive the taller ratios. The bigger, 400bhp, 3.8-litre, had more torque for the walk, but even so it would never trouble the chassis' lofty heights no matter how glorious it sounded. To add insult to

injury, this was the first 911 that we couldn't recommend spec'ing with a manual gearbox. The seven-speed concept might sound exciting to hardened cog swappers, but the reality is a ratio too far, particularly in the height of on road battle, when it's too easy to get in a right muddle.

Anything else whilst I'm wanging on? Yes, size. The cosy confines of the 911's cabin have been lost. You can no longer extend a digit from the top of the steering wheel and touch the inside of the windscreen. Shoulder rubbing with passengers is out and, of course, that's reflected in the external dimensions of the 991. Like so many modern sports cars, it's now tipped over the point where it fits dimensionally on a typical Brit B road. There's too much thumping over the cat's eyes and diving for the verge as something equally lardy comes the opposite way.

And so to the new gen 2 turbo duo. Can





Taking size out of the equation, the 911 has reached a styling peak, where its stance is spot-on and arches bulge and waistline is pinched to perfection. Vertical cooling slats, new rear light clusters and central twin-pipes distinguish the turbo 991 generation

Bennett in the more sombre 991 C2 cockpit. If in doubt spec black, or if you're being slightly racey, v-dark grey

new engines make the difference that I'm looking for? Possibly. What I'm hoping is that the increase in torque provided by strapping twin turbos on to the flat-sixes will give the 991's chassis something to really think about and overcome the stratospheric gearing. A bit like F1's switch from puny 2.4-litre V8s to hybrid turbos. All of a sudden we had F1 cars that were sliding again as power overcame grip. Not that I'm looking to be some sort of oversteer hero, I just want the 911 experience to come alive somewhere below 10/10ths, just like in previous 911s, when even a drive to the shops could feel special.

So I'm in the base Carrera 2 as we head from Porsche HQ in Reading to the car mag playground that is South Wales. All 991s come with PASM now, so passive is no

longer an option. The C2 is rotating on 19s to the C2S's 20s, but otherwise the cars are largely similar in spec, the only real difference being 370bhp v 420bhp. So much for the nuances, then. It would certainly have been intriguing if one of the duo had featured rear-steer, a contrivance I'm convinced has been introduced to restore some of the 991's lost agility due to its longer wheelbase.

Both are manual and, as Adam says, the shift is improved but coming down the 'box from seventh requires some deft intervention as the loading is sprung to take the shift straight to the fourth/third plane rather than fifth/sixth. Not for nothing did GT car guru Andreas Preuninger describe the seven-speed box as confusing, when explaining the decision to fit the unobtainium new 991 R with a six-speed 'box.

If mod cons are your thing, then the 991 has got the lot. It's a very pleasant place to be. The turbo motor is muted, there's a murmur of tyre noise, the digital radio allows the delights of Six Music and more, rather than the usual confines of terrestrial radio, and if I could be bothered there's the ability to sync Apple devices and others to the enlarged screen of the PCM system. Incredibly Porsche has managed to make the sat nav even less intuitive than the previous system. But anyway, this is 911&PW, not T3 magazine, so this stuff is largely irrelevant.

The journey allows a bit of time to ponder how we've arrived at a 911 range that is now largely devoid of models with naturally aspirated engines. Legislation, largely. Let's not forget it is the increasingly draconian





sophisticated electronics and variable configurations to disguise the fact that they are really little more than a pump.

And so it transpires. Whereas the atmo C2 had a sliver of power at the top end of the rev range, the turbo C2 has power everywhere, at any time and in any gear. It is, indeed, a very different feeling machine from that point of view. And this is where I'm going to contradict myself somewhat. By saturating the 991 with on-demand power, it's lost something of the thrill of the chase. It just feels like a car with a big engine, but that's turbos for you. It does still make enough flat-six clatter to sound interesting, though, unlike I fear the flat-four Boxster.

But that thrill of the chase with the atmo C2

between the two, the difference is surprisingly subtle, but again that is the turbo effect and two engines that are exactly the same capacity. The only difference is in the turbo set up. The S has bigger variable turbos to pump more energy in, but each engine spreads the power in a similar fashion. From 3000rpm to 6500rpm, there is a solid lump of it. And Adam is right, the base C2 feels slightly quicker to spin up and is a bit lighter on its 19in rubber. Otherwise the discernible differences that were always very obvious between C2 and C2S are largely gone. And anyway, just wait until the tuning brigade get their hands on these things. The C2 is but an exhaust system and an ECU tweak away from 400+bhp and it won't be long before the

“ The discernible differences between C2 and C2S are largely gone ”

was also its Achilles' heel, the need to wring every last revolution from the engine was tiresome for 95% of the time. Gen 2 991 is a much more relaxing car to drive fast, but largely because it is less demanding and, for most folk, most of the time, that is a bonus. I could live with that and accept that. Does the extra power and torque give the chassis more of a workout? Yes, it does, but not dramatically and it perhaps exposes the 991 chassis in a way that it hasn't been before. Without the rear steer, it feels a bit ponderous, lazy even. That is the effect of the increased wheelbase, with an engine hanging out the back, of course. It's increased stability, but slowed the movement of mass. Rarely does it overcome the grip of the massive tyres, it just makes the rear wriggle, but at least that is a reassuringly 911 trait, and one that can now be experienced without driving like a bit of a loon.

And the C2S? Well, as Adam rightly says, it's properly fast, the same power as the original 996 Turbo, in fact, albeit without some of that Mezger engined rawness. But then the C2 is properly fast, too. Jumping

C2S is knocking on the door of 500bhp!

So would I go turbo over outgoing atmo? Yes, but to qualify that, only because the turbo engines suit the real world conditions that the modern 911 operates in, plus the gearing imposed by legislation that Porsche must spec for emissions and eco considerations. Engines, whether turbo or atmo, have got little to do with where the 911 has lost some its appeal for me. That happened when the 911 grew in all directions and lost some of its inherent 911 character. Porsche insists that this was to give more cabin space, which I don't doubt, but as is so often the way, the pursuit of comfort has dulled the dynamics.

But we can't wind back the clock. Cars rarely get smaller or lighter (although Mazda has just pulled off that rare trick with the new MX-5), and the next gen 911 will, almost certainly, feature some sort of hybrid option, too, with batteries to boot. Porsche will struggle to keep the weight even the same. We are, then, I feel beyond the modern 911 sweet spot, which I suspect now lies somewhere in the 997 range. **PW**

All systems off!
Towler goes sideways. He was just showing off 'cos the boys from EVO mag – as usual – were just up the road!

emissions regs that has driven Porsche to this point. Downsized engines and twin turbos for the 911 and flat-four cylinder engines and a single turbo for the Boxster (see p42 of this issue for the verdict on that one) and Cayman. But the turbo is a magical device and, if tickled along, will deliver what's required in terms of emissions and economy and on the flipside will fill the combustion chambers with a capacity-defying mix of fuel and air. It's a win-win, albeit with the loss of the normally aspirated engine's rather more sophisticated approach and feel. A bit of a blunt instrument, the turbo feels bloated with power and indeed it is, hence the need for a wastegate to let off excess puff. A bit like turbo flatulence. However, compared to the primitive blowers of the past, today's turbos are virtually lag free and enhanced by



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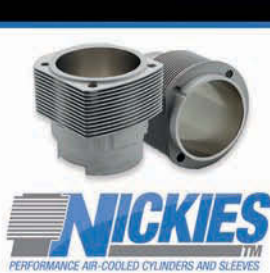
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Words: Walter Röhrli Photography: Andreas Riedmann

“A CAR FOR LIFE”

Walter Röhrli's very personal story of the Porsche 911: Why it was once the best car to learn to drive in, why the most cutting edge Porsche is no longer a 911 and why, despite what you may think, the new turbo era is a good thing



If you look at my career and the equipment with which I have had my successes, you will soon appreciate how crucial the Porsche 911 has been. When it came out in 1965 I was 18, the ink on my driving licence wasn't quite dry and of course the new 911 was a distant dream. Certainly it wasn't a dream my salary from the Regensburg Diocese could stretch to. My first car was an – acceptable – compromise: a 356.

My first contact with a 911 was when I drove an older model belonging to my former co-driver on my fourth rally entry – the Rally of Bavaria, which was part of the European Championship, which, despite my failure to win, put me in contact with Ford with whom I soon signed my first works contract.

You could argue, therefore, that I had my breakthrough thanks to the 911. It also goes some way to explaining why the Porsche bug never left me and I've always felt slightly disappointed that during my professional driving career Porsche Motorsport was so track-focused and uninterested in rallying. In my mind there is no question that a 911 would have given the Lancia Stratos a run for its money and that it could even have been very competitive in the later Group B era.

But then I've been lucky enough to have a lot of fun rallying 911s in historic events. The fact that the earlier models were tricky to drive never bothered me. From my earliest days with the 356 I learnt how to take advantage of the rear-engined layout, to use the swing rather than be intimidated by it, also how quick you needed to be when the tail did break away. On that first Bavarian rally one of the most experienced Porsche rally drivers came up to me and said: "Man, you're going way too fast, it's far too dangerous in that car!" Later, during the next special stage, he died. I simply had the talent to deal with it, I guess. I learnt to

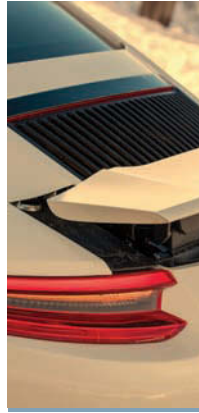
catch the tail even at high speeds – 160, even 170km/h. This sharpened my reflexes immensely and was a huge help to the rest of my career, after all, conventional rally cars – Fords, Opels, Fiats – were relatively easy to drive in comparison!

I bought my first 911 in 1975 and, ever since, regardless of who was paying my salary, I have had one as my personal car. Later, I managed to convince the development engineers, including their boss Prof Helmuth Bott, that all-wheel drive could be an essential part of road-car technology. And bear in mind that these were people who didn't want the 911 to have power steering! But then I showed them how much faster all-wheel drive could be. Fully variable 4WD arrived in the 993 despite further resistance within the company. Progress then became much more rapid. The switch to water-cooling that came with the 996 was seen as a bad thing at the time but with the new regulations around noise and emissions it was the only choice – plus it allowed for much more power... And then you look at what has been done with the 997 and 991 in terms of suspension and comfort. In the early 911 the whole car would squat down as it accelerated, in 2016 the engine is actually squatting down inside the car all by itself!

My current favourite model is the Turbo S and not the GT3 RS you might think. For me there is no better car in the world; it is as useable every day on the road as it is fast on the racetrack. An incredible achievement.

Having said that, if I'm honest, there is something missing though. I love the feeling of being fully part of a whole process, the feeling that I'm contributing to how well the car goes down the road. In an old 911 I can have a lot of fun at 130km/h, whilst in the new cars it needs to be more like 170km/h. In other words, by the time you are enjoying yourself, you're possibly also looking at





spending some time in jail! And then there's the mass of the newer cars, you always have to bear that in mind when you're pressing on.

Today, if you're a purist looking for a true Porsche driving experience, there is certainly no better choice than a Cayman GT4. The GT3 RS will have you constantly

“ For pure Porsche driving fun, you need a Cayman GT4 ”

in awe at what it can do but the way the GT4 drives and the way you can interact with it makes it feel like a perfectly fitted glove from the very first moment you start driving it; the chassis is in perfect equilibrium with the power on offer. And of course the engine is in exactly the right position, too – you don't put a heavy vase on the edge of a table, you put it in the middle. I tell my friends all the time: if you want a Porsche for pure driving fun, then you need a Cayman GT4!

The 911 has grown in every direction which means it is an amazing all-rounder now. You can take it shopping, even take the dog for a ride, and on long journeys the 911 is sensational, it's not far off being a

Left: Not a bad spot for a drive: the Grossglockner High Alpine Road, Austria. Below: Walter Röhrl knows his 911s, but even he concedes that the 991 has out-grown its sports car purpose. Walter's sports car Porsche of choice? A Cayman





luxury sedan. Yes, the performance was always there, but now you get the added benefit of comfort and directional stability. The purists might not approve but the sales figures say otherwise.

There has also been an outcry over the adoption of turbocharging on the Carrera models. However, for me, it is just another logical step of the evolution process.

Turbocharging helps the emissions and fuel consumption and of course gives vastly more torque. When overtaking or accelerating uphill the difference is considerable. Turbo lag is virtually non-existent and the power curve is consistent and smooth. The reality is that day-to-day driving is not the same as the precise, predictable business of driving on track and that extra torque can really help you out, keep you safe.

Despite constant evolution over the past 50 years the fascination that originally gripped me remains intact. A 911 just makes everything more direct, more immediate than any other sports car. Regardless of how much I turn the steering wheel or touch the gas pedal I always get consistent, exact response and feedback. I can feel – to the millimetre – exactly what is happening at that very moment and the car goes exactly where I want it to.

Over the years the 911 has been able to adapt to the needs of the time and I find it endlessly fascinating to see where it will go next. However, I feel everything has its limits: I cannot for example imagine a hybrid 911, if only because of the weight of the batteries. **PW**

On top of the world. Cheesy for the camera shot, but Röhrli's opinions on all things 911 count, after a lifetime of 911 ownership. He is one of the few pro drivers who can influence Porsche top brass and engineers, and is hugely popular with Porsche enthusiasts



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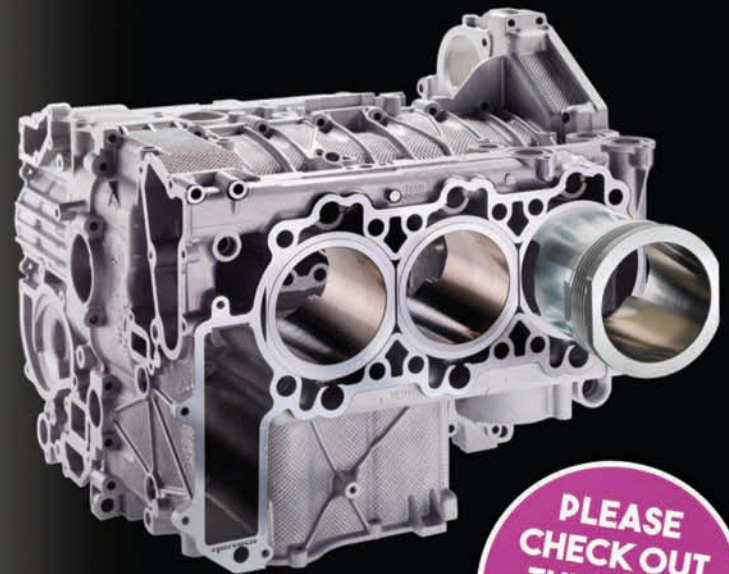
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CLASS OF 75/76

Taking a journey back through time and space, we put the two premium 911s of the mid '70s through their paces in the form of the Carrera 3.0 and the 930 Turbo. If you were a 911 buyer back then, which would you choose?

Words: Adam Towler Photography: Antony Fraser

Picture the scene. I'm at a Porsche Centre sometime in the latter part of 1976. Actually, scrub that; they're not called 'Centres', they're just known as garages, much like any other, with the proprietor's name above the door. I'd imagine it's highly unlikely that there's a cappuccino machine on the showroom floor, if there is a pot plant it's not a foregone conclusion that it will have been watered recently, and there probably hasn't been a directive sent around on how each salesman should arrange the items on his desk. Instead, it may well be a building made from wood, and instead of posters proclaiming the 919 Hybrid's Le Mans victory, you can expect to see a print of Ickx and Van Lennep scooping Porsche's first 24-hours victory since 1971 earlier that summer.

Talking of summers, people will still be banging on about the ferocity of the heatwave that was the 'summer of '76' well into the decade after the next one, and as I approach the meagre forecourt my rather gaudy patterned shirt is sticking to my back in the sizzling heat. And talking of heat, there's one car right in front of me that's hotter than just about anything money can buy right now. In fact, just seeing it is the automotive equivalent of chancing upon a unicorn picking its way through a field strewn with the waste matter from assorted rocking horses. It is the ultimate supercar of the day, one of the '22': it's the original 911 Turbo. It commands the forecourt, those wide rear arches seeming to somehow elbow out of the way the other 911s parked around it – there is no argument who the boss is here. The Turbo has this innate confidence, borne

from the fact that at 260hp it is the most powerful Porsche in production, and that at £14,752.36 new it was nearly double the price of the next Porsche in the range, the recently launched Carrera 3.0.

It's the new £10,997 Carrera I've come to see, in fact, having read up on it in a recent issue of *The Motor*. Given the new car shares much of its engine with the Turbo, you could say they're like brothers. As good as the old Carrera was, the 'C3' brings the type firmly into the mid-1970s – it has got everyone talking again about naturally aspirated 911s.

Perhaps it's the biting cold spring breeze that snaps me out of my daydream, but the next thing I hear are the voices of brothers Neil and Sunny Panniker of Buckinghamshire High Performance calling across with the keys in their hands. We've





They don't come much earlier than this 930 Turbo. Hard to believe that we considered the rear wheels and tyres to be enormous back in the day. They look positively puny now, dwarfed in the arches

Below: What goes around comes around. The tartan interior trim was once derided as a '70s taste disaster. Now it's seen as desirable and absolutely of its time. Engine pumps out 250bhp. A huge figure in 1975/76

just leapt 40 years through time.

These cars currently belong to a man called Doug. BHP have been meticulously preparing them for sale, but for Doug this isn't going to be an easy transaction on an emotional level: he's owned the cars for a long time, part of a personal back story with Porsche that's on-going to this day. "The first Porsche I bought was a red 924 in left-hand drive form", he recalls. "It had been the UK demonstrator car, and the reg was NLP 84P. I remember, I was driving along in it once and the gear-lever came off in my hand – it had simply been Blu Tacked on! I kept that car for a while, and then part-ex'd it for a left-hand drive 928 from Autofarm when they were based in Amersham. That was a great car. Oh, and I had swapped the 924 for a 924 Turbo before that, but there was an issue with it so it went back..."

Doug then made the move to a 911. "I saw a 1976 3-litre Turbo for sale and bought it, but on the way home a load of blue smoke came out the back and the turbo had gone. Still,

I had it repaired, and that was then an amazing car – I used it as my daily for four years. Then, in 1985, when my business was doing better, I went along to AFN in Isleworth – not my local Porsche dealer as they'd been dismissive when I could only afford the 924 – and ordered a brand new Carrera 3.2 in

a Ford Sierra RS Cosworth instead. I loved that car, and added an RS500 version after a couple of years, but the standard one then got stolen and used for a ram-raid, sadly. I put 60,000-miles on the RS500 (which I still own and is also now for sale at BHP), but missed Porsches, and that was when I saw an advert

“ They have been dozing quietly for years in Doug's collection ”

white. It took a year to arrive, and...well, I didn't really like it. It just felt plasticky and nothing like the Turbo had; I had a modified Fiesta XR2 at the time as well and that was more fun. After a little while, a stain came through the paintwork on the rear quarter panel so they took the car back and put it right, but I got rid at 7000-miles and bought

for a dirt-cheap 911 3.0 Turbo that had had a lot of work done. I couldn't afford a 3.3 Turbo, but as people wanted the newest possible car the older one was not so desirable. That was when I bought the blue Turbo you're driving." It was the 30th of September, 1996.

As much as I want to dive into the Turbo at this point, I should just mention the



It's a classic rear view. Early car status clearly enhanced by chrome window trim. Wing rather less dramatic than later 3.3-litre 930 Turbos

background to the C3 first as it does put the cars and their condition into more of a context. "Once I had the Turbo", says Doug, "I really thought it would make a nice pairing to have a non-turbo 911 to go with it. I spoke to Mike Holloway at Auto Vitesse, who looked after the car at the time, and he said, 'Don't buy an SC, buy a Carrera 3.0, they're so much rarer'. And so I went up to Warwick to buy this 3-litre". The V5 shows this to be on the 7th September 1998.

Since then the Turbo has travelled a 'few thousand miles at the most', and the C3 just a few hundred. They have been dozing quietly for years in Doug's collection, with money spent on them where required, and only now are seeing daylight. Although both have been restored and maintained over the years (with plenty of paperwork to prove some major expenditure on behalf of successive owners), they still have that air of originality that's hard to lay your finger on, but that seems to seep out of every panel gap, grille and detail.

Normally in stories such as these we'd start with the 'lesser' car and then work upwards, but that doesn't feel appropriate here (or that's what I'm telling myself) so I'm into the driver's seat of the Turbo like the proverbial rodent up a drainpipe. You must have been someone to have afforded a new 911 Turbo in 1975, and Mr H. Jafari was

clearly not short of a few quid. He purchased the car from Hexagon of Highgate on the 5th August 1975, but the V5 suggests the car wasn't registered until the 1st November in the same year. His taste was spot on in my book – Metallic Blue suiting the car perfectly, and the black and red plaid upholstery with half-leather seats sends every retro appreciation meter off the scale. As a child, I had a Porsche book that covered the original Turbo with pictures of an example registered '2 GOO', and I'm sure it had the same interior specification, which seemed unbearably cool then and has only got better with age.

The original Turbo is special for lots of reasons, not just because it's a very rare car. The common view is to see it as purely a road car, but this is to overlook its purpose as a homologation car for Porsche's motorsport activities in the 1970s, both in Group 4 and the more extreme Group 5 category. The difference to that other 'star of meeting a paperwork requirement' – the 2.7 Carrera RS – is that Porsche's boss at the time, Ernst Fuhrmann, decreed that the Turbo would be a very different sort of car to the road-racer RS models available immediately before it. The new Turbo would be a luxurious pinnacle of the 911 range, aimed at the elite, who had the means to afford it. That's a template that Turbos have

followed ever since, including the latest 991-based models, although as technology has progressed over the years the cars have become increasingly multi-faceted in their talents.

Although Porsche had experimented with smaller capacity engines during the development phase, the first production Turbo used a larger capacity engine of 3-litres, running less boost and without an intercooler. The resulting 260hp sounds mild by modern standards, although this was still comfortably ahead of a '74 3.0RS (230hp), but it was the torque of the Turbo motor – 254lb ft of it – that lay at the heart of the car's performance.

There was another reason why the '75 Turbo was such a rapid car, and it's often overlooked: it simply doesn't weigh that much. Those initial 22 (for the UK market, out of 284 built that year, this car being the 228th in that sequence) Turbos are based on the H-Series 911s, the second instalment of the impact bumper 911s post 1974, and as such possesses a specification subtly different to cars built in the following two years. Air-con was absent for a start, and there's less sound deadening as well, all of which means the '75 Turbo has a quoted kerb weight of just 1140kg. That compares to the 1195kg of the '76 and '77MY cars, and the 1300kg of the 3.3 Turbo, which



admittedly could yield an intercooled 300hp (the current 991 Turbo weighs 1600kg). Nevertheless, although the 3.3 Turbo received the big brakes that dated back to the all-conquering 917 racing car, as opposed to the 3-litre's regular Carrera-type calipers and discs, it also featured an engine moved another 30mm rearwards in the chassis to make room for a stronger, quieter clutch and flywheel arrangement. The more you look into it, the more the early Turbo seems like a subtly different machine.

Into the blue Turbo, and I close the door behind with that reassuring click that only old 911s seem to make. The flat 'six' is already idling, slowly warming through, chewing through the air with a bass-rich tone that strongly hints at serious performance. It's not an overly aggressive tone, however, the smothering effects of the turbocharger removing the higher frequencies of the sound palette.

Once again, the imagination runs riot: given I'm a good customer of our aforementioned Porsche dealer, I've been thrown the keys to see if the year-old Turbo can tempt me. A new one is £15,497 for

1976, according to the salesman, which has already leapt up on the previous year's price, so 'why don't I try this nicely run-in example' instead? I don't wait to be asked twice, or for anyone to change their mind, instead attempting to grab the key without appearing graceless and then striving to suppress a waddle/run as I make my way back across the forecourt to the waiting Turbo.

I suppose it would be a bit like being thrown the keys to a 918 Spyder today. There is no 918 here, sadly, but the 41-year-old Turbo still has the aura to leave me jumping up and down with excitement.

As with all original Turbos, right up until the final year of production, the gearbox is a four-speed version of the 915 unit, the only 'box Porsche had at the time that could handle the torque of the new engine.

Obviously, we start off slowly. Do so, and you'll uncover one of the most strident aspects of the Turbo's personality: its duality of character. As long as you stay in the lower half of the engine's rev band the throttle response is soft and the acceleration tame. The Turbo pads around the Buckinghamshire lanes like a big game cat,

quietly and obediently, but with a latent menace borne from knowing that at any minute it could leap forward. And leap it does when the boost does finally arrive, a torrent of acceleration that seems to go on forever until finally requiring a gear change. It's not modern supercar fast, but it's more than enough to keep one of the current breed of turbocharged big hot hatches honest.

This Turbo is still undergoing the final stages of its preparation for sale, so I'm not going to push it too hard today. By modern standards the suspension is soft, but while a little initial roll is no bad thing to help in judging corner speeds, the car grips the road and behaves in that typical fat-hipped 911 fashion. A lighter car and tamer rubber demand less heft with the steering than later Turbos, which makes the car feel much more nimble. It's obvious that any slide requiring correction won't be easy, but at least the wheel doesn't require the kind of muscle bound inputs that make the idea of 'catching' a later car so intimidating.

But the experience is still dominated by that engine, for better and for worse. Most of these lanes are tight, twisting and technical,

Doug's Carrera 3.0 looks rather fabulous in its '70s gold hue and contrasting black Carrera script. The first recorded owner is a 'Miss O'Connor' from the Channel Islands. We like her style!



and to really drive the Turbo fast along them would require as much foresight and anticipation as sheer bravery and commitment: get caught napping in the wrong gear and without boost you'll be going nowhere fast, but when it all just 'clicks' the sense of reward is fabulous. Most of all, the original Turbo feels like a car built for the sort of cross-continent drive most of us can only dream of – the long blast on an Autoroute, the twisty Alpine passes, the cruise to the coast; a car for all roads and every situation in a time before traffic and speed limits were so inhibiting.

Doug's quip, "One's for going around corners, one's for motorways" might be a pithy take on this pair's relative merits, but there's some truth in it. Just one look at the compact C3, with its narrow body and responsive engine, suggests that it will feel more at home on the local roads.

The Carrera 3.0 was the logical replacement for the Carrera 2.7, a car that was effectively – although RS owners don't always like to hear it – a very close mainstream relation to the pioneering RS model.

The C3 uses essentially the same engine block as the Turbo (itself derived from the 3.0-litre G-Series RS), which made a lot of sense on a production efficiency level. The additional capacity over the previous Carrera helped, in part, to compensate for the switch to Bosch K-Jetronic injection, which while significantly improving fuel consumption and emissions over the old mechanical injection system did restrict the amount of power that could be extracted from the engine. As such the C3 offered 10hp less than the old car at

200hp, but countered with the promise of extra flexibility, offering the same torque output but peaking at a lower rpm figure. Overall, these were practical improvements in line with the times (where have we recently heard that before I wonder?).

This particular, very groovy looking Carrera 3.0 started its life on the Channel Islands, the first owner simply noted as 'Miss O'Connor', and wasn't brought to the UK until March 1978, then sold by Dick Lovett garage. Doug is only the sixth owner, and bar the 3.2 Carrera rear wing (set to be replaced by the correct one for the type before sale) it has the same time-warp feel to it as the Turbo.

Having sauntered back into our 1976 Porsche showroom with the keys to the Turbo, I enquire about this new Carrera 3.0 model. I'm desperately trying to look cool, when inside I'm still walking on the ceiling

that in a post-fuel crisis world, it might make a much better everyday proposition, aided yet further by the new heating controls that at last should make regulating the temperature in a 911 more effective. Within minutes I'm pulling out onto the main road in the Carrera demonstrator, with the knowledge that the following 20 minutes might dictate my motoring life for the next few years...

Getting a grip of things once again, Sunny hands me the keys to the C3. I've always had a real soft spot for this 911, as it combines the usability of the later impact bumper cars with the slightly lower weight and sporting edge of earlier 911s. The C3 engine is a revvier unit than the later SCs, and the lack of a brake servo gives the middle pedal a wonderfully solid response under foot.

It only takes 20 yards from BHP's workshop to hear the unique signature of the

“ The C3 started its life in the Channel Isles owned by a ‘Miss O’Connor’ ”

from having overtaken a train of Cortinas and Escorts at easily 70mph more than they were travelling at. My hands are twitchy and my nerves taut; it really is damn hot in this showroom. I'd owned a 2.7 RS before, as you do, but had got out of it for a BMW 3.0 CSL which never really hit the spot and was corroding already. The promise of much better fuel consumption with the C3 meant

C3: the five-blade cooling fan running at a faster speed. Its persistent whine merges with the more muted intake roar of the K-Jet engine to produce a special noise that immediately has the hair on my neck standing to attention. The five-speed 915 'box demands a ruthless discipline in sticking to the correct plane, but the throttle response is sharp: not 2.7 RS sharp, admittedly, but





This is the sort of cornering pic that would have Porsche's modern chassis engineers in hysterics. Adam is having a good go here and the Carrera 3.0 is doing its time-honoured rear-end squat, while the front aims for the sky

even so a flex of the foot has the rev counter needle jumping around the dial in a manner alien to a 3.2 Carrera.

This is a fast car, too. The Turbo may have the legs on it in a straight line, but to really pull out an advantage the road would need to be straight and long. As soon as corners and other traffic are involved, the C3 would be right on its tail, bobbing around like a pesky, frog-faced goldbug in the Turbo driver's expensive rear-view mirror. The whole experience is that much more normal

sporting. If only the engineers working on modern 911s could bottle some of these sensations.

As is usually the case, there's not enough time to really have a proper drive in these two cars, but one thing is clear. It would be very easy to own both and not feel like there was unnecessary repetition on your car fleet. They both satisfy, but on markedly different levels. The C3 is not only more usable, it also reinforces just how 'right' a naturally aspirated flat six in the small 911 'shell' is.

"They were cheap cars in those days", reminisces Doug about the time he acquired these two 911s. "I'm staggered at how the prices have risen. I love the synergy of these two as a pair and, to be honest, I'd hate to see them broken up. If the right deal comes along then it would be great if they could stay together, but most of all I feel lucky and privileged to have owned the cars." Working, perhaps, on the rule 'if it ain't broke then why fix it', Doug has embarked on another Porsche duo ownership experience, this time with the 996 model: a 996 Turbo and GT3 now take pride of place in his garage.

My visit to our imaginary Porsche dealer is drawing to a close. It's time to make a decision. I want one, but which one. Easy – I can't afford the Turbo, and I've never had a new 911 before, so it's going to be an order for a Carrera 3.0 – in Continental Orange (that much I'd already decided). "How much of a discount for cash?", I ask, fiddling nervously with the stalks of my Aviators. The salesman laughs, I get nothing, and find myself forking out the extra for the Sport pack instead. Well, it's the summer of 1976, I can't be without a whale tail, can I... **PW**

“ It's going to be an order for a Carrera 3.0 – in Continental Orange ”

in the C3, the car behaving much like old 911s do, the front bobbing around, the sense of mass rearwards, the wriggling steering wheel in the hands. And all the time over your shoulder, the whine and whoosh of the 3-litre engine, a constant reminder that you're driving something special, and

That's right up until the moment you drive the Turbo, and then your thoughts tend to be hijacked by this most glamorous but also most intriguing of Porsches. Trying my hardest to imagine what this car must have felt like all those years ago, I'm still amazed by how good it feels even to this day.

We would have been disappointed if the interior had been any other colour than tan/brown. Engine is derived from the Turbo unit and puts out a revy 200bhp

CONTACT

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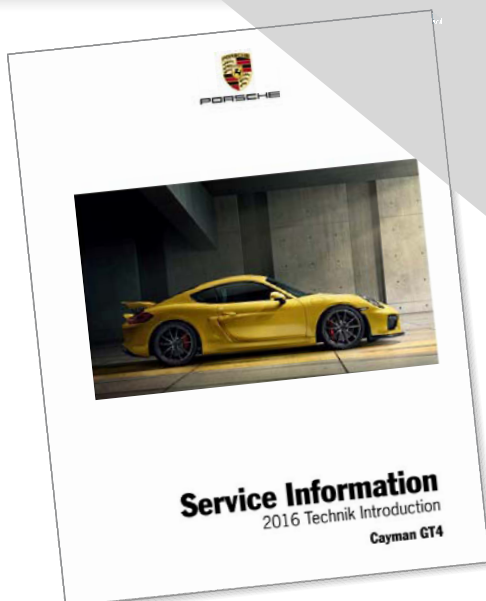
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PLAY MISTY FOR ME

The mists of time roll away as we tackle the legendary Rossfeld Hillclimb, scene of countless Porsche successes in its 1960s heyday

Words: Johnny Tipler Photography: Antony Fraser



The back end squats and I gun the scarlet Turbo off the Rossfeld startline, 50 short metres into the first left-hand hairpin, adding more rubber to the squads of tyre tracks bedecking the asphalt. It sticks like glue, and apexes out onto a quarter-mile straight, snarling through three swift upshifts and back down again through the 'box as I brake for two more hairpins that rush towards me in quick succession. It's remorseless and it's also addictive; what goes up must come down, and, having reached the top, I motor back to the start for another crack.

We're visiting the Rossfeld Hillclimb, once a significant venue on the international motorsport calendar. The course nestles within a glorious, wild, mountainous setting, the peaks soaring resolutely upward, some sheer, some merely vertiginous. In winter I dare say we'd be deep in snow. This is the land of low pitch-roofed chalets, their balconies gaily festooned with flowers, and external walls muralled with religious iconography. Villages feature very tall Maypoles, about 50ft high, and churches with onion-dome steeples.

We've motored down to the German-Austrian border, close to Salzburg, in a 991 Turbo, kindly provided by Porsche GB, having P&O ferried our way into France, belted through Belgium and autobahned south through Germany via Cologne and Stuttgart. We paused at Zuffenhausen to check out the new Gerry Judah triple 911 sculpture. It's 27m high, featuring three generations of 911 (2.0 swb, 3.2 Carrera

and 991) soaring atop a twisted tripod on the Porscheplatz roundabout twist factory and museum. All in white, unlike his colourful Goodwood effort of a couple of years ago. Do we like it? Difficult to see from the ground, due to the orientation of the cars, but doubtless a treat when viewed from the Museum's upper levels.

While long stretches of autobahn are under reconstruction – making it a tight squeeze with trucks on the contraflows – there are plentiful sections of derestricted motorway where we can give the Turbo its head. To this end, my colleague clocks a majestic 175mph while I manage only a paltry 160mph. The Turbo's potential top whack is 197mph (318kph), so we're not even close, though I can attest to its

we'll be heading off into the neighbouring mountains in a few clicks so we desist. We're still on the valley floor when we hit Berchtesgaden, an Alpine resort offering plenty of cafetièrering opportunities, and we plot a course up to the miniscule-signposted Rossfeldstrasse. The road becomes a lane, winding narrowly upwards, and we emerge by an incongruously large, modern visitor reception centre where coaches disgorge Oriental tourists, bent on visiting The Eagle's Nest, an eyrie that served as Adolf Hitler's summer residence 75 years ago. So, now we know where he lived, the other question my colleague wishes to address is that of his approximate height. The road system was all pretty new back then, with mountain views to die for – on a sunny day,

“ My colleague clocks a majestic 175mph. I manage a paltry 160mph ”

0–62mph time, achieved in a blink-and-you-miss-it 3.1s. This is such a competent car that there is little drama, just the sensation of extremely high speed that most of us outside Germany only experience briefly as a plane takes off. Skirting Munich, we find ourselves passing briefly through Austria, south of Salzburg, due to the vagaries of the frontier boundaries. As in Switzerland, a toll is payable for travelling on Austrian autobahns, but our on-board satnav says

which isn't the case right now with the mists wafting whitely on the steep slopes.

Hillclimbs are fascinating events; a cross between a single stage of Tarmac rally and a short section of a road circuit such as the Targa Florio or Carrera Panamericana, where the obvious objective is to set best-time-of-day by getting to the summit faster than anyone else. Cars are flagged off one at a time and hurtle uphill, snaking through a succession of daunting curves till they

Tipler off the line. Toll booth marks the start of the Rossfeld Hillclimb course, which is also Germany's highest permanent road at 5100ft above sea level





pass the chequered flag and time control at the top. Rossfeld-Berchtesgaden is one of the longer ones, at 6km (3.8-miles), rising 505m in altitude from start to finish at 1500m above sea level. By comparison, British hillclimbs tend to be short and sweet, like Shelsley Walsh, 1000 yards (914m) long and a 100m ascent, but on the other hand Pike's Peak in Colorado is a monster 12.4-miles (20km) long, rising 4700ft (1440m) on the way. Rossfeld's heyday was the 1960s, though as we shall see, its origins were in the 1930s, and a clubby revival event is staged annually now. Rossfeld was on the European Hillclimb Championship calendar during the late '50s and '60s, along with Mont Ventoux (France), Trento-Bondone (Italy), Ollon-Villars (Switzerland), Gaisberg (Austria) and Freiburg-Schauinsland (Germany), a series contested by top drivers and ambitious manufacturers. We've only got to look at Porsche's works participation with the 910

Bergspyder programme in the late '60s to see just how seriously they took hillclimbing back then. In fact, Porsche factory cars won the European mountain-climb series 12 times between 1958 and 1969.

OK, so here's the history of the Rossfeldstrasse. In 1927 the notion of a scenic Alpine road known as the Deutsche Alpenstrasse took off, running along the entire mountain range between Lake Constance and Lake Königssee, ostensibly to promote tourism in this fantastically picturesque region. Construction of the road began in 1933 at the town of Inzell, with the Rossfeld Höhenringstrasse section planned as a dedicated mountain loop off the eastern end of the Alpine Road, winding between the villages of Unterau and Oberau, with superb views of the Obersalzberg mountains along the way. Although construction started in 1938, the last stretch to Hinterbrand wasn't finished till 1955. In fact the final section to Königssee

was never finished – though that village is but a ten-minute drive along the valley from Berchtesgaden. In the 1950s the Rossfeldstrasse was classified as a privately-owned national road and a toll was introduced to cover maintenance costs – rather like accessing the Nürburgring Nordschleife today. The tollbooth also marks the hillclimb startline. The whole Rossfeld-Panoramastrasse winds around the mountains for 10 miles (16km), with a maximum gradient of 13 per cent and an elevation of 1560m (5100ft above sea level), and it's also Germany's highest permanently accessible road.

The first hillclimb events for motorcycles and cars were staged from 1925 to 1928 on the steep, sandy track leading from Berchtesgaden to Obersalzberg. Billed as the Salzburg races, renowned Silver Arrows drivers like Hans Stuck (snr) and Rudolf Carraciola were early competitors. Fast-forward to 1958, and the Rossfeldstrasse

What goes up must also come down. Predictably the 991 Turbo makes short work of the 3.8-mile climb as JT comes back for another run

Rossfeld's heyday was in the '50s and '60s, when it hosted rounds of the European Hillclimb Championship. Porsche won the series 12 times between 1958 and 1969. Below: Left to right: Ernst Vogel in a 718 RSK in 1959 and Jürgen Neuhaus in a 906 in 1967





Needless to say, driving racing cars up a fast, public road is not without its dangers, as this memorial to Ludovico Scarfiotti confirms. He perished on the Rosfeld climb driving a 910 Bergspyder 1968

race became an international venue for touring cars and GTs, sportscars and smaller single-seaters, when it counted towards the European Hill Climb Championship. By this time Porsche had already been contesting hillclimb events for a few years, Hans Herrmann winning at Freiburg-Schauinsland in 1953, Huschke von Hanstein at Ollon-Villars in 1956 and Sepp Greger at Gaisberg in 1957. The following year Greger notched up Porsche's first success here at Rosfeld, and Porsche RSKs also cleaned up in '58 with wins at Mont Ventoux (Jean Behra), Trento-Bondone (Wolfgang von Trips), Freiburg-

2000 GS Carrera. He went on to win the rest of the '63 Hillclimb Championship rounds at Trento, Sestrièri, Schauinsland and Gaisberg to scoop the title. Rosfeld continued to be a successful venue for Porsche, with Barth the overall victor in 1964 in a 904/8, Gerhard Mitter in '65 in a 904 and '66 in a 910 coupé, with Rolf Stommelen victorious in '67 in a 910 coupé, and Mitter again in '68 in a 910 Bergspyder. And that's the last time Porsche raced at Rosfeld. The mountain-climb events had been a major stepping stone, an arena in which Porsche quickly secured a dominant role, and a proving ground alongside its

plenty of Porsche 356s, Carrera Abarths, BMW 700, DKW, Glas Goggomobil, Ferrari Dino, works Abarth spyders – one driven by a cameo'd Hans Herrmann – and around ten VW Beetles functioning as ambulance/rescue cars. The hillclimb was organised jointly by ADAC (the Automobile Club of Germany) and Berchtesgaden Automobilclub, and there are advertising banners on certain corners where spectators watch from the banking. No sign of Julie Andrews, alas.

The 1973 oil crisis precipitated the end of hillclimbs at Rosfeld, but 25 years later, in 1998, Günter and Heidi Hansmann instituted a revival in the same spirit as other modern reprises of vintage events. The Rosfeld Historic hillclimbs up the Rosfeldstrasse lasted until 2010. Then Joachim Althammer set up another revival in 2013, identified as the Internationaler Edelweiss Bergpreis Rosfeldrennen. Grand enough to persuade Porsche, Mercedes-Benz, Audi and BMW to dispatch cars from their respective museum collections, along with 140 other entrants, enabling fans to witness Hans Herrmann driving a 1966 Porsche 2000 GS-GT, Walter Röhrli in his 1987 'Pikes Peak' Audi Sport Quattro E2, Jochen Mass aboard a 1928 Mercedes SSK, and Prince Leopold von Bayern in a 1961 BMW 700 RS. In 2014, some seriously well-known cars participated; for example an ex-Hans Stuck/Ronnie Peterson BMW 3.0 CSL Batmobile, an ex-Niki Lauda BMW M1, '70s Schnitzer and Alpina 2002s, hoards of

“ The hillclimb events were an arena in which Porsche was dominant ”

Schauinsland (Paul-Ernst Strähle), Gaisberg (von Trips) and Ollon-Villars (Behra, von Hanstein). Porsche's next victory at Rosfeld came in 1961, scored by Heini Walter in an RS61. In 1963 the floodgates opened, and Greger took the 1600 class with a 356 Carrera, while Edgar Barth (Jürgen's father) won the 2.0-litre category using a Porsche-powered Elva chassis (like a low-slung Lotus 23). Teammate Herbie Müller drove the regular mountain championship car, a 718/8, while Barth also took the Rosfeld GT class in a

increasingly concerted assault on the World Sportscar Championship during the mid-to-late '60s – although after the 1969 Le Mans 24-Hours the works team was withdrawn from racing and the competition reins handed to JW Automotive (Gulf) and Porsche Salzburg (Martini). By way of a souvenir, I came across a charming video from 1963, "Alpen Bergpreis am Rosfeld 1963 (Bergrennen / Hillclimb)", watchable on YouTube, which features racing cars such as Edgar Barth's Elva-Porsche and 2000 GS in action, one or two Lotus 23s,

Below left to right: Rosfeld 1967 and Gerhard Mitter piloting a Typ 910/8 Bergspyder. Mitter and Ludovico Scarfiotti in 1966





Porsche 356s, a 718 RSK eight-cylinder Spyder, a handful of 911s, a Simca-Abarth, Mercedes-Benz 300SLR and Ford GT40: an eclectic mix, indeed.

So, the stage is set, let's give it a go! The overriding impression is of high banks on one side of the road and drop-offs through trees on the other, and the majority of the course is lined with pine forests interspersed with alpine pastures and cattle, and a final rush through a couple of hairpins takes us past the timekeepers' box, located on a curve right at the summit. There'd be fabulous vistas across the valleys if we weren't up in the clouds – and, by late afternoon, in pouring rain. There's an assembly area below the start, and a collecting layby after the finish line. A paddock just over the summit consists of a hillside web of single-track roads with

individual grassy pull-ins where cars are fettled prior to their runs. The Rossfeldstrasse effectively forms a circle, so, unlike most hillclimbs where the competing cars have to descend the route they've raced up, in batches after each category has performed, at Rossfeld they can carry on going down the other side of the hill and back to the startline collecting area.

I have to say that, trying hard, it's very easy to see how the slightest distraction would have you off the edge and into the trees. It's pretty fast, well surfaced and consists of a succession of curves, esses, sharper bends, interspersed with very few straight bits, and a dozen or so challenging hairpins. And in a quick car they come up on you very swiftly. Providing my colleague with ample opportunities to snap sharp

shots for this feature, I drive around bends that we've earmarked as being somehow special, and that means driving to and fro between safe turnaround points, maybe eight or ten times. Ruminating bovines regard us with indifference from their Alpine meadows. There's method in the madness, because it gives me the opportunity to learn some sections of the track quite thoroughly, and as we've driven the whole Rossfeld Strasse in both directions several times scouting for locations we've come to know the whole route reasonably well. So I can confirm that this is one heck of a demanding stretch of road, and no wonder they decided to run a competition up it. Cars are flagged off at 30-second intervals, and from the starting kiosk where they take off, there's a scant 50 metres before the

The 991 Turbo makes light work of the treacherous conditions. Would be interesting to compare its potential against its Porsche hillclimb forebears

Below: Very early competitive outing for the SWB 911 in the hands of Eberhard Mahle in 1966. Gradient clear to see, plus a flamboyant slide!





Conditions can change very quickly at this sort of height. PDK an unheard of luxury compared to the sort of shifting our '50s and '60s hillclimb heroes were used to

first hairpin, where tyre marks and indelible tread patterns on the asphalt provide testimony to the aggressive getaways as cars power away from the start. Our Red Rusher is extraordinarily fast by any standards, and I reflect that, with 560bhp on tap at 6500rpm, I must be going up the hill at least at a similar pace to the 1960s racecars, benefiting from my on-board traction control systems. The turbo cuts in smartly and it's like a rocket blasting off when the car shoots forwards. The slightest throttle pressure has it dropping a couple of gears and the revs soar and off it goes again. I address the hillclimb with a bit more vigour, and I'm surprised to find I've got quite a sweat going on, because it's actually quite demanding. I surge up to the corners and attack them, finger-tipping the paddles and braking hard while it drops a couple of gears, and I can turn in with total precision, keeping the throttle on round the apex, and power out again, steaming up the hill to the next hairpin, round that and then hurtle upwards with blasts of power between each curve, left-right, left-right, straight-lining the bends wherever possible

to get the optimum line up to the next hairpin. There's an urgency, an incessant, repetitive quality to it. There must be at least a dozen hairpins on the way up as well as numerous interestingly cambered bends. Some are more open, others tight where the road narrows, with stone walls lining the drop-offs in places, and buttressing the banks in others. Sport mode is irresistible, and we have a real

own. Halfway up, I pause by a big boulder close to the edge of the track, and it bears a workmanlike metal plaque dedicated to Ludovico Scarfiotti, who was killed here on the 8th June 1968. It consists of a steering wheel and a painted portrait of him. A works Ferrari star who'd won Le Mans in 1963, "Lulu" was also two-time European Hillclimb Champion (1962 and 1965) in a Ferrari Dino, and on that fateful day was handling

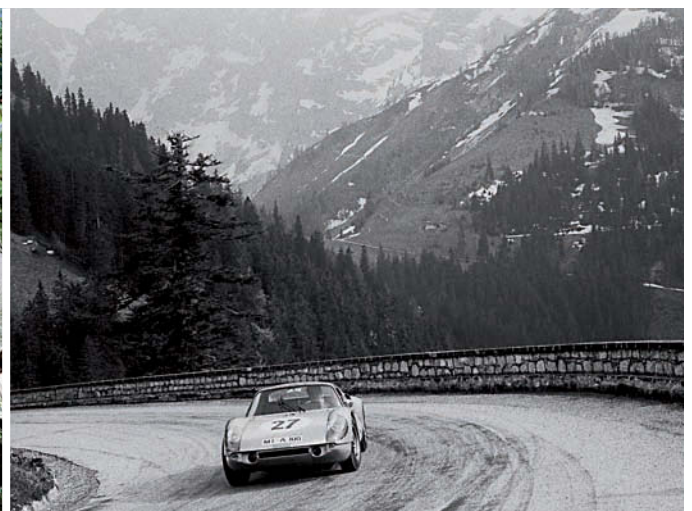
“ It's actually quite demanding and I've got a bit of a sweat going on ”

cacophony echoing off the walls. I flash over a couple of bridges too, oblivious to the rushing torrent beneath. There are only a few buildings beside the track, though we break at lunchtime to investigate a couple of café-restaurants overlooking the course.

Tributes to fallen comrades grace certain racetracks, and Rossfeld has one of its

one of three works 2.0-litre flat-eight 910 Bergspyders. (Think 910 without roof and with minimal screen, precursor of the 908/2 Flounder.) Though the monument is alongside a straight bit, the Porsche actually went off on a nearby right-hander, 50 yard-long skid-marks leading over the edge and into the trees below. Its luckless

Below left to right: Period colour shot of Rossfeld paddock in 1967. Edgar Barth Gedachtnislauf in a 904 in 1965





The 991 Turbo proved to be the perfect weapon for such a trip. The consummate performer in all conditions from autobahn blasting to hillclimbing

driver was thrown out and suffered fatal head injuries. One rumour suggests he was distracted by a spectator, another that the throttle stuck open, and it may be coincidental that he crashed just after his teammate Rolf Stommelen had also gone off lower down the hill, wrecking the car but sustaining only a broken arm. Maybe he

also died a year later on the Nordschleife, and Stommelen succumbed at Riverside in 1983. Tough sport, motor racing; even something as apparently innocuous as hill climbing. This one can come back and bite you. Or drown you, in Mr Fraser's case.

The heavens have opened – and up here we couldn't be much closer to them and still

Saarbrücken and then up to Luxembourg. It's such a consummate mile-muncher, this car. Nothing comes close to it, though we are occasionally overtaken ourselves by even more fixated speed junkies. Without exception they all anchor up obediently when the 130kph signs appear. Most of this is autobahn and, eventually, autoroute, apart from a stretch where they appear to be thinking about dualling it near Kaiserslautern. I almost resent having splashed out for Aral's 102 RON as we can't exploit the high-octane adrenaline lift-off like we could on the unrestricted three-laners. We overnight beside La Meuse at Namur, Belgium, and by mid-morning next day we're at Calais, boarding P&O's SS Spirit of Britain. So far our Turbo Rouge has travelled around 1400 miles (2250kms) on this trip, averaging 28mpg in all manner of conditions. We hunker down in the Club Lounge for a spot of R&R. There's a sea haar rolling in, and here we are, even at sea level we're in the mists again. A foghorn booms dolefully. Thanks, but I'll take the donking Alpine cowbells every time, please. **PW**

“ Our Turbo has travelled 1400-miles and averaged 28mpg ”

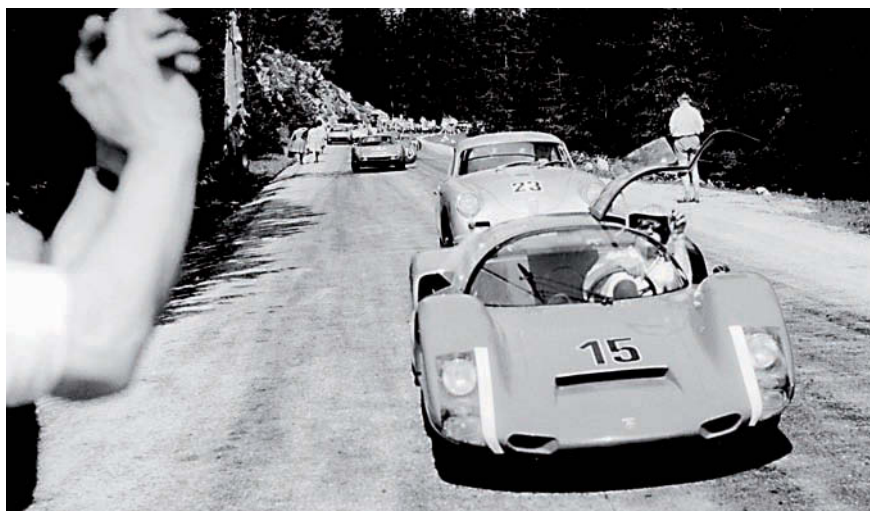
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Thanks to P&O Ferries for the cross-channel cruise: poferries.com And to Porsche GB for lending the marvellous red 991 Turbo for the trip. porsche.com/uk

was fazed by that. Whatever, Gerhard Mitter, driving the third works 910 Spyder, posted fastest time up the hill to win the event and clinch the championship. Odd they didn't pull the team after Scarfiotti's death. But it was a bad year, '68, with Scarfiotti's friend Jim Clark killed at Hockenheim, as well as Mike Spence at Indianapolis and Jo Schlesser at Rouen. And while we're on this mawkish tack, Mitter

be on *terra firma*. My colleague sloshes about, still grasping for the quintessential shot from behind a hairpin parapet with, likely as not, just fresh air behind him and the valley 1000ft below. So we call it a day, ease down the hill – which now resembles a fast flowing river – and point the Red Rusher northwards.

Halfway up Germany we try a different route, hooking off at Karlsruhe for



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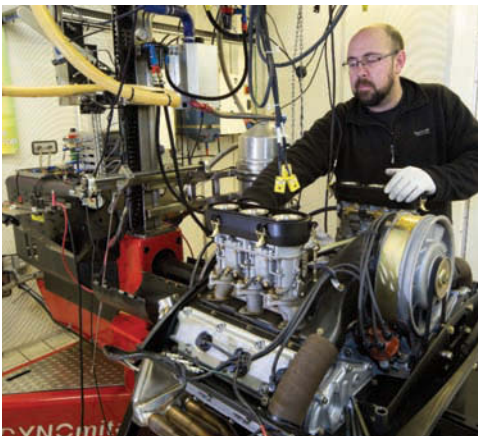
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SEARCH FOR JAMES DEAN

“Live fast, die young.” No, James Dean never actually said it, as is often thought, but he certainly accidentally lived by the mantra. A chance trip to the States last year saw Dep Ed, Brett Fraser, join other James Dean/Porsche devotees for a drive to the crash site to pay homage to the star and his 550 Spyder, AKA ‘Little Bastard’

Words and pictures: Brett Fraser

We're on the trail of James Dean. More accurately, we're following the trail James Dean took on his final, fatal road trip. Why? Because we're helping to commemorate the 60th anniversary of the young Hollywood star's tragic demise on 30 September 1955, en-route from Los Angeles to Salinas where he was due to take part in a road race. And because when you're in LA on a visit, it seems a kinda cool thing to do: it's the perfect blend of celebrity culture, car culture and Porsche culture.

Our journey is set to take us on a route that shadows the path Dean took six decades ago on the first and last drive of his brand new 550 Spyder, nicknamed 'Little Bastard' for reasons that historians can't quite agree on but which, given the outcome of their short relationship, seems apt enough whatever the truth happens to be. We're along for the ride at the kind invitation of Shan Wafford, a beaming, baseball-capped American who has borrowed several thousand dollars from his father to create what he hopes will become a regular pilgrimage on the US

automotive events calendar.

Shan's joining instructions list 1219 Vine Street in downtown Hollywood as our meeting point, and wary of the fabled slothfulness of LA's rush hour traffic, we make an early start. Turns out that, today at least, Californian congestion is no match for the British version, and we park up an hour ahead of the 9.00am meeting time. Only we're not sure we're in the right spot, regardless of what the TomTom has to say about it; Dean's day began with a visit to Competition Motors to collect the Spyder, yet there's nothing here that's the slightest bit reminiscent of a 1950s garage. Plus there's no sign of any Porsches or any other cars that look likely to be making a long hike north today.

Just in case we're missing a trick here, we do several loops of the block, with the satnav steering us back to exactly the same point every time: the Taglyan Cultural Complex, an imposing if somewhat faceless sandstone edifice that sits upon the old Competition Motors site. Dean, apparently, lapped the block a few times, too, when he first got the keys to the Spyder, so even if nobody else rocks up today, we've already

replicated part of the Hollywood heartthrob's fateful excursion.

As 9.00am approaches a red 911 Targa with a car-bra does likewise, followed shortly afterwards by a Chevrolet Corvette and a brand-new Mustang; people pile out with cameras and car-related teeshirts and it looks as though we could be in business. Then a current Boxster sidles up to a parking meter, Wafford at the wheel, and we're finally convinced we're in the right location after all.

Shan Wafford is amiable and nervous. He's invested a not inconsiderable amount of cash and a hearty number of man-hours in this adventure and this is crunch time. He's clutching goodie bags with commemorative teeshirts, bottles of booze, CDs and a few other bits and pieces, and although the numbers are limited there's a real chance that he might not be able to give them all away. You sort of imagine that just about anything you organise in the States will attract a fair crowd simply because it's a reasonably well-populated country, and yet we're in no danger of blocking the sidewalk outside the Taglyan today. And that's despite this seemingly

Replica 550 Spyder poses with James Dean Trail organiser, Shan Wafford's Boxster under James Dean billboard at Blackwell's Corner garage, where James Dean is purported to have had his last meal



being the sole tribute to an American icon on the 60th anniversary of his passing.

Aside from the 'car guys', we bump into a James Dean fan, Crystal Freire, and her family, who intend to trek along with us. 'I went along to the Egyptian Theatre in 1985 for the 30th anniversary of Dean's death,' she tells us. 'They ran the movie Rebel Without a Cause and some of the surviving actors from East of Eden were there. It was a great experience for an 18-year-old.'

We're impressed with Crystal's passion for her hero, but as a Porsche magazine we're hoping for a few more, well, Porsches. After all, Dean made but three movies before his death, and over the decades his name seems to have become as closely associated with the products of

Stuttgart as with the silver screens of Hollywood. Truth be told, we're wondering if today's jaunt might not be for us. And then a 550 Spyder snarls up to the kerb...

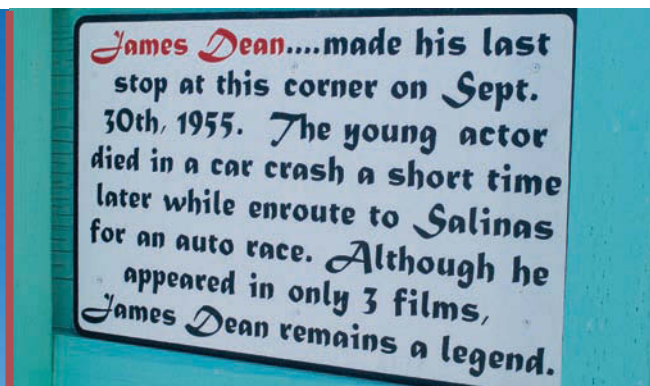
It's not real. Of course it's not real. This is Hollywood, baby! Sure looks good, though. Different to other replicas we've seen, too, because it seems a bit "shabby" around the edges. It's made by Fibersteel, based in Azusa in California, not far from Pasadena, and company boss, Russ Rodriguez, gives us a quick low-down on why he made it. 'I fell in love with the Spyder 20 years ago, when I couldn't afford one, and now I've ended up building my own – we sell our turnkey replicas for about \$150,000, against roughly \$5-million for the real thing.

'I bought the tooling for the body about

six years ago, and what really appealed to me was that the moulds were taken off a genuine competition car back in the 1970s when nobody really cared that much about 550 Spyders. Consequently the body is imperfect, with inconsistent panel gaps and dents and grazes: just like the real thing. You can't put a smile on the Mona Lisa! We make the body from an epoxy-based resin and give it a special aluminium finish, complete with scratches.'

While the body eschews original materials, Fibersteel goes to painstaking lengths to ensure other components – door hinges and catches, instrument bezels and switches, even toolkits – are as close to original spec as modern production can bring them. Yet with certain adjustments for

Above: The start point for our journey, and James Dean's last. This is the spot where Competition Motors sat in L.A. It's now a faceless corporate monolith. Below: The legend according to Blackwell's Corner garage





contemporary roads and driving conditions: the floorpan is thicker than the 550 race car's to survive under-funded road repairs, and with higher traffic volumes the Fibersteel replica has four-wheel disc brakes, hidden behind aluminium shrouds that mimic drums.

Despite the concessions to modernity, as we saddle up to depart 1219 Vine, the Spyder replica seems tiny and vulnerable wading into a stream of king-sized Americana (and Japanese) motor cars and pick-ups. But in tribute to the late Mr Dean who had a similar disdain for personal safety, team Fibersteel wears but teeshirts and sunglasses.

For non-Los Angelinos, Shan's route directions read like a reference to every book, movie and TV cop show you've ever been subjected to about the area – cross Hollywood Boulevard; pass the Capitol Records Building; turn left onto Highway 101 North; the Hollywood Bowl is on your left; take the Ventura Boulevard exit...

Our first destination is the A Touch of Romance drive-thru flower shop, once upon a time the Mobil gas station at the junction of Ventura and Beverly Glen Boulevard where the famous final colour photographs of James Dean alive were taken. When you

look at one of those shots, the 24-year-old pulling on his driving gloves as he smokes a cigarette in a petrol station, you start to wonder if his death was pre-ordained, even if the link between airborne hydrocarbons and naked flames wasn't so well established back then as it is now. The flower shop has since been used as a location for the TV show *Six Feet Under*, which has a nice irony to it.

With a custom car tuning shop bordering its forecourt, A Touch of Romance might seem like a place to linger, but Shan's plan involves a lot of driving and we need to be off sharpish. Maybe in 1955 Jimmy D cleared the LA sprawl not too far later, but for his 21st century followers the conurbation stretches on and on, although it turns out not to be quite the never-ending nightmare that media myths might have you believe. The 405 Freeway takes us north past Van Nuys Airport where *Airwolf*, *Silent Running* and some episodes of *24* were filmed, and then on to Interstate 5. Dean didn't actually take the I-5 because it hadn't been built back then, but Route 99 that he did take still runs parallel, in places now quaintly labelled as The Old Road.

Even before we reach Six Flags Magic Mountain in Valencia, a theme park that is

home to 19 rollercoasters to the north of LA, there's a sense that we're entering a wilderness. And not a metaphorical one. Either side of the freeway the landscape is barren and parched, in recent times the product of California's protracted drought. The landscape is hilly and expansive, and while there are signs of agriculture – a few barns, the occasional tractor – it's hard to see what's being farmed. Unless dust and parched grass are now foodstuffs. The hills we're traversing are known as The Grapevine, but we can see little evidence of those.

You've got to hand it to Dean, the kid had stamina. We're on the I-5 and we're bored as hell. The road is straight and mind-numbingly dull. Our Hollywood hero was travelling the old Golden State Freeway US 99 that would have had even less to look at and much lighter traffic to distract you. Plus he was in a rowdy race car with only a vestigial windscreen, no side-windows, no power steering or power brakes, and track-tuned suspension. Physically draining. Alongside him sat Rolf Wütherich, a Porsche factory-trained mechanic sent to accompany the film star by Competition Motors, but the Spyder would have been so noisy that normal conversation would have

Above: Could only be outback America. Long, straight roads to seemingly nowhere, or in Dean's case Salinas to race his 550 Spyder. Long, long straight roads must have been pretty tiring with just 1500 screaming cc's for company!

Below: Nowhere does a mildly hot-rodged 356 Speedster make more sense than in California. A James Dean lookalike? But of course. This is the Jack Ranch Cafe, where the wreck of James Deans's Spyder was towed





been tricky. Plus the heat washing into the cockpit from behind them must surely have been attention-sapping.

Roughly 76 miles on from A Touch of Romance, Shan guides us off the freeway and onto The Old Road. To a telegraph

the old-fashioned oil pumps – which give the impression of having been corralled into dismal pens awaiting slaughter.

Our small, rag-tag convoy – with Shan leading in the Boxster, closely followed by the Fibersteel boys in the Spyder rep,

have gunned his Spyder along here, got a feel for how it might perform at the forthcoming Salinas road race.

Just shy of 50 miles from where we turned north onto the CA-33, we reach the site of what was Blackwell's Corner, famous in Jimmy Dean lore as the place where he consumed his last supper. Actually it was a tad early for supper: depending on which account you believe, the Hollywood star tucked into either an apple and a Coke, or apple pie and a glass of milk.

The Blackwell's Corner buildings are long gone, replaced with a Texaco gas station that isn't so corporate as to not want to capitalise on the Dean connection. A huge painted billboard portrait of Dean's face dominates one end of the car park, whilst at the other a 40ft facsimile of our quipped hero points the way back out to the road. In a landscape full of nothingness, these memorials sure stand out.

We park up the Spyder for some pictures against the billboards and attract a stream of folk wanting to pose with the car. Most are from our band of hardy travellers, but the Spyder also draws in other gas station users who love the look of it and then slowly realise the connection between it and their current location.

Above left: At 'Touch of flowers' drive through flower shop! This used to be the Mobil filling station on junction of Venture Beverly Glen Boulevard and where the last photos of Dean alive were snapped

“ It was here at approx 3.30pm that Dean signed what would turn out to be his very last autograph ”

pole. On it are nailed shiny metal letters that spell out EAN. They used to spell DEAN but somebody stole the D. It was here at approximately 3.30pm that Dean signed what would turn out to be his very last autograph, on a speeding citation issued by California Highway patrolman O.V. Hunter. It's a strange shrine but one that our assembled throng seems reluctant to move on from: perhaps the distance is taking its toll. The Spyder rep looks very much at home on this near-deserted stretch of old school blacktop; you don't even need sepia-tinted spectacles to picture the bronzed A-lister relaxing at the wheel, forearm resting on the door-top, a wry grin on his face. And maybe a few flies in his teeth – the Spyder's cockpit does seem awfully exposed.

From here it's a case of 'go west young man', at least for 26 miles. We're scooting around Bakersfield on the 166, more colourfully known as 'The Racer's Road'. Not entirely sure why, given that it's pretty straight and uninteresting, but perhaps there weren't any police patrols along it back in Dean's day. For miles and miles on either side of the road the landscape stretches out flat and parched and empty, punctuated occasionally by remote farmsteads that don't appear to be growing any crops or raising any livestock. It's slightly eerie. As are some fields of blackened and rusting 'nodding donkeys' –

forming a sort of silver arrows spearhead – then turns north on the CA-33. Again the emptiness of this part of California is somewhat haunting. There seems to be no agriculture. Few trees. No wildlife, not even road-kill. Just low-level scrub for as far as you can see. It's getting a little hilly, at least, but by now we're all so bored of sticking to the speed limits that even those of us daunted at the prospect of an uncomfortable conversation with an officer of the California Highway Patrol are becoming throttle-happy. Despite his earlier ticket, you'd like to think that Dean would

Fibersteel Spyder replica mimics the rough and ready finish of the original '50s cars. Save for the real thing, it is the perfect travelling companion for the James Dean Trail





At this point 60 years ago Dean had but another 25 miles or so left to live and it's a wee bit spooky to be turning west onto the CA-46 and rolling along in his final wheel-tracks. The accident occurred at the intersection between the CA-46 (Route 466, as was) and the CA-41 (Route 41), when Donald Turnupseed turned his Ford Tudor

has parked up and emptied the rubbish from his footwell onto the grass. What was once probably a floral wreath attached to a barbed-wire fence is now a ring of rotting oasis turned crispy and brown by the fierce sun. Sure this site is remote, but given the alleged status of Dean in American culture, is this really the best the fans can do? And

us, including a French couple in a gorgeous black 356. Not wishing to further arouse the ire of Officer Asshole, we end our reverie and adjourn a mile or so down the road to the Jack Ranch Café. This was where the wreck – and it was an absolute and utter mess – of Dean's Spyder was initially towed, and is also now the home of a more stylish memorial to the young actor, fashioned from stainless steel and created by Seita Ohnishi.

And this is it: The crash site. Parched, windswept and sadly poignant, just a flag and what was probably once a floral wreath. Hopefully Shan's trip will become a regular event and James Dean's tragic crash site will gain the respect and regular attention it deserves

“ What was once probably a floral wreath attached to a barbed-wire fence is now a ring of rotting oasis ”

coupe across the path of Dean's Spyder, causing it to barrel-roll and crush itself. Although the road layout isn't exactly as it was on that fateful day six decades ago, the crash site is clearly marked out on the current grass verge.

As tributes to American legends go, the crash site offering is miserable and depressing. It looks as though a teenager

as if to reinforce our sneaking suspicion that the whole 'icon' thing is more talk than reality, a passing police officer shouts out through his patrol car's loud speakers that if we 'don't get off the verge right now, I'll be back writing out tickets.' Respectful officer, very respectful.

At least our memorial gathering has now grown a bit, with locals and others joining

More 356s, a Boxster and sundry other sports cars greet us here, as does a James Dean lookalike – well, as he might have looked had he lived a while longer. Cameras and phones click away like a cicada convention and Shan smiles the smile of a man who might not have gotten everything he wanted from the day, yet is pleased enough with what he has got.

For many of us it's our cue to shake hands and wave our fellow Deanists a cheery goodbye as we head back to Los Angeles. Shan and a few of the others, though, intend to stick another 120 miles into the day and finish the journey that Dean tragically failed to complete, all the way to Salinas.



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THE GLAMOUR OF DELINQUENCY

Design and automotive guru, Stephen Bayley's, latest book, *Death Drive*, explores the connection fatal attraction of glamorous stars and equally glamorous cars. Here we reproduce his thoughts on James Dean's end of the road

Words: Stephen Bayley

In *Rebel Without a Cause*, his 1955 breakthrough film, there is a scene where the impossibly handsome James Dean plays 'chicken run'. Two cars are driven towards a cliff and the first driver, whose nerve breaks, jumps out of his car, winning him the wounding title of chicken. Dean was no chicken, although he did popularise the duck's-arse, slicked-back haircut that Philadelphia barber Joe Cirello had created in 1940. It was a haircut that hinted at violence and signified style. In *Giant* – released posthumously – alongside Rock Hudson and Elizabeth Taylor, Dean played Jett Rink, a muscle-bound handyman with a greasy duck and buttons that became lasciviously undone: a Platonic bit of rough.

In character as Jett Rink, Dean took part in a US National Safety Council promotional film about road safety. The narrative concerns the dangers of driving fast and treating public roads as racing circuits. With a knowing admonition, the Rink-Dean character says: 'Remember, the life you

save might be mine.' Soon after, Dean was killed in a crash, sparing him, in the words of veteran New York film critic Pauline Kael, the miserable fate of 'being just another actor'. He was twenty-four and had made just three films.

Dean was an exemplary, thoughtful, tough-but-sensitive, bad boy possessing what Kael described as the 'glamour of delinquency', even as he read his favourite author, the gentle Antoine de Saint-Exupéry. His acting technique was primitive and unrefined. Kael spoke of 'strangled speech...confused efforts and gestures' and a 'beautiful desperation'. But he created something far more powerful than a stage or cinema presence: he created a prototype of talented, ruined youth. His awkwardness magnified, rather than diminished, his personality.

With his 'Dream as if you will live forever. Live as if you'll die today,' Dean spoke to a new generation, the first to experience the prosperity of America in the Eisenhower years and the first to find

remedies against smug suburbanism in sex, drugs and speed. The career-move of his dramatic death achieved a version of immortality for Dean that acting success could never have. Live fast, die young and leave a lot of mythology. Soon after his death, documentaries began appearing about him. One of the earliest was Robert Altman's *The James Dean Story*, of 1957, the celebrated moviemaker's very first feature film.

Cars and bikes were important to Dean. His career ran in parallel with the California sports car cult, when importers realised the attraction that light, powerful and manoeuvrable European roadsters would have for West Coast hedonists enjoying lots of sunshine and high net worth. Under the Sports Car Club of America (SCCA), racing became highly professionalised. Dean first bought an MG-TD, graduated to a Porsche Speedster, a cut-down 356, and nine days before he died, traded in that Porsche for a pure 550 racer which he entered for an SCCA road race at Salinas, John





It was a condition of selling a 550 Spyder to a rebellious 24-year-old film star, that an official mechanic accompanied him. This was Rolf Wütherich seen here overlooking the Spyder behind Dean. Wütherich suggested that they run the new car in en route to the Salinas Races where Dean was competing



Steinbeck's home town. There is a fine example of the 550 in the Porsche Museum at Stuttgart, but the most lasting memorial to this exceptional car is the afterlife of the wreck James Dean left in the desert sun.

Late in 1954 Porsche decided to make a short-run of its successful 1100cc 550 Le Mans racer to sell to its customers. A simple two-page brochure announced the availability of the Porsche 550/1500 RS Spyder, those initials standing for 'Renn Sport' or 'sports-racer'. 'Spyder' is an old term from the Italian coachbuilding trade, which was a little erroneously insisted upon by the influential US importer Max Hoffmann. It was Hoffmann, too, who persuaded Mercedes-Benz to sell the

300SL Flügeltürer (Gull-wing), thus he is an individual with a certain distinctive responsibility for creating the American reputation of the modern German sports car.

One of the first production 550s appeared at the Earl's Court London Motor Show of October 1954. It had a 1500cc engine making only a modest 110hp, but with its aluminium body by Wendler and space-frame chassis, the entire car weighed only 1320lbs, giving it astonishing performance. The 550/1500 RS Spyder cost \$5790 – twice as much as a standard 356. Dean bought one of five delivered to dealer John von Neumann. It was painted silver, the German national racing colour. He also bought a new Ford Country Squire station wagon to tow the car to races.

Contemporary comment on the 550 is revealing. The Porsche historian Karl Ludvigsen said people were 'amazed by its abilities' and Griffith Borgeson, writing in *Sports Car Illustrated*, described 'the savage, lunging character of the car under full throttle'. 'Up to 5000rpm', Borgeson said, 'it feels like one of the thurstiest machines you've ever driven, but then the cams hit their stride and the power really comes on.' The 550 had performance to push drivers back into their seats when accelerating or to hurl passengers out of them when braking.

Every road-tester commented on the amazing stopping power. Even though the 550 had only old-school drum brakes, which tended to fade, it was capable of amazing deceleration. In *Road & Track*, a bible of the sports-car cultists, Hansjörg Rendel wrote:

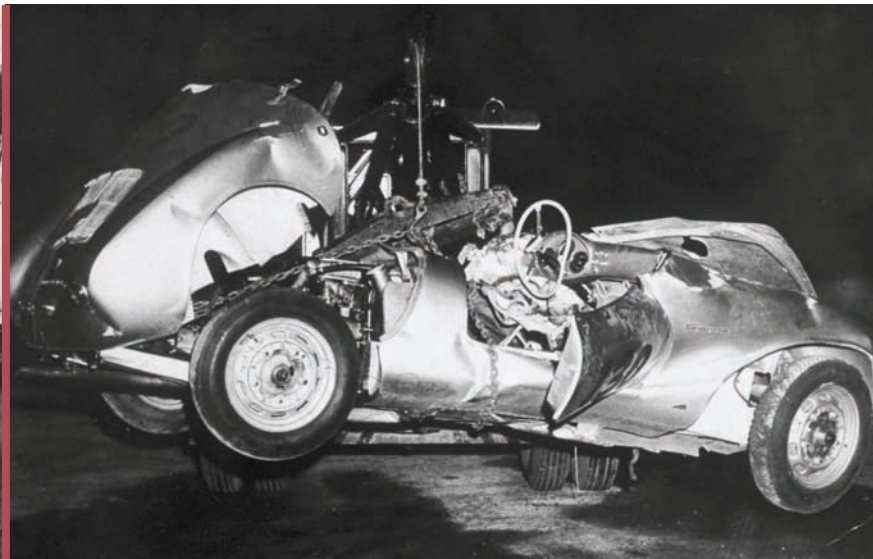
'It is easy to frighten almost any passenger unfamiliar with this car by approaching a corner at full throttle and, apparently, braking when it is much too late.' But there was some criticism, too. Despite steel webbing used to strengthen the space frame, 550s suffered from a lack of torsional rigidity: if you jacked-up a 550, you could neither open nor close the doors. The great US sports-car racer Ken Miles said this flexibility led to persistent and worrying oversteer, the technical term for a car that tends to be tail-happy.

Miles told *Sports Car Graphic* that the 550 felt 'loose' and found that on bumpy roads drivers experienced 'considerable wheel fight and frantic flapping of the front wheels, which were apt to be pointing in every direction except that in which the car was going. Miles, evidently not happy with the 550, said it could never be driven with real precision 'because you were never quite sure where in the turn the car would finish up'. Another 550 characteristic was, at 2.3 turns lock-to-lock, exceptionally quick steering. And it was also very low. So low in fact that one German racer drove an example underneath level-crossing barriers. So low, too, that James Dean's reputed last words before his collision were 'Hey, that guy's gotta see us'. Gotta did not come into it.

Dean was already an experienced racer, winning places at Palm Springs and Bakersfield road races in the Speedster earlier in 1955, but the 550 Spyder was a more demanding proposition. In what was surely one of the stranger meetings in Hollywood's strange history, Dean showed



Left: The remains of Dean's 550 Spyder after a collision with a Ford Tudor saloon driven by Donald Turnupseed. Wütherich survived the crash but died himself in a car crash in 1981. The remains of Dean's car were used in a macabre series of public exhibitions. After being shown as a road safety exhibit in Miami in 1960, the wreck disappeared and has never been found



off the 550 to Alec Guinness after a chance encounter at the Villa Capri restaurant. In his autobiography Blessings in Disguise Guinness said he found the weapon-like Porsche 'sinister' and told the younger actor, with resonant prophesy: 'If you get in that car, you will be found dead in it by this time next week.'

Get in it Dean did. On 30 September, he left Hollywood for the Salinas races, which were scheduled for the weekend. Because the 550 was brand new and he needed acclimatising, he decided not to tow the car with the Ford Country Squire, but to drive it himself. Preparation had not gone much beyond having George Barris, a Los Angeles hot-rod craftsman, paint the legend 'Little Bastard' on the Porsche's tail. Dean's passenger was his dedicated Porsche mechanic, Rolf Wütherich. In proper celebrity fashion, the photographer Sanford H Roth, on assignment for *Collier's* magazine, followed the Porsche in convoy in the Ford station wagon.

The route was north on the Golden State Freeway towards Bakersfield, where Dean was given a speeding ticket. He was doing 65mph in a 55mph zone. Then the Porsche and the Ford wagon bypassed built-up Bakersfield and followed the well-known racers' route to Salinas on Route 466 via Paso Robles. Dean was driving fast, overtaking slower traffic en route. As he approached the junction of Route 466 and Route 41 near Cholame, a 1950 black-and-white Ford Tudor saloon made to turn left and crossed the centre line...

Dean's Porsche was estimated to be travelling at 85mph when it hit the big Ford head-on. The fragile Porsche was mangled and the heavy Ford Tudor was pushed an estimated 39 feet from the point of impact. Roth, arriving about ten minutes later in the lumbering Ford wagon, took photographs of the crash scene: the Porsche had flipped and landed back on its wheels with Dean still trapped inside. Wütherich was thrown clear and found lying on the hard shoulder by the arriving California Highway Patrol. At 6.20 Dean was declared dead on arrival at the Paso Robles War Memorial Hospital. He was twenty-four.

The driver of the Ford was twenty-three-year-old Donald Turnupseed, a student at California Polytechnic, who was only bruised by the crash. Afterwards, he is reported to have hitchhiked home. It was the first Porsche celebrity crash and contributed significantly to Porsche's reputation for speed and metaphysical danger. For the rest of his life, Turnupseed was haunted by the calamity and, apart from a single newspaper interview after the crash, refused any public comment. He died in 1995. Wütherich died in a car crash all his own in Kupferzell, Germany, in 1981.

A ghoulish fascination still surrounds the crash and its circumstances. Dean's remains can be found in Park Cemetery in Fairmount, Indiana. The Porsche's remains, however, became part of a circus with its dismembered parts being treated with the reverence of medieval relics, possessed of magical properties and able to confer benefit or hurt on those who touched or possessed them. George Barris, the Los Angeles hot-rodder who had painted 'Little Bastard' on the tail of Porsche 550-0055, bought the wreckage, minus the engine and transaxle acquired by specialist Porsche collectors, and used it in a macabre series of public exhibitions beginning in 1956. After being shown at a road safety exhibit in Miami in 1960, the wreck of the Porsche disappeared and has never been found.

Meanwhile, the Cholame junction where Dean's Porsche hit Turnupseed's Ford has been remodelled to make sight lines safer. The photographer Sanford Roth died in Rome in 1962 while working on the set of the movie *Cleopatra*. Roth's archive of James Dean photographs, which established the dead star's iconography, was acquired by a Kobe businessman called Seita Ohnishi, who also built the stainless-steel memorial at the California crash site (not that it was evident on *911&PW's* visit). On Dean's grave in Indiana there is an inscription from Saint-Exupéry that says: 'What is essential is invisible to the eye.'

Possibly, but in 2012 a Porsche 550/1500 RS similar to Dean's was sold at the Amelia Island auction in Florida for \$3.685m. **PW**

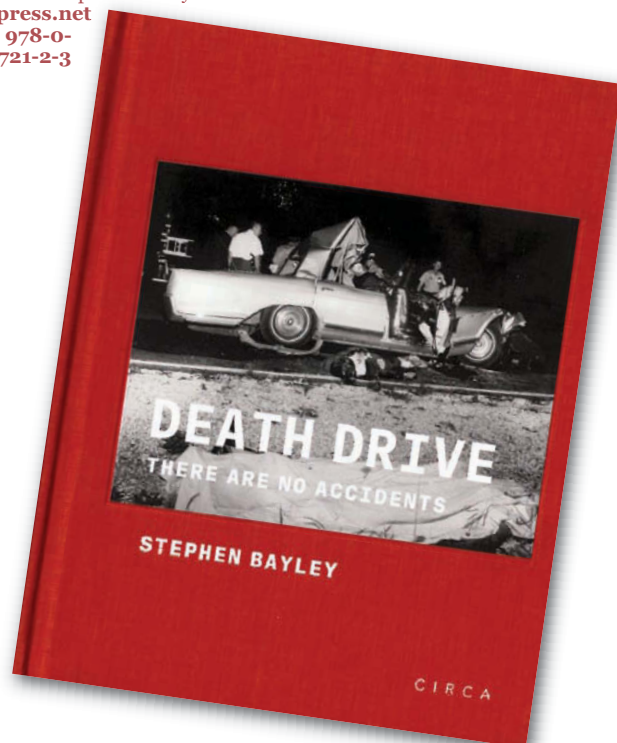
DEATH DRIVE

It sounds like a rather ghoulish title for a book, but Stephen Bayley's account of celebrity death involving fatal car crashes is a fascinating look into a world gone by, where the cars were as glamorous as the stars and danger seemed to be around every corner. From James Dean to Marc Bolan, Jayne Mansfield (as seen on the cover), Mike Hawthorn, Jackson Pollock, Princess Grace of Monaco and many others, this book fascinates in its detail and story surrounding that last tragic journey.

It's no coincidence that most of the subjects covered are from another era, says Bayley. Cars symbolised adventure and actually going somewhere in their more formative years, and of course there was the safety aspect, too. Bayley ponders whether there should be a second volume and concludes: "People drive less nowadays. The beginning and end of the celebrity car-crash exactly mirrors the rise and fall of the automobile during the twentieth century. Mobility is now in the head, not on the road." Dull, but undoubtedly safer that way.

Death Drive is published by Circa Press. circapress.net
ISBN 978-0-9930721-2-3

Above left: Number and legend 'Little Bastard' were hand painted on Dean's 550 Spyder by Hollywood hot rod legend, George Barris



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The place to buy and sell
Porsches and accessories
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TECH: HOW TO

STRING THEORY

Removing and refitting a typical Porsche's rear side glasses, or even its windscreen(s), requires little more in the way of tools than a broad plastic blade and a strong piece of cord – plus a bottle of 'secret' rubber lubricant and, of course, the necessary knack. Here Auto Umbau's Robin McKenzie (below) uses a 944S2's leaking rear quarter-window to demonstrate the inexpensive and inherently simple tricks of the trade. Story and photos by Chris Horton



Something almost implausibly simple for our how-to this month – in principle, anyway, if not always entirely so in practice. No more than three entirely non-moving parts to be removed and replaced – without any of the preliminary dismantling in last month's 997 coolant-pipe job – and neither a spanner

nor even a screwdriver in sight. (And especially not a screwdriver!) Indeed, the most sophisticated tool you will need is a broad plastic blade – or perhaps a pair of them – and a length of thick string or cord. Add some rather special rubber assembly lubricant – more on both that and the string in a moment – and you are all set to go.

The task, as you will have gathered,

is the removal and refitting of a 944S2's rear quarter-window, although exactly the same principle applies to the equivalent side glasses in all air-cooled 911s, as well as to the vast majority of those cars' windcreens and backlights (or their rear windcreens, if you are content to use more colloquial terminology). It's something that most of us would probably shy away from,

This car's window had to come out to fix a water leak (inset) with a new rubber seal, but you might need to do much the same job after a break-in, or if the car locks itself with the keys inside...

Secret of successfully removing the glass, perhaps leaving the rubber seal fit for use again (although it's always best renewed if possible) is to start by easing the latter's innermost edge down and away from the flange running round the aperture in the body, such that it starts to slip behind the metalwork. Just one of these broad plastic blades (NEVER metal!) may suffice, but here it is being assisted by a 'chisel' in a similar non-destructive material – and, in the 911 shown on page 103, by two blades and a chisel. Always start at the narrowest part of the window, in this case such that the trailing edge comes away from the body first (and goes back in last)

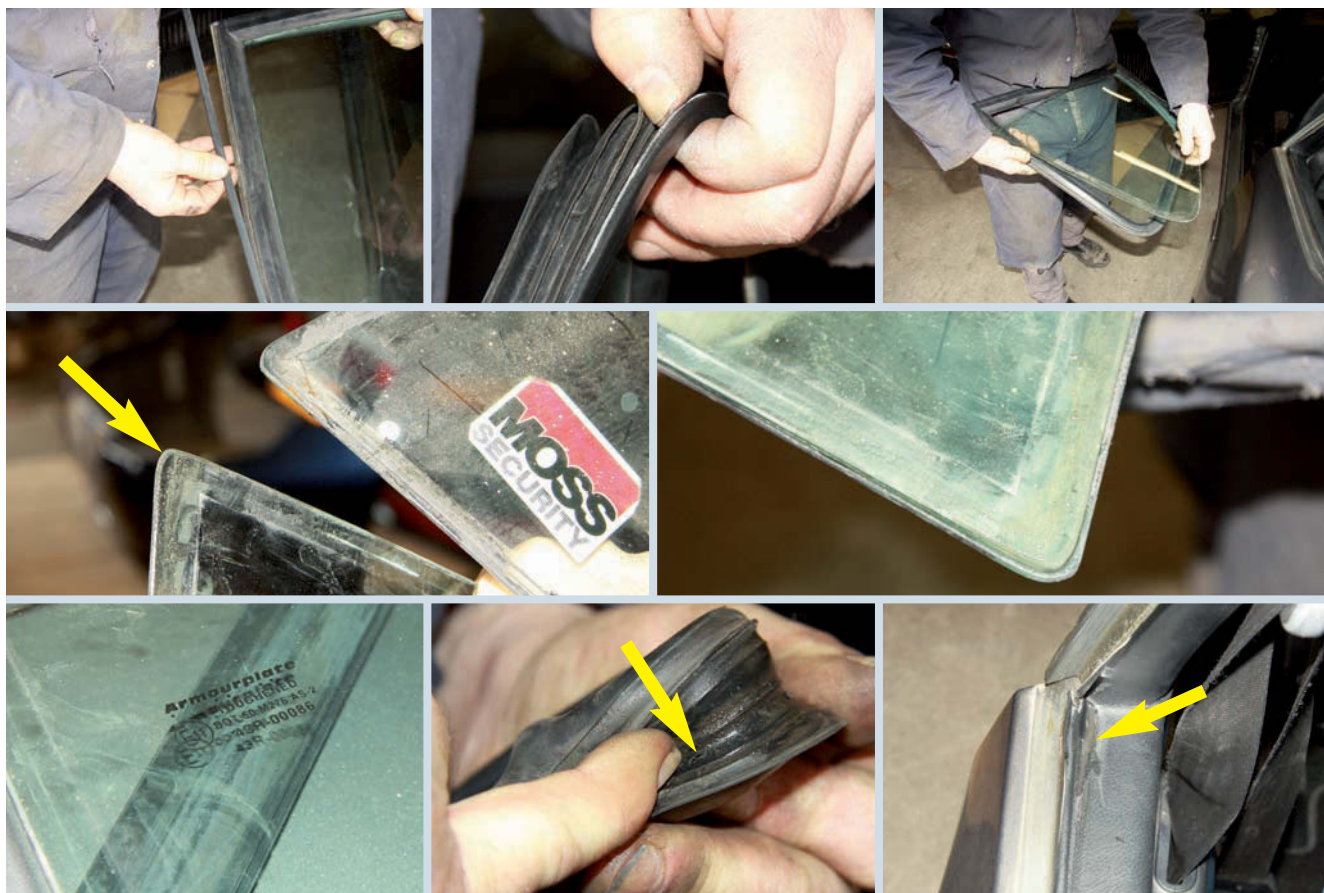


With the window removed from the car it is a simple matter to ease out the trim strip – but take care not to bend it, especially if in places it is adhering tightly to the rubber. Clean it, front and back, and put it somewhere safe until needed. Comparison between this car's after-market replacement window and an obviously second-hand but none the less original Porsche part (middle row of pics) suggests why the seal had been leaking: lower front corner (arrowed) is a little too angular and sharp, and had cut into the moulding (arrowed in the photo in the middle of the bottom row). Oddly, though, the entire pane also appears to be slightly smaller than the genuine part (middle row, right), and while arguably that might make it easier to fit, it could compromise the seal. It's usually easy to tell if your Porsche has replacement glass, by the way, even without removing it: Porsche windows, certainly of this later period, are marked as having been manufactured by Saint-Gobain Sekurit. Tell-tale mark on trim (arrowed, far right) show where water had been seeping through the cut in the rubber

fearful of all manner of horribly expensive consequences – especially when it comes to the thinner, lighter, rarer (and naturally rather more valuable) glazing in, for example, a 2.7 RS – but in truth it is less a skill that takes years to acquire and perfect, and more just a knack. And one that could win you many Porsche-owning friends. There are a number of reasons why one might wish – or more likely need – to tackle the job, certainly on a vehicle like this S2. A windows-out repaint, perhaps, in order to avoid unsightly (and deservedly devaluing)

overspray on the sealing rubbers. Here, though, the problem – not uncommon in 924s, 944s and 968s – was a minor but none the less persistent water leak into the cabin, probably the result of the previous installation of an after-market glass which, less accurately shaped than the original, had cut into the seal. That had probably been fitted many years ago after a break-in, itself a reason why you might now need to repeat the exercise – albeit in that case without the requirement to remove the window in the first place, of course.

But many cars with central-locking, both ancient and modern, have an irritating tendency to secure themselves seemingly at random – as does this S2, we are told – and if the only available keys happen to be inside at the time, then removing one of these side windows is going to be your easiest and cheapest way in. Under these circumstances you will almost certainly have to cut from the outside and so destroy the rubber seal, but there should be no need to emulate that 1990s' villain and smash the glass, with all the resultant mess



TECH: HOW TO



and inconvenience. (And remarkably even today a new 924-968 window seal costs just £30.30 including VAT from Porsche. The side window itself costs £135 all in.)

Whatever the reason for tackling the job, the optimum method by which to do so is with time and patience, determination and confidence, and not least a modest amount of muscle. It is hardly heavy engineering,

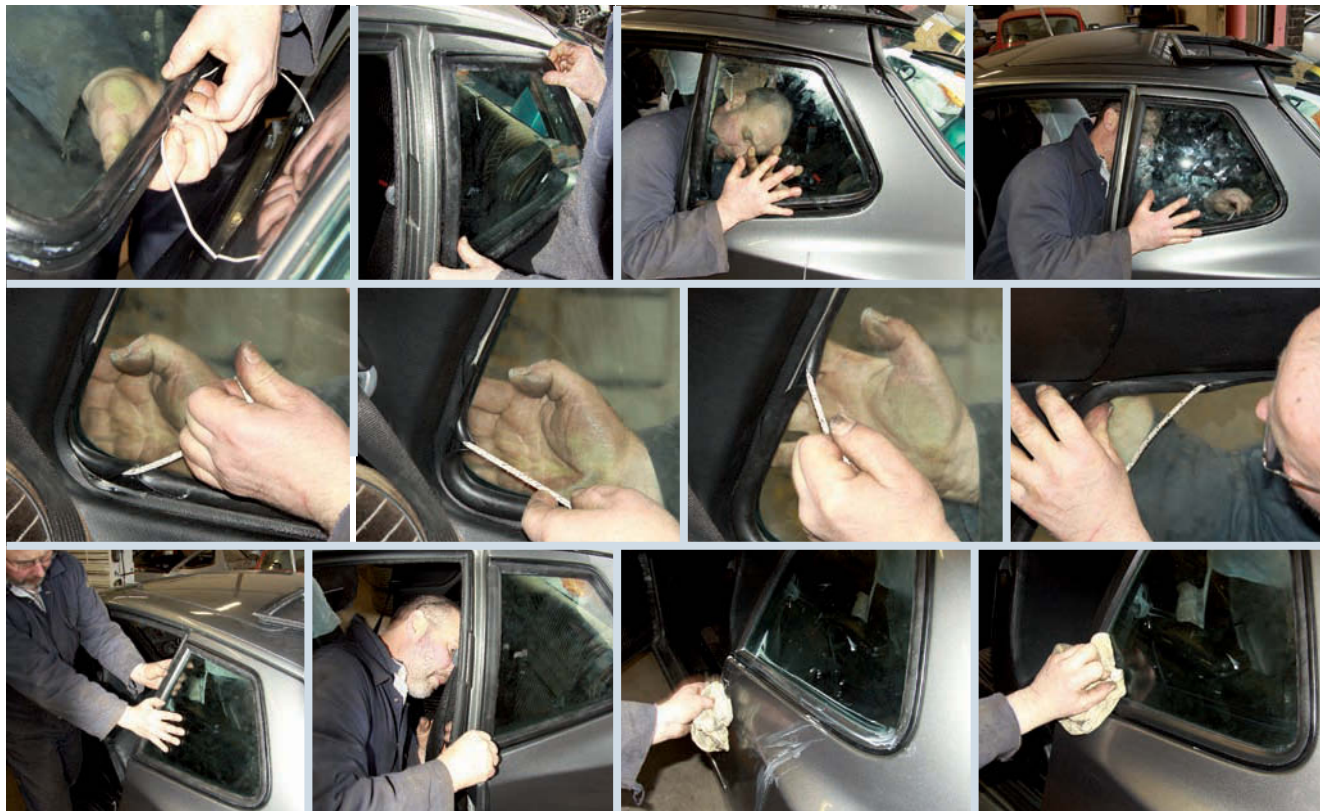
but it does require a degree of strength in your hands and fingers, and some dexterity. Both glass and seal must be in perfect condition, and likewise the body aperture. The 924/944 and 968 are generally pretty good in that respect, but earlier 911s are often far less so, with corrosion eating through the metal from beneath (see the photos opposite, shot during the early

stages of our long-running Carrera 3.2 restoration project at Auto Umbau). Under those circumstances attempting to cure a water leak from a mere window seal is akin to rearranging the deckchairs on *Titanic*.

Attention to detail is vital, of course.

Make sure that the matt-black trim that locates in a shallow groove in the outside of the seal is both undamaged and free

Old seal was in good overall condition, so without 'forensic' examination – and thereby spotting that small cut – it would have been easy to use it again, and so fail to cure the leak. But a new one costs only around £30, so it's better to be safe than sorry. Slide it round the perimeter of the glass (this car's owner elected to keep that after-market item, after Robin McKenzie had carefully smoothed the sharp edges with a special glass file). That P-80 rubber lubricant isn't essential at this stage, but it can do no harm. Liberally squirt P-80 into the shallow groove for the external trim strip (the surplus will wipe away easily when you have finished the job), and gently ease the strip back into place. Next, apply plenty more P-80 to the entire outer face of the seal (bottom row, middle). Make sure aperture in body is both clean and entirely rust-free, if necessary glueing internal trim fabric back into position



Lubricate your cord – long enough to pass right round the perimeter of the rubber, plus two 'tails' you can grab hold of – and push it fully into the primary groove on the seal, ie the one which locates it on the flange in the body. Cross the two ends roughly midway along the bottom of the rubber. Push the leading edge of the seal onto the 'B'-post (starting at the top; at this stage don't worry that it's not fully home at the bottom corner) and, while simultaneously pushing the glass forward and into the aperture (an assistant is useful for this) gently start to pull the cord such that it eases the seal's innermost lip out and thus over the flange. If you are using P-80 – and enough of it – everything should slide smoothly into place, but remember to keep applying firm hand pressure on the glass; you will struggle to break it...

Our sincere thanks to Robin McKenzie at Auto Umbau for his help in preparing this feature. (And many others over the last couple of years!) The company, which despite Robin's fondness for and obvious skills with air-cooled 911s, is just as much at home fixing water-pumpers ancient and modern, is at Wrest Park, Silsoe, Bedfordshire MK45 4HS; tel: 01525 861182; www.classicporsche.repairs.co.uk

HOW LONG IS A PIECE OF STRING?

As long as it needs to be, basically. Here that means sufficient to pass all the way around the perimeter of the relevant window, plus 'tails' – themselves crossing over midway along the lower edge of the assembly – long enough comfortably to grip in your bare (or possibly gloved) hands.

No less important is both the gauge and the strength of the string – thick enough and soft enough not to cut into the rubber (or your hands), but not so bulky that it becomes stuck between the rubber and the metal – and obviously man enough not to break under the not inconsiderable force that it may be subjected to. If it did, then you would have no option but to pull the window out and start again. For the same reason your string or cord needs to be fairly smooth, too – although, perhaps surprisingly, electrical cable seems to be of little use in this respect.

It is also essential that you suitably lubricate each and every item involved in the reassembly: glass into rubber, so that the latter sits tightly round the former; external metal trim into the rubber, so that it sits flush with the outer face of the seal; rubber into body aperture, so that it slides as easily into position as possible; and not least that string or cord, so that it stands no chance of snagging and possibly tearing the rubber. (And by the same logic you should only ever exert a slow, steady pull on it.)

Robin McKenzie's favoured tippie for this purpose is a milky liquid in a plastic squeeze-bottle, the latter grubby enough to indicate just how many Porsche windscreens and side glasses he has successfully replaced over the years. Made by International Products Corporation of Burlington, New Jersey,

and primarily for industrial applications, it is known as P-80 Emulsion, and we can do little better to describe its properties and usage than to quote from the manufacturer's own website (www.ipcol.com):

'P-80 Emulsion Temporary Assembly Lubricant is a biodegradable assembly aid that eases installation of tight-fitting rubber and plastic parts by reducing the force needed for insertion. Once assembly is complete, the lubricant dries and the part returns to its original condition. P-80 can be applied manually or automatically, by dip, brush or spray techniques. P-80 is used to install hoses, "O"-rings, seals, bushings, gaskets, grommets, grips and many other rubber and plastic parts. Use P-80 when a thin film of lubricant is desired.'

Unfortunately, if unsurprisingly, P-80 is neither particularly cheap nor easy to get hold of, and even your local specialist motor factor is unlikely to have heard of it, but

luckily Auto Umbau is itself a distributor. A sample bottle is currently priced at £4.73 plus carriage, and a one-litre container at £12.60 plus carriage. The latter would do for several dozen windows, but we suspect that once you have seen how extraordinarily versatile and useful this amazing stuff is you will be ordering it by the case.

As for that string, just about any good ironmonger (remember those?) or even DIY 'shed' should have something that will do the trick. Plastic blade(s)? Search 'car trim tools' on Amazon and you will find literally dozens of alternatives, at prices ranging from the affordable down to the truly must-have. This set (below) – almost identical to Robin McKenzie's inevitably rather more 'used' collection – recently cost the author less than £12 including postage, and those no less useful plastic chisels (ideal for scraping where you must avoid damaging the relevant surfaces) around £15 about five years ago.



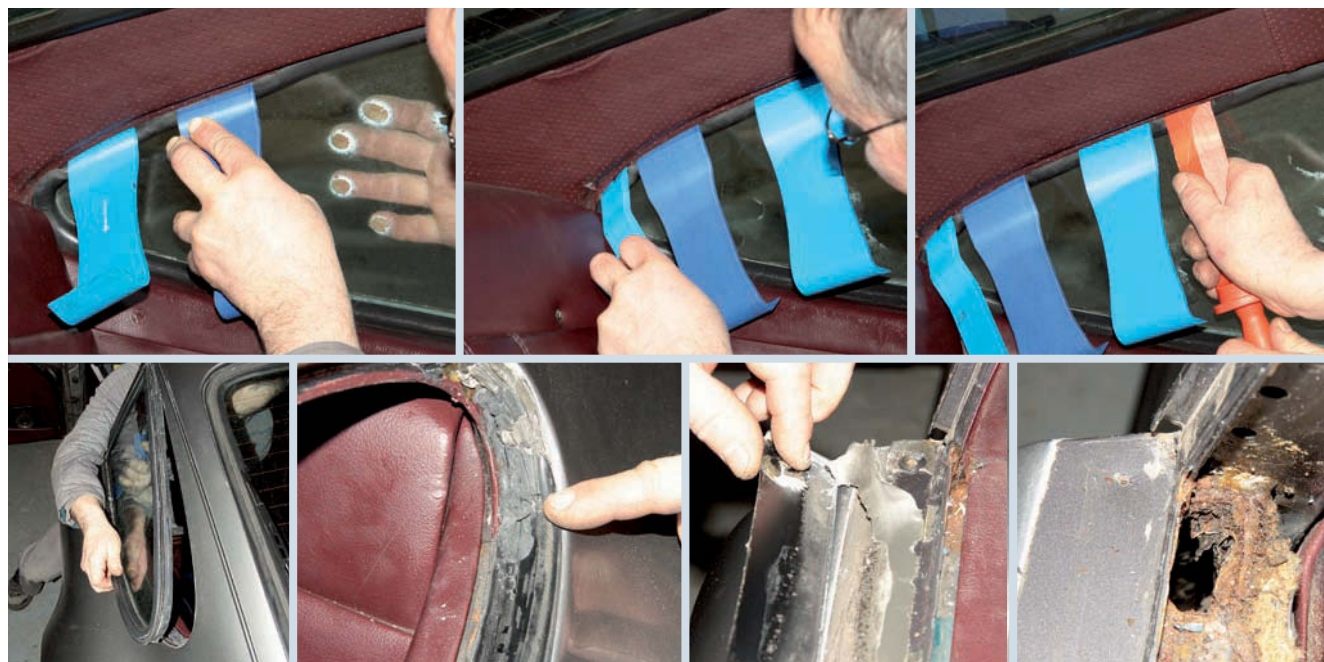
These photos, shot on the Carrera 3.2 resto project we began at Auto Umbau in 2014, show that exactly the same principles apply to the side windows (and windscreens) in pre-996 911s, as well. Ease out the tapering rear end of the glass first – perhaps using several of those broad blades, if necessary – and refit it last. This black sealant (bottom row) would have been bad news in the 944, suggesting someone had been in there trying to cure major water leaks, but in 911s of this vintage it would have been used at the factory. Either way, remove it before you attempt to refit the glass, and if necessary use a modern non-setting product – but always as little of it as possible. Final picture shows the 'B'-post rust that might reasonably lead you to believe the window is leaking when, in fact, the moisture is coming up from beneath the wheelarch. Plainly that needs to be addressed first, or you are wasting your time, as well as compromising car's continuing viability

from even minor distortion, and also scrupulously clean. If not, it will never fit correctly, and that, in turn, could well affect how the seal itself sits within the aperture. (New trims for these cars cost £40 each from Porsche including VAT, so handle them carefully.) Always fit the trim back into the rubber after that has been fitted to the glass, but before attempting to fit the assembly to the body shell – and the same applies to pretty well all such items, even those around the windscreen and backlight. There is no way you will ever fit it once the window and rubber are mounted, however

tempting it may seem to do it that way.

Likewise if for some reason you need – or decide – to refit the original rubber seal, then make sure that, too, is perfectly clean. It is a surprisingly complex moulding, with a number of grooves designed to channel moisture, and even the slightest trace of dirt or grit inside any of them could compromise their effectiveness. (And note, for the same reason, that you should never need any kind of additional sealant, whether mastic or liquid, to stop subsequent leaks. If you experience those, then you simply haven't done the job correctly in the first place.

And last but not least, don't overlook the trim material that is supposedly glued to the body shell from inside the vehicle. The overlap often varies considerably from car to car, and even within any single window aperture, and while you certainly wouldn't want to start cutting the fabric in an attempt to make it a little neater (with the risk of scratching the rust-preventing paintwork, but also that the fabric might later pull out from beneath the rubber), you do need to make sure that it is stuck firmly and smoothly to the metal. Any good fabric adhesive, applied carefully, will do. **PW**





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STODDARD PARTS

From humble beginnings as a small imported car dealership, Stoddard now manufactures and sells Porsche parts worldwide

Words and Photography: Matt Stone



It is unlikely that when MIT graduate engineer Charles Stoddard founded Stoddard Imported Cars in 1957 near Cleveland, Ohio, he had any idea that his business would ultimately be owned by Porsche, and that, in a very different and evolved form, it would still be in business nearly six decades later. Along the way, his small new car store sold nearly 30 different brands. At first the company was housed in a stillborn Tucker dealership property, which it quickly outgrew. For a time, Stoddard was one of only 13 Porsche dealers in the United States, ultimately taking on an Audi franchise as well. During the Porsche and Audi importation and distribution years, the company moved to a purpose built facility housing a Porsche showroom on one side of the property,

with an Audi store on the other, plus a substantial parts and service facility, something Stoddard felt was an important element of supporting his brands and customers. Realising in the early '70s that the Porsche 356 was already a classic, and that parts support for it was somewhat lacking, he went on a mission to buy up as many 356 parts stocks as he could locate and acquire. The business continued to evolve and, before long, Stoddard was producing high quality reproduction parts for Porsches. Chuck Stoddard ultimately retired and sold his business, which later separated into the new car dealership and the parts entities. After much evolution, Illinois native businessman Bruce Schwartz acquired the burgeoning parts concern, after owning and operating the dealership for some years

and Roger Penske ultimately ended up with the new car stores.

The dealership property is now empty and abandoned while what is now Stoddard NLA-LLC (the parts company) relocated to a nearby Highland Heights industrial complex. Even though Charles Stoddard is no longer involved, company president and owner Schwartz realised that the Stoddard Imports name had considerable brand equity locally, and with the Porsche factory and community, so the name stuck.

Strolling the current Stoddard 24,000sq ft office, warehouse and distribution facility is a somewhat dizzying experience for any Porscheophile. Much of Charles Stoddard's and the original business's influence is comfortably present. A lit Stoddard Imports pylon sign from the former dealership stands tall at the entrance to the warehouse, and the inventory, numbering,

The inner sanctum of Stoddard NLA-LLC houses owner, Bruce Schwartz's collection of Porsches, which is many and varied. The company was started by Chuck Stoddard, and specialised almost exclusively in 356 parts

Middle: Main man, Bruce Schwartz, has taken Stoddard a long way. Indeed, the company is one of the world's leading parts suppliers for all types of classic air-cooled Porsches. Stoddard's Parts and Technical Reference Catalogues are a 'must have' for anyone restoring a classic Porsche



and labelling systems developed and initiated by the MIT engineer are present and in use today. Plus thousands upon thousands of parts stashes, from single nuts, bolts and washers, to kitted bags of nuts, bolts and washers, to racks of floor stampings, glass and countless other pieces. Walking the facility with Schwartz, and Product Development and Marketing chief Mark Taylor, is a treat; they enthusiastically know what each and every part fits, and where to find it. While the business was founded on primarily 356 parts, it has since grown far beyond that, providing considerable parts and restoration support for virtually all 911, 912 and 914 models. "Bruce has invested considerably into tooling for hard to find or no longer available parts" notes Taylor, adding that many components sold under the Stoddard label come from suppliers all over the world. "We go wherever we need to in order to get the OEM or better quality and originality that we insist on." Wooden

display and storage boxes designed and built in house sit in the company's office; these travelling cases display a smorgasbord array of small parts, gaskets, bushings and seals, lights and lenses, plus a panoply of the stickers and decals needed to complete a platinum level

Schwartz will brag about it, or even say it out loud, but we're sure that Porsche Classic sources some of its parts inventory from Stoddard. Beyond that, Stoddard sells its wares worldwide, via the internet and the telephone, to individual car owners, shops and dealerships anywhere you can name.

“ We're sure that Porsche Classic sources some of its parts from Stoddard ”

restoration. Taylor adds that "you can't believe the number of pieces and hardware it takes to properly restore and assemble a set of 356 bumpers or doors", and the company has the bits that look right and fit perfectly. Stoddard not only reproduces parts for which it sees need and insufficient supply, but the company also sells OEM pieces if they have stock. Neither Taylor nor

"Must haves" are the company's comprehensive Parts and Technical Reference Catalogues containing a plethora of exploded drawings, diagrams, photos and part numbers; nobody should restore or repair a Porsche without one of these on their workbench; a bargain at just \$5 each. A few other areas of the Stoddard facility underscore the company's rabid



Carrera 3.2, the quintessential '80s air-cooled 911, and another part of the Schwartz/Stoddard collection

TECH: SPECIALIST



This is what it's all about. It's literally the nuts and bolts, washers, fixings, widgets and everything else that goes with parts supply. If it's not here then it doesn't exist, or it's about to exist if Stoddard can find a way to remanufacture a long lost part to O/E quality

commitment to Porsche parts. One is a comprehensive library of factory shop manuals, plus factory books containing accurate paint samples, charts of colour combinations, and even carpet, vinyl and cloth swatches: critical information producing parts and components where accuracy and authenticity are the foundation of your purpose. Schwartz's office is a working space to be sure, but filled with tons of great memorabilia, books and periodicals, and the proverbial die-cast models. More than a few of the walls boast copies of letters between Messrs. Stoddard and Schwartz and the Porsche factory and family. Mr. Stoddard, who is still around, although no longer a day to day part of the business, is an avid Porsche collector and is on a first name basis with several Porsche family members. Located between the main offices area and the warehouse is the "collection room" a simple, white walled garage area of Schwartz's personal collection of fine Porsches from nearly every era, plus a few customer and employee examples.

Walking through the warehouse, we spot a bay full of obviously used parts; engine cases, transmissions, sheetmetal, wheels, and other such ephemera. "This is inventory

that we'll sell at our annual swap meet" notes Schwartz. Stoddard has, for nearly 30 years, hosted an annual All Porsche Car Show & Swap Meet at its facility, a tradition begun by the founder and continued by Schwartz and his team. It's a great gathering of Porsche owners, customers and vendors from far and near, a bit of a customer appreciation gesture, and an open house for the company, generally held each June. The event kicks off on a Friday with a Literature & Toy Meet (fun for kids of all ages) with the Swap meet and low key show taking place on Saturday. One particularly interesting bank of parts bins is labeled ORI, meaning original, pure, new and perfect new/old/stock factory parts maintained as a parts reference by which to compare reproduced pieces for accuracy and perfection. And this stuff isn't for sale.

Our tour of the Stoddard offices and warehouse is about over, when Schwartz offers to show us the former Porsche dealership location in nearby Willoughby, Ohio, walking us into the collection room saying "you can drive – pick which car we should take." Hmm, tough. Lots of good choices. But the Guards Red 1987 Turbo coupe calls to us a little louder than anything else in the room. It's a dazzling

example, too, immaculate in highly original condition, not yet showing 20,000 miles on the clock. Schwartz previously owned a similar machine, sold it, and since missed it, acquiring this one about five years ago, with only half as many miles showing, admitting it's so damn fun to drive, he's quickly run up another 10,000 miles since. Other than the Porsche GT Sport steering wheel and some aftermarket aluminum pedal covers that were on the car when he got it, it's stock and much as he found it. Recall that by this time the 930 Turbo had come and gone from the US market a couple of times, returning in 1986, and much revised for 1987, benefiting from many of the evolutionary updates incumbent of the Carrera of model years 1984–1989. The '87 Turbo was up to 3.3 intercooled litres and 282 horsepower at that point, although still running the previously offered 4-speed manual transmission (the G50 5-speed didn't make its appearance in North American spec Turbos until 1989). Otherwise, these cars, like Schwartz's, had it all, including sunroof, full leather and air conditioning.

We leave the Stoddard facility heading into the somewhat woodsy Cleveland countryside; while you might think of this



Left: enough floorpans to restore a good number of classic Porsches. Neat boxes to display Stoddard's wares

Like most specialist Porsche outfits there is a serious diecast collection going on at Stoddard. Below: Taking a drive out to Stoddard's old premises in Bruce Schwartz's super low-mileage 930 Turbo



part of the American Midwest as pool table flat, that's not entirely the case. Schwartz, a local native, knows the area and the good roads, and soon has us comfortably powering through fast, smooth sweepers, needing relatively few revs to make good time, so generous is the Turbo's mid-range torque. Contrary to contemporary opinion at the time, this model is easy peasy to drive, with relatively light, highly communicative steering and ultra strong brakes. Its general handling persona is neutral at moderate pace, with plenty of grip from the massive rear rolling stock.

Schwartz guides us to an abandoned, non-descript grey building in a semi commercial area in nearby Willoughby Ohio, home of the old Stoddard Porsche/Audi store. It's a bit of a shame to see the lovely old purpose built complex sitting vacant and dusty, but it makes sense as most of the newer, modern car dealerships have moved to more upscale areas, nearer central Cleveland and major

freeway interchanges. We park up the Turbo behind the building and hike up the stairs to a deck overlooking the large vacant parking area, which was formerly home to new car inventory, and a great place to hold the swap meet. Penske's auto group still owns the building and property, with signage indicating that it's available for sale or lease. In spite of the somewhat

hesitation in our right foot, I promise. The snail spools up quickly, reminding us why these cars were such legends in their time, and have become so sought after and expensive in this time. We've little doubt that the 282 horse rating is conservative; it's 300 if its an ounce. The transmission doesn't shift as slick or smooth as a G50 would but it matters little, you don't need to

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“ Schwartz encourages us to explore deeper regions of the 930's throttle ”

naked desolation, the 930 looks at home next to the semi modern glassy grey structure.

Heading back to the current Stoddard locale, with the Turbo's fluids up to full temp, Schwartz encourages us to explore the deeper regions of the 930's throttle. No

rush shifts in this car to keep it moving, because there's enough mid-tach power that four ratios is enough.

Schwartz insists that this one won't be sold off so quickly. Why would he, because a) it's so fabulous, and b) he obviously knows where to get parts for it. **PW**



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THE TEAM

STEVE BENNETT



996 C2/944 LUX

Well, as you can see opposite, the 996 is a much improved machine thanks to a pile of work carried out by Auto Umbau. I'm loving driving it. The 944 might well be finished as you read this, too.



KEITH SEUME



912/6 'EL CHUCHO'

Three thousand miles and still an annoying misfire to solve. Beginning to think the car needs exorcising again. But it makes a great sound and goes like you know what. I love it. Honesty, I do... Really.



CHRIS HORTON



924S, 944

First and reverse are getting 'sticky' when cold, suggesting I might need new clutch hydraulics, but otherwise the 924S is going like a train. And a new Blaupunkt radio (and iPod player) means I have some ICE at last.



PETER SIMPSON



911 2.7 TARGA

I'm still working on parts for the 2.7 rebuild and have just received the full engine gasket set so am nearly ready to follow the build. I just need to locate someone to machine the heads!



BRETT FRASER



BOXSTER 3.2S

The hood's side panels are somehow getting misaligned when I put it up and sitting outside their frame - extremely annoying now the weather is improving and the roof is coming down more often.



JOHNNY TIPLER



BOXSTER 986/996 C2

The Silver Bullet - 986 Boxster 550 Spyder 50th Anniversary model - is still for sale at Paul Stephens, and Pig Energy - 996 C2 - has developed an issue with its gearshift, now being sorted by STR, Norwich.

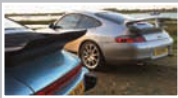


ANTONY FRASER



996 GT3, SC, TRACTOR

The 996 GT3 refuses to sell. Seems folk don't recognise a bargain when they see one. The 911 SC has received its new fuse board, but there's still a wiring issue with the fuel pump. We've got it sussed though!



996 SORTED!

All breath a sigh of relief. Bennett has finally got his 996 suspension sorted, so no more moaning about it being all 'stiff' and 'undriveable.' He's had the brakes done too, plus a whole load more...



The story so far: Bennett buys a 996 C2 and moans a great deal about the suspension. That about sums it up really, but at the grubby end of 911&PW it's rather in the job description to buy a Porsche that needs lots of stuff doing to it, or what would we have to write about? Had my 996 been perfect, then it would be a little dull, frankly. Not that there's much chance of buying a perfect 996 for £13k. At that end of the 996 scale the best I was ever going to manage was 'good for its age.' The 996 might seem like a modern Porsche - and it is in the great scheme of things - but early cars like mine are nearly 20-years old. As I've said with wearying regularity, most cars that you see on the road on an S plate are held together with hope and gaffer tape.

I bought my 996 because I thought it would be my last opportunity to get myself into a 911. A slightly paranoid view perhaps, but with all 911 prices being dragged along in the slipstream of the air-cooled market, I didn't think I had much choice. The choice of a manual 996 C2 was an easy one. It's the enthusiast's choice and making it an early one was a no-brainer, too. Good early versions of anything always have a certain purity. The first 911 I ever drove was a 996 C2 3.4 from the Porsche press fleet in 2000 and I loved it. If you'd told me back then that

I would have one in my garage for the price of a Dacia Duster, I would have said you were one cylinder short of the full flat-six.

But back to the plot. My car came with the highly coveted M030 sports suspension option. In fact it came with a lot of options, sports seats being by far the best of them, although cruise-control is quite a bonus, too. The M030 was way too stiff for my liking, particularly at the rear, but I decided not to throw the baby out with the bath water and buy the car anyway, on the basis that the suspension was probably pretty tired and would need replacing. The same, I figured, would apply to any 996 of this age, so it probably didn't really matter whether the suspension was M030 or standard. Besides, I would be able to tailor the suspension to my own requirements.

And so it proved. Up on the ramp at RPM Technik, for a thorough going over, the suspension was deemed to be pretty much shot. The dampers and springs themselves were OK (the entire M030 kit had been replaced about 30,000-miles ago at JZM by a previous owner for some reason), but the bottom arms, top-mounts front and rear, bump stops, various bushes and other sundry suspension arms were in a bad way thanks to general age and the harsh climate of the Scottish roads that my car had spent its recent years trundling around. Not a pretty sight, but pretty much par

STEVE BENNETT

996 C2/ 944 LUX

Occupation: Editor, 911 & Porsche World

Previous Porsches: 911 Carrera 3.2, plus numerous 944s

Current Porsches: 996 C2/944 Lux
Mods/options: 944: Augment Automotive ECU and camshaft, Koni dampers. 996: Eibach springs, M030 anti-roll bars
Contact: porsche.world@chp ltd.com

This month: Suspension sorted, much to the relief of one and all!



for a car of its age.

Getting the parts together was difficult. One of the joys of running a modern Porsche (and classic for that matter) is that, if you are within striking distance of a branch of Euro Car Parts, then parts supply is a given. My local branch in Bury St Edmunds soon had all that I needed, but the wait for standard dampers proved to be rather lengthy as Bilstein were having trouble satisfying what seemed to be a worldwide 996 damper shortage. All told my 996 spent many months sheltering in the garage until Euro Car Parts got some dampers in stock and I was ready to go.

This gave me plenty of time to consider my general suspension and rolling stock needs. I'd been impressed by the combo of Eibach springs and standard dampers on Dep Ed, Brett's Boxster, so I opted for Eibach Pro-Kit springs for my 996, to complement the standard dampers, which Eibach claim they're designed to work with. My car came optioned up with 18in wheels,

but I decided I was going to go back to standard and found myself some 17s complete with decent N rated tyres on eBay from TrimSport, who also do some pretty smart Porsche wheels of their own, plus they import the Magnus Walker range of classic Porsche wheels. In my mind it was crucial that on 17s the ride height was lowered so that the wheels really sat snug in the arches.

As a temporary measure I reckoned on sticking with the M030 anti-roll bars and seeing how they worked. So that was the spec: standard Bilstein dampers, lower Eibach springs, M030 roll bars and 17in wheels. The aim? A 996 that would work well on typical Brit roads, would move around a bit and wouldn't shake itself to pieces, plus look good in a lightly 'slammed' sort of way.

So in the last issue I had dropped the 996 off at Auto Umbau in Bedfordshire and the capable hands of Robin McKenzie and Terry Parker. I like their approach to fixing

Porsches and Robin has quite a collection himself, plus quite a haul of rare parts, which he's been collecting for many years. They've encountered every modern Porsche issue going and introduced real world fixes, plus future proofed engineering and assembly techniques right down to the aircraft grade assembly paste that they use on all fixings. If Porsche had used something similar when putting the modern generation of cars together, outfits like Auto Umbau wouldn't be having to cut suspension arms and other items off cars to remove them. As it turned out only one suspension arm had to be hacked off my car, but that is considered to be quite good going. Oh, and both rear brake backing plates had completely disappeared! One side still had the broken fixings in place, so they had to be removed, too. Anything else? Oh, yes. The ignition switch was a bit dicky and the key would require a wiggle to make the headlights work and other on-board functions. The previous owner had

Above left: A common sight in the world of modern Porsche ownership; four new 'coffin arms' required to replace the very-tired items on the car. History suggests this is the third set the 996 has required in 19-years. Above: Bilsteins and Eibach spring combo

Below left: Euro Car Parts supplied all the required suspension parts, while Auto Umbau in Bedfordshire handled the fitting



TECH: PROJECTS



supplied a new one, but I hadn't got round to fitting it. According to Robin this is a common issue and many folk/specialists fall foul of replacing the entire ignition barrel at great cost, plus, of course, the need for a new key, too.

Whilst up on the ramps at Auto Umbau it was quite obvious that the brake discs front and rear would need replacing, plus pads, of course, and brake fluid. Other jobs crept onto the worksheet, too. The clutch felt mushy, despite only having 25,000-miles on it. Robin reckoned that the hydraulic clutch fluid had probably never been changed. I decided to go for a low temperature thermostat, too. It's always worried me how seemingly hot 996s run. Robin recommended changing the coolant, for some super-duper Mobil stuff. No, it's not

Evans Waterless, but he rates it. Whilst underneath it seemed prudent to change the engine and gearbox oil as well. So plenty to keep Robin and Terry busy, then.

Not that they hung about. I zipped over a week in with my wheels and there was my 996 on the ramps stripped of all its running gear bar engine and gearbox, with the Bilsteins being fitted up with the Eibachs etc. The stuff that had come off was looking decidedly shabby after 19-years of service. I was starting to get quite excited.

And so it was I jumped on a train the other Saturday and made the convoluted journey from one part of East Anglia to another, but via London! Robin kindly picked me up from Flitwick station and we headed back to Auto Umbau's base in Silsoe. They say first impressions count and

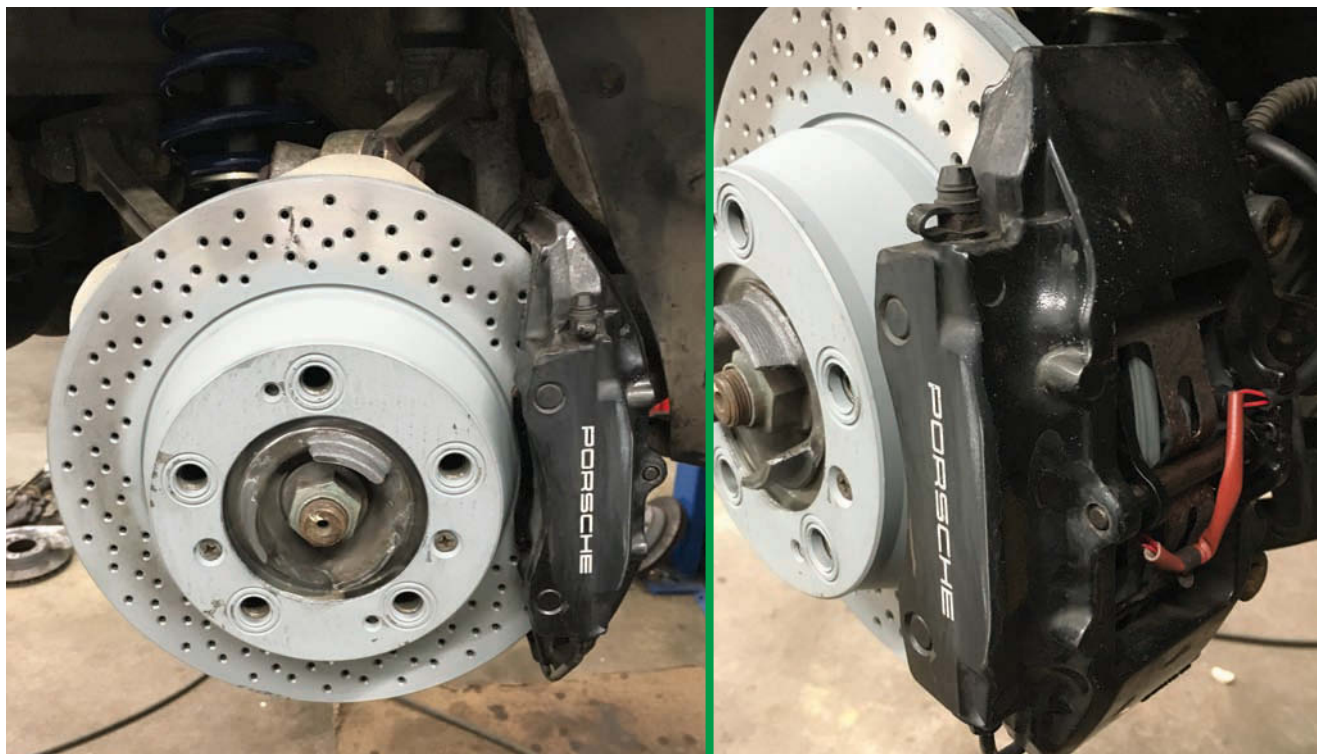
I was intrigued as to how my 'stanced' 996 was going to look on its 17s. Not only that, but there was the colour aspect, too. As purchased the wheels had been painted in an anthracite grey with pukka fully detailed/enamelled Porsche crests. How would that work with the silver paintwork? Well, to my eyes, pretty well. In fact it was just as I'd envisaged. The 17s need to be tucked into the arches. Any gap and they just look lost. The colour combo I loved, too. Aesthetics sorted, then.

And the all important driving aspect? Well, I just couldn't wait to get behind the wheel, but there was the small matter of payment and prising my protesting credit card from the dusty depths of my wallet. Not that Auto Umbau were about to fleece me. Nothing could be further from the truth.

Wheels on. Bennett, being some sort of self-proclaimed purist, has gone for standard 17in wheels. Beauty is in the eye of the beholder and all that, but he likes them and they do sit nicely tucked into the arches. He claims the ride quality is much improved, but then he would after all that moaning



Rear brake backing plates had completely disappeared, leaving only broken fixings, which had to be removed



New Pagid brake discs all round, plus pads. Originals were shot. Brake fluid replaced, too. Brakes now rather good!

CONTACT
Auto Umbau,
autoumbau.td.
com

A sterling job sorting Bennett's 996 out and a refreshing approach to Porsche upkeep

Euro Car Parts,
eurocarparts.
com

Aside from the Eibach springs, all parts required for suspension and brakes, plus low temp thermostat, came from Euro Car Parts

Eibach,
eibach.com

Pro-Kit springs work very well with the standard dampers

An excellent price for excellent work.

So, how is it? Well, I have to say, if there was no significant improvement, then I would probably have set fire to it. But within yards of leaving Auto Umbau's premises and trundling along the exit road of the rather palatial Wrest Park Estate, I knew we had it nailed. Gone was the crashing and banging and the feeling that the rear dampers were filled with concrete. There is now a compliance to the suspension. It doesn't seem to lock up as the going gets typically bumpy. Rumble strips on the approach to roundabouts don't

have me cringing in anticipation, expansion joints don't set off shockwaves through the bodyshell. Irritating creaks, vibrations and other sundry irritations have largely disappeared. I've attacked some of my favourite local roads – roads that I had my first 996/911 experience on 16-years ago. All good. Steering that wriggles away, keen turn in and that lovely pivoting feeling as the car turns and squats down and the rear end bites. Oh, and let's not forget that howling flat-six in the back, with its sports exhaust. 911 heaven.

On top of that, the brakes are spot on,

with loads of feel and the clutch feels so much better after its fluid change. In short it all works. There is no longer any conflict between the vital components. The suspension works with the road, rather than against it. The gearbox and clutch talk to each other and the brakes are progressive. Put all that together and it drives very well, thank you. And thank goodness. No more of me whining on about my below par 996.

So that's it, then? Well, no, of course not. There's loads more that I want to do, but for now it's mission accomplished and I can genuinely enjoy driving it. **PW**

And from the back... The wheels were an eBay purchase and came already painted. Kind of suit and offset the silver. Added bonus of decent N rated Pirelli and Continental tyres too. Yes, would have been nice to have a full matching set, but for £400 Bennett is not complaining



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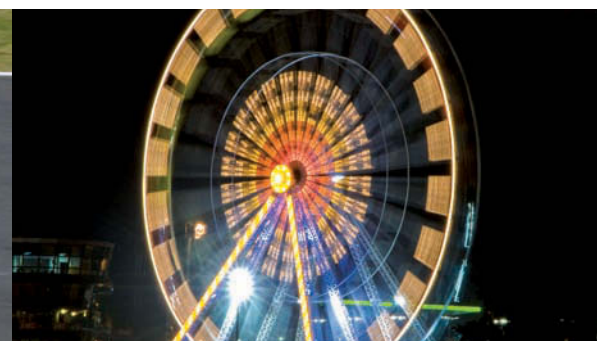
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TURBO TICKS THE BOXES

New Running Reporter, Steve Rockingham, says goodbye to a BMW M5 Touring and an E46 BMW M3 CS and welcomes a 997 Turbo to his fleet, which also includes a 997 GT3 RS. See, we don't all run old sheds at this end of the magazine!



STEVE ROCKINGHAM

2006 997 TURBO

Occupation: Construction
Previous Porsches: Two
Current Porsches: 997 Turbo/997 GT3 RS
Mods/options: Standard
Contact: srr@stephenrussellconstruction.co.uk
This month: An introduction to life with a 997 Turbo. Next month a new clutch under warranty!

After much deliberation, I have finally bitten the bullet and bought a 997 gen 1 Turbo. The major part of the deliberation being the decision to sell my wonderful E46 BMW M3 CS and my M5 Touring. Not many estate cars pack a 507bhp punch and will hit almost 200mph yet still have room for the dog! The V10 howl is something I will definitely miss, although its thirst for super unleaded must be helping with the world's oil glut.

By way of a small introduction I can really only be described as a devout petrol head which includes owning not only some nice road cars but some rather special ex works rally cars that I still use for competition and other prestigious events.

So having owned a few Porsches in my

time (a 996 C2, a 996 GT3 Mk2 and currently a 997.1 GT3 RS) I decided that a more "sensible" Porsche was needed and the hunt for a nice manual Turbo was on. Having seen a few horror stories – a car with a nice personal plate but not actually registered with it, a clearly crash repaired one and a very sad low mileage car – I stumbled across a lovely sounding example at Charles Ivey's in Fulham. I rushed into London to take a look despite only having one stipulation, the car must not be black. The specification of the car was so good it had to be seen despite being, you guessed it, Basalt Black. On arrival I was greeted by a very pleasant gentleman by the name of Genaro who showed me the car as it had arrived, with no prep or anything. All looked good, a few marks on the front bumper and a slightly damaged splitter, all of which

would be rectified. The ceramic brakes looked perfect and the everything looked as you would expect a two owner 28k mile car to look. Service history was all correct and, as some peace of mind, the car came with a warranty. It had all the obvious extras such as PCM sat nav, rear wiper etc, but to a motorsport enthusiast the sport short shift, axle differential lock-rear and PCCB ceramic brakes were particularly appealing.

As a bit of a purist I do like things standard and original so the nice new N rated Michelin tyres were great, but I had reservations about the aftermarket Europe exhaust, the only mod to the car. Well, all reservations were gone as the key was turned – the noise was fantastic! The added bonus was that the car also came with the standard equipment system so I could revert back to that if necessary.

Above and below: A black 997 Turbo, about as stealthy as near on 200mph motoring gets. Condition is as you would expect from a 28k car, purchased from Charles Ivey. It's a manual, too, which is a rarity and a pleasure that's denied to latest 911 Turbo owners





A couple of weeks passed while the car was prepared and I was then off to London to collect it. Well, Genaro and the boys at Charles Ivey had done a great job and it looked fantastic. So my first decent drive of a 997 Turbo was through central London. I was very pleasantly surprised; light clutch, no intrusive noise from that sports exhaust and, despite the 500bhp in the boot, it was as docile as the M5 in traffic. Once out of London it was time to see quite how well a 997 Turbo really does go... Wow! Effortless, constant performance, yet not harsh or extreme. The car is so totally different to my GT3 RS, which makes a wonderful noise but not surprisingly is like driving a race car on the road, super hard ride, quite noisy and constantly encouraging you to make the engine emit its wonderful sound anything over 6000rpm.

Chalk and cheese would be a fair comparison of GT3 RS vs Turbo. The Turbo is utterly flexible, will pull from almost any speed in any gear, but with its lighter clutch

and sports shift, gear changes are effortless. The instant torque and power from the turbocharged engine makes overtaking effortless and raises a few less eyebrows than a GT3 RS at 8500rpm. The car inspires so much confidence, especially in the wet. A trip to Brands Hatch on a nasty wet Sunday made me realise that Porsche motoring need not involve being ready with an armful of opposite lock every time you leave a roundabout, and the four-wheel drive grip was very welcome, especially with the available power under your right foot. Compare that to a wet trip in a GT3 RS, when you are pleased to arrive in one piece!

Other plus points are the Bose sound system, which you can actually hear at motorway speeds, and the adaptive sports seats which have infinite adjustment in just about any direction you wish.

If I had any criticism it is entirely personal regarding the steering wheel which is great as it is the Multifunction version, but the rim just seems too thin and spindly. Also, the

handling is fine but, as with all 997s, the front end, especially at speed, feels like it is bobbing up and down, but more of these in a future edition. Although equipped with the Porsche PCM with sat nav and telephone capability sadly, due to age, no Bluetooth connection is available which is a little annoying. In theory you could put your SIM card into the slot in the PCM every time you get in the car, but who wants to do that and keep putting it back in the phone? The simplest answer is a pay as you go SIM card which can stay in the PCM permanently so at least a call can be made or received hands free using the steering wheel controls. It also means you can be selective as to whom you give your Porsche number.

So far – and it's still early days – I am smitten with the Turbo. But don't get me wrong, the GT3 RS is a very special car and as a driving experience is just awesome, but to do a long trip, a weekend away or a leisurely drive around, the Turbo will take some beating. **PW**

Steve's fleet. GT3 RS, of course, uses the Turbo bodyshell, but is a very different beast. A real road racer to the 997 Turbo's everyday supercar experience



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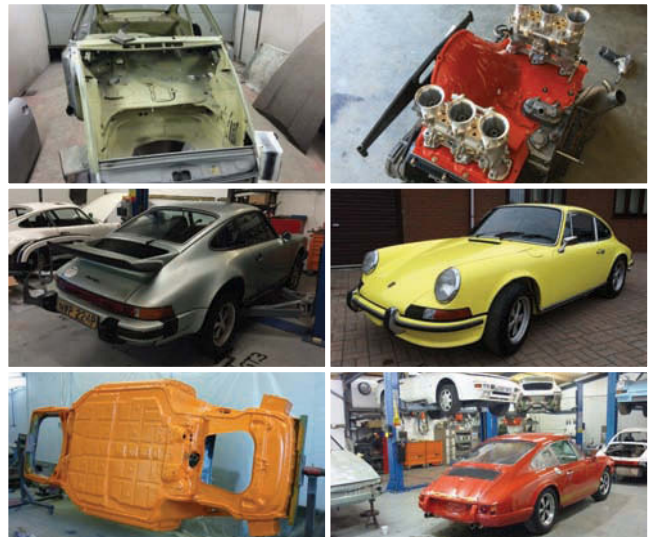
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Welcome to *911 & Porsche World's* Q&A pages, edited and assembled by the magazine's technical man and do-it-yourselfer, Chris Horton (above). The format is much as you would expect – you ask, and our experts do their best to offer a practicable, real-world solution – but we also pass on some of the knowledge that we gain during the course of our own work on the magazine and our cars. Either way, we routinely add as much detail as possible – including part numbers and costs, contact and website details, and any relevant illustrations that we can find. Prices quoted are to the best of our knowledge correct – for the UK market – at the time of writing, and generally exclude VAT unless otherwise stated. Naturally we do our very best to ensure that the advice and information given is accurate, but we can accept no responsibility for any effects arising from it.

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911SC'S FUEL SYSTEM WILTING UNDER PRESSURE?

Q I have a problem not dissimilar to John Dunbar's in your February 2016 issue (page 124), after my 1980 911SC had been left standing for several months, and in the process developed a starting 'issue'.

I appreciate Paul Stacey's earlier remark about John's car – that it is notoriously difficult to diagnose these faults without seeing the vehicle – but a few very basic possibilities have been eliminated already, and I was hoping you might have some other bright ideas. Essentially the engine turns over for quite some time before eventually firing. Various electrical faults have been eliminated, with a new distributor cap and rotor arm, new spark plugs, and not least a new set of spark-plug leads.

Fuel pressure appears to be fine, and the fuel filter has been replaced, but I am left with the impression that it must none the less be a fuel-related problem. When I loosen one of the banjo bolts on top of the mixture control unit, and then attempt to start the engine, there is little or no fuel present. But as I continue to crank the engine on the starter motor, fuel eventually begins to flow. It appears, therefore, that something is delaying the fuel reaching the injectors. Is this feasible, or am I perhaps looking in completely the wrong area?

Bill Douglas

A **Robin McKenzie, Auto Umbau:** This does sound to me like a fuel problem rather than an electrical or ignition one. What sort of condition was the old filter in when you removed it? If it was blocked with black sludge – as can happen to these units if they are not renewed frequently enough – then some of that contamination may have escaped into the downstream pipework, and subsequently caused a partial blockage.

Likewise the fuel pump. You appear neither to have renewed nor even to have tested that, so it is possible that it has partially failed – or perhaps its electrical supply is somehow compromised: check both the voltage at the terminals on the pump body (it's mounted above a stone guard, below and behind the fuel tank, and accessible only from beneath the car), and the terminals' physical condition. For the cost – around £120 from Euro Car Parts – it would be well worth fitting a new pump in order to eliminate it as a possible source of the problem.

Another possible culprit has to be the fuel accumulator, which as its name suggests is designed to maintain a 'head' of pressure in the pipework after the engine has been switched off, and so allow the engine to fire as quickly as possible when it is required to be restarted. Ultimately,



and with everything else in good condition, the accumulator should have little or no bearing on whether the engine actually starts, but a fault here, particularly in conjunction with a suspect pump, will certainly increase the time it takes for the fuel pressure to reach the required level. See the Q&A pages in the December 2014 issue (page 130) for a little more detail on replacing an accumulator.

Check, too, that the induction system's airbox has not previously been damaged by a backfire; this is a very common scenario in these models, especially if the ignition timing and/or the fuel/air mixture are wrongly set (and the latter is notoriously prone to uninformed meddling). The air leak that usually follows – between the two halves of the moulded-plastic chamber – normally causes all manner of

Airbox can be damaged by a backfire – itself often the result of incorrect mixture or ignition timing – leading to driveability issues. Only real answer is a new one – with pop-off valve, perhaps

So-called accumulator, mounted on the left-hand side of engine compartment, is designed to maintain pressure to fuel injectors after switch-off, and so aid rapid starting, especially when hot

driveability rather than starting problems, but in situations such as this you have to be 100 per cent sure that you have everything working for you, rather than against you.

If the airbox is damaged you will have little choice but to buy a new one from Porsche, at a cost of around £250. It can be fitted with the engine in situ, but I think it is far easier in the long run to take the power unit out of the car for better access. You should also consider fitting an after-market so-called pop-off valve to help prevent any such problem in the future (although late-model SCs had such a device as standard). We covered that in a brief how-to story here in Q&A in the August 2014 issue of the magazine. Better still, have the engine set up entirely correctly so that the risk of a damaging backfire is minimised.



REPAIR, NOT REPLACE!

Q My 944S2's battery, which is little more than a year old, keeps going flat. I have fitted a new generator drive-belt, and also made sure that it is correctly tensioned. I have checked the voltage across the battery terminals, both with and without the engine running, but there is only about a 0.4–0.6 volt increase in the former situation. This would tend to suggest that the alternator must be faulty, but there is no sign of the warning light in the instrument panel lighting up – and I know that works, because it comes on, as normal, when I first switch on the ignition before starting the engine. Any ideas?

Peter Hewlett

A **Chris Horton, 911 & Porsche World:** I would suspect a problem with the alternator's combined regulator and brush assembly. Shown in the accompanying photo (right) is the equivalent unit from the generator in my own 1987 BMW 525e, which last year suffered from pretty much exactly the fault that you have described – and even prompted me, probably needlessly, to buy a brand-new battery. In the end, I removed the alternator from the car and took it to my local auto-electrical specialist, Rees & Allen in Aylesbury, Buckinghamshire (01296 483586). They quickly diagnosed the fault, and a day later the unit was ready for collection with a brand-new regulator – and all for less than £45 including VAT. Apparently – and unsurprisingly at 235,000 miles – the brushes were so worn that they were barely making contact with the commutator. I guess you might be able to do the job for even less if you can get hold of the relevant assembly (which I suspect might be difficult if you are not in the auto-electrical business), but frankly is it worth the trouble? I don't think so!



This is the alternator from Horton's E28-model BMW, but the 944S2 (and other Porsches of the period) have a very similar set-up. The combined regulator and brush assembly is secured by just two screws, and its replacement will in many cases give the generator a whole new lease of life – the brushes in Horton's unit were worn down such that they no longer made sufficiently good contact with the commutator. The work was done by his local auto-electrical specialist – which can also handle complete generator and starter-motor overhauls for most Porsches, ancient and modern – but most large towns will surely have an equivalent

CARRERA 3.2 COULD HAVE A MUCH BRIGHTER FUTURE

Q My 1988 911 Carrera 3.2 has the so-called dim/dip headlamp facility, but this has stopped working on the right-hand front light unit. The left-hand front light and all of the car's other lights are OK, including the right-hand side when switched through the light switch on both dipped beam and main beam. It is only when switched to sidelights that the dim/dip is not working on the right-hand front unit.

I have checked and cleaned all of the relevant earthing points, including all the main body ones. Apparently there is a Hella relay/control unit for the dim/dip system, but it seems that this is no longer available new. A further problem is that no one seems to know exactly where in the vehicle it is situated, so that I could remove or even just disconnect it. I understand that I could then fit a pair of relays to the headlamp harnesses and have no further problems.

I need to sort this out soon, because the car's annual MoT test is due in April, and I think it may fail if the problem is not resolved before then.

Mike Vale

A **Jonny Hart, Classic Retrofit:** The dim/dip control unit (option M062) was fitted to Swedish- and UK-model Carrera 3.2s only from around 1986, due to new regulations that were then about to be imposed in Europe (put forward by Volvo, I believe). These required the dipped headlamp bulb to be run at a lower voltage when the ignition was switched on and the sidelights were operated – a sort of daytime running light of its day. Conventional sidelight bulbs were still fitted as a backup, and also to provide a parking-light function. In the event, the legislation was never passed, so the units were

deleted from later models. (I'm not sure when, in case anyone is about to ask!)

In this system it was mandatory that the dim/dip control unit should not interfere with the standard sidelight operation (in case it were ever to fail, or to be removed). As the unit in your car has failed, the easiest course of action is to remove it, or at the very least to disconnect the wires. This will revert to 'normal' operation of the sidelights, as in every other Carrera 3.2 in the world!

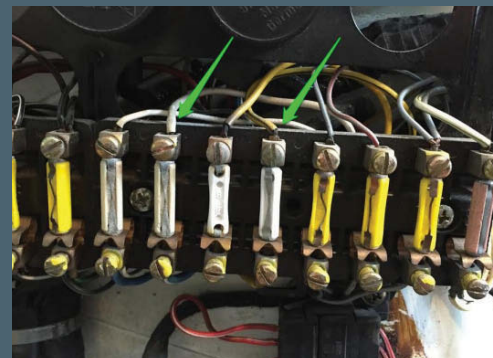
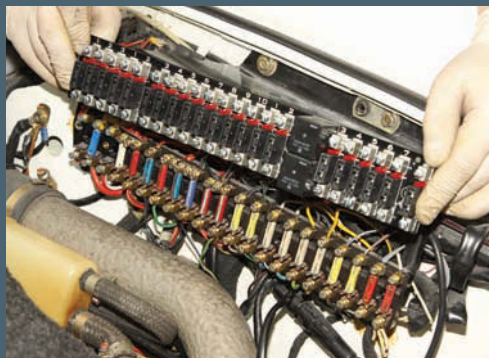
The relevant wires are connected to the right-hand fuse block, highlighted in the photo below right. (There is also a connection to the sidelight fuse on the bottom row.) Removing the two green wires (arrowed) will effectively defeat the dim/dip circuit. I believe that the control unit is the black box that you can see at the bottom of the picture.

You may find that, having done this, you now have no front sidelights. This is because your (conventional) sidelight bulbs have previously blown, and this fault was being masked by the

dim/dip operation. You can test this before removing the control unit simply by seeing if the parking lights work. If the rear sidelights work, but the fronts do not, then the bulbs have gone.

To summarise, then: the dim/dip control unit can be removed, or the wiring disconnected and taped up; check that your 'real' front sidelight bulbs work by testing the parking lamps (ignition off, indicate left and then right).

Regarding fitting headlamp relays, you can upgrade the entire fuse panel to the ATO blade-style devices, and also have the benefit of fault indication and integrated headlamp relays, by fitting one of our replacement fuse panels. More details at www.classicroetrofit.com. Chris Horton wrote and photographed a four-page how-to story on this for the August 2015 issue of *911 & Porsche World*, and I understand will be fitting one of our fuse boards to Antony Fraser's 911SC project car in the very near future, so watch this space!



Classic Retrofit fuse board's primary purpose is to replace unreliable bullet-style fuses with modern blade type, but the system also has integrated relays that should restore headlamp performance – and even LEDs to indicate a faulty circuit/consumer unit. Photo right shows wires to remove to defeat dim/dip device – see text

SPLENDID ISOLATION FOR BELGIAN 911 GT3?

Q Having previously owned only older Porsches (the last one a mint-condition 911 Carrera 3.2), I always had a so-called kill switch installed on the battery. As I have never done a great deal of driving in my hobby cars, they tend to spend most of their time on a trickle charger at home, or with the kill switch turned off.

During the winter (roughly the end of October to around the end of March) the car is in storage with the kill switch on, so the battery remains charged, and even after five or six months with the power off, the car fires up directly when the power supply to the battery is reinstated.

But the 3.2 is now sold, and I have just bought a 996 GT3 Series 2 – a really wonderful car. I want to install a kill switch on it, of course, but both my local Porsche Centre and an independent specialist tell me that it is definitely not OK to cut the power, to avoid issues with the electronics, particularly the alarm system. But then another local specialist has told me that it should be no problem at all, and that there will only be error codes concerning the battery and alarm when – or if – the ECU is read out.

Please advise who is correct in this matter, and if I can install the kill switch, as I would prefer not to keep this particular vehicle hooked up to a trickle charger for several months.
Didier Dirckx, Belgium

A **Chris Horton, 911 & Porsche World:** That is a very good question – and an interesting one, too. I have a copy of the official Porsche 2004 Service Information Bulletin for the GT3 'S2', as I have always tended to call these second-generation 996 models, and from it offer you this quote:

'The Club Sport version [of the GT3] includes provision for installation of a battery master switch. Statutory regulations stipulate that battery master switches may only be retrofitted if use in sporting events is envisaged where this safety equipment is stipulated.'

Technically, then, yes, it is physically possible to install a cut-off switch –

and at this point in history I can't see any authority getting too worked up about the 'legality' of any such modification; that text was written, for the benefit of technicians at Porsche Centres, who have to work 'by the book'. And you can always argue that you are preparing the car for racing.

Significantly, however, the Porsche system to which this passage refers was designed (or so one presumes, anyway) to 'kill' only the ignition and fuel-pump circuits in the event of an accident on track. There was a switch inside the cabin, easily reached by a belted-in driver, and another under the plenum chamber cover below the windscreen, activated by a pull-cord 'laid on the rear edge of the luggage compartment lid to the outside for motor racing events'.

Other power circuits, continues the bulletin, remained active. These included the alarm and central-locking systems, the parking lights, and not least the hazard warning lights, so given the very specific reason why you

say you need this cut-off facility – that is, to leave the car in storage for several months at a time – I don't think the original-equipment Porsche set-up would be of much value to you.

Personally, I would be inclined simply to disconnect the battery negative lead when you leave the car, and then tuck it safely out of the way so that it cannot later fall back over the terminal post and thus reactivate the electrical system. (Always the negative lead, and certainly always the negative lead first, in order to avoid the danger of shorting the positive terminal to ground if you happen to drop your spanner on it.) It's not much of a hassle to do that, given the ease with which you can unclip the battery's plastic cover, and I can't envisage too many problems when you put the vehicle back into service. Do make sure that the terminal is tight – but naturally not overly so – before you attempt to start the engine.

Better still, if you are physically capable of doing so, take the battery out of the car and store it for the

winter in a cool part of your house, either on a suitable trickle charger – we would favour Ctek devices – or occasionally charging it with what you might call an old-fashioned device. (Although the Ctek offers a far more sophisticated charging process.)

There may well be error codes recorded in the car's memory after this, and you might have to recode the radio. It is possible, too, that the engine ECU might have to 'relearn' certain key parameters before the car's full driveability is restored, but it's not as if you would be going through that process more than once or perhaps twice a year, so it shouldn't be a major issue. Likewise you won't have the protection of any alarm system – and you will have to remember NOT to shut the front lid with the battery disconnected, or you won't get it open again without applying power to the relevant contacts on the fuse panel inside the cabin – but again I am assuming that your long-term parking is sufficiently secure for that not to matter.



Belgian reader's GT3 S2 spends the winter months in storage, bringing with it the dilemma of how best to maintain the battery's health: 'kill' switch, trickle-charger, or simply disconnect the negative lead? All is explained above. Photo was shot, we are told, in the Doel area of Antwerp, fast becoming a ghost town while it awaits redevelopment. More at www.atlasobscura.com



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Full Porsche service history, this car was found dry stored in a helicopter hangar and had not been used since 2004, in November 2014 it spent 6 weeks at Porsche JCT 600 getting fully recommissioned which cost £11,000. It has the R69 Rinspeed conversion and starred in the Geneva motor show in 1983. The car is in excellent original condition and has a full service, maintenance and history portfolio with it, 2 keys, 4 new tyres and brakes, 1 owner from new, registered in the UK from new, please contact me for any further information. Tel: 07743 887805 (work) or 07983 422572 (personal). Email: damien.brown@wates.co.uk.

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Spring is the time to get behind the wheel of a Porsche and enjoy something that many dream of yet few experience. If you currently own a nice Porsche then I hope we can look after you in our workshops which cater for all maintenance, repair, restoration and customization. If you are in the market we would like the opportunity to help. We typically stock or can supply Porsche from the latest 991 through to 356. Our website carries some of our offerings but not all, for the rest you need to call or email. Out of sight are some fabulous collectibles such as a 356 beehive Speedster, 89 Speedster and a 12000 km 959, speak to Adrian to be added to the Collector Alerts list.

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BUYERS' GUIDE: 996 GT3

THE ROAD RACER

The arrival of the 996 GT3 in 1999 was perfect timing. It gave the new, modern 911 a hardcore edge and a hero engine in the shape of the Mezger 3.6-litre unit. With 360bhp (380bhp for gen 2) it might seem a bit tame now, but it's how the engine worked with the GT3's road racing chassis that caused such a stir. Prices are still reasonable for non-RS models, but won't be for too much longer we suspect

There was a time, early in the life of the 996-model, when people thought that the 911 had gone soft. The car, introduced in 1997, was, with its water-cooled engine and modernised interior much more comfortable and civilised than the 993-series it replaced – but where was the fiery character of Porsche's rear-engined icon?

The answer to that question came at the Geneva motor show in March 1999 with the unveiling of the 911 GT3. The "GT" title was a branding spin-off from the 1997 GT1, a £400,000 millionaire's plaything which was a road going version of the Le Mans winning car – but to the delight of Porsche enthusiasts, the GT3 also featured much race-bred hardware. To emphasise its character, Porsche sent its former works driver, Walter Rohrl round the Nürburgring in a GT3, who lapped in 7m 56min, the

first production car to be driven round in under eight minutes.

Presently, 996s are probably the cheapest 911s out there, provided you are looking for the regular model, the Carrera. But the exclusivity and rarity of the GT3 puts it into a different, and fast appreciating, league, with the minimum feasible price well over three times that of the Carrera, at £60,000. But what are you actually getting for the money, and, with its track-derived nature, what sort of car is it to run on a day to day basis?

DESIGN, EVOLUTION

Leaving aside the RS version, which is different enough to warrant a buyers' guide of its own, there were two GT3s: the first, available until early 2003, with 1868 built and around 100 right-hand drive cars officially imported to the UK, and the

revised model which ran until the end of 996 production, about 250 out of 2589 coming to Britain. More, of course, have been personally imported from Europe, in left-hand drive.

The GT3's 3600cc naturally aspirated engine is an enlarged version of the GT1's 3.2-litre "Mezger" unit. It features dry sump lubrication (to avoid oil surge problems during race speed cornering), lightweight titanium con-rods for a higher rev limit (9000rpm said to be permissible), and specially hardened crankshaft and main bearings. Output was claimed at 360bhp at 7200rpm, 22 per cent more power than the Carrera's 3.4-litre engine of the time. Torque was 273lb ft at 5000rpm, eight per cent more, achieved 400rpm higher.

The manual gearbox, a six-speed unit derived directly from the 993-model GT2 (a race version of the 993), was designed for motorsport use, the individual

Gen 2 996 GT3 is differentiated by later style front lights and front apron, plus wheels and flat deck rear wing





Club Sport version featured desirable bucket seats and rear roll cage. Right: Typical visual engine anti-climax, pre carbon-fibre dress up parts and air boxes. Don't despair. Under what looks like a washing machine motor, lies the mighty Mezger flat six, in all its 360bhp clattering glory

gears being easier to replace in racing conditions, as were other parts subject to high stress during racing, such as the synchromesh rings.

The suspension was also a competition spec: 30mm lower than standard, the anti-roll bars adjustable, and the axle geometry adaptable for both road and race tyres. Swivel joints and front wheel bearings were reinforced to cope with the extra loads of racing rubber. The GT3 ran bigger brakes, with bright red calipers.

And how did the track special look? Mostly subtle, the tail wing, adjustable for downforce by means of Allen bolts, the only extrovert aspect. A deeper front spoiler with rubber lip for grounding protection was fitted, as were 18-inch alloy wheels, running 225/40 front tyres and 285/30 rears.

Surprisingly, the GT3 was actually 30kg heavier than the base Carrera, at 1350kg. While there was less sound deadening, no back seat, and some equipment was omitted (for example the door mirrors have manual adjustment and aren't heated), the bigger brakes, wheels and tougher transmission added kilos. Left-hand drive cars, with their larger, 90-litre fuel tank were heavier still.

The first GT3s arrived in the UK in May 1999, all pre-sold and priced at £76,500, which was £11,500 over a Carrera 2. That got you either a Comfort or a Club Sport, the latter with a single mass engine flywheel, roll cage (bolted directly to the rear spring struts for enhanced rigidity), driver's seat race harness, flame resistant seat trim, passenger airbag disabling device, battery isolator switch, fire-extinguisher and holder.

At no cost on Comfort models, the high-backed bucket seats could be replaced with normal Carrera seats, these being easier to get in and out of, while a leather and carbon pack cost £4375/£3765 for high-back/Carrera seats. Porsche's usual long list of factory options did not apply to the GT3: on offer was metallic paint (£745), a centre console (£250, Comfort only) and a CD radio (£95). The air conditioning could

be deleted but you were still charged for it.

In early 2003 the revised GT3 arrived, incorporating a wealth of technical updates. Modifications to the VarioCam camshaft management system saw power raised 21bhp to 381bhp, the engine now revving 400rpm higher, to 8200rpm, while torque rose 11lb ft to 284lb ft, at 5000rpm.

The suspension was fined tuned, and the wheels widened, the fronts now half an inch broader at 8.5-inch and with 235/40 tyres, and the rears 11- instead of 10-inch and with 295/30 covers. The original four-piston front brake calipers gave way to six-pots and the discs they clamped increased 20mm to 350mm diameter, plus they received new cooling ducts. A newer anti-lock braking (ABS 5.7) was fitted, and ceramic brakes, Porsche Ceramic Composite Brake (PCCB) became optional, cars having yellow rather than red brake calipers.

The revised GT3 looked much the same, apart from its new rear wing, which Porsche said had been designed with the benefit

of experience gained with the GT3 Cup, the car used in Porsche's one-make race series. As before, Comfort and Club Sport versions were offered, and at £72,750 in the UK was actually £3750 cheaper than the outgoing model. In the US it was priced at \$99,900.

DRIVING THE GT3

The GT3 is cast very much in the RS mould: although more powerful than the regular Carrera, it doesn't feel that much quicker, it doesn't for example have the rocketship thrust of an on-boost 911 Turbo. What you are paying for are the road manners of a honed to perfection track car.

The engine is more responsive to the throttle, revs rising and falling much more quickly (and even more so on Club Sport versions with their lighter, single-mass flywheel), and becoming manically noisy when worked hard. Both the gearchange and clutch are more exact than the Carrera, but heavier, too.

996 GT3 TIMELINE

March 1999
GT3 announced at Geneva show

May 1999
GT3 on sale in the UK

March 2003
"Mk2" GT3 announced

Summer 2005
Production ends

SPECIFICATIONS

996-model GT3

	GT3 Mk1	GT3 Mk2
Engine (cyl/cc)	Flat 6/3600	Flat 6/3600
Power (bhp/rpm)	360/7200	381/7400
Torque (lb ft/rpm)	273/5000	284/5000
0-62mph (sec)	4.8	4.5
Max mph	187	190
Average mpg	21.9	21.9
CO2 (g/km)	315	315
Weight (kg)	1350	1380
Wheels (front, rear)	8Jx18-inch, 10Jx18-inch	8.5Jx18-inch, 11Jx18-inch
Tyres (front, rear)	225/40 ZR18, 285/30 ZR18	235/40 ZR18, 295/30 ZR18
Built	1999-2003	2003-2005

Maintenance costs, Mk1/Mk2 GT3 (guide price, including labour and VAT)

Oil/major service £300/£570
 Fix crunching gearbox synchromesh £1500
 Clutch replacement/fit a dual mass flywheel at the same time £1640/£4550
 Front brake disc and pad replacement, Mk1/Mk2 £1050/£1600
 Suspension overhaul, with KW Club Sport kit £5250
 Four premium brand tyres, Mk1 (225/40 ZR18 N3, 285/30 ZR18 N3) £975
 Four premium brand tyres, Mk2 (235/40 ZR18 N4, 295/30 ZR18 N4) £1000
 Prices supplied by JZM Porsche

WHAT YOU'LL PAY

£45,000–£50,000 The cheapest Mk1s and Mk2s offered privately, but very heavily used
£50–£60,000 Average condition, probably some track use
£60,000–£70,000 The starting price for most of the cars for sale
£70,000–£90,000 Pristine cars, under 40,000 miles and no track history

Against a standard 911, the suspension feels tauter and the steering a little sharper. But much of the GT3's character is conveyed by the interior, the engulfing but modestly padded seats, with their big holes to allow race harnesses, holding you securely in. Their backrests don't recline, but you can unbolt the seats and adjust the tilt angle.

WHAT YOU'LL PAY

GT3s never got the chance to become cheap, at least as far as "retail" rather than private sales are concerned, according to Jamie Tyler of Paragon Porsche in Sussex. 'The lowest they got to was £45,000–£55,000, which was in 2011 and 2012, but in the last 18 months they have risen a lot and now you'll pay £60,000–£80,000 for a good one. The investment people are now buying them.'

He feels there is no particular divide in values between the "Mk1" and 2003 "Mk2", although the former with low mileage is a sought after car. It's likely that a high percentage of GT3s have been used on track, and some damaged, and Jamie reckons that anything below £60,000 could be one of these. 'We don't get involved with the cheap ones because they usually have a story to tell,' he explains. 'And people tend to know about them, as word gets around on the forums.'

WHAT TO LOOK FOR ENGINE

Those buying 911 Carreras from this era need to be concerned about excessive engine bore wear, but the GT3's Mezger unit does not suffer that problem. 'Mezger engines are renowned for their strength and reliability,' says Steve McHale, director of Hertfordshire based Porsche specialist JZM. 'The only faults we have experienced are catalytic converters shaking themselves loose.'

He is referring to cars that have undergone "normal" use – those which have seen extensive on track action are a different proposition, he warns. 'We've seen big end and small end wear as early as 50,000 miles on cars that have been continually driven on track. I know of two engines that threw a con rod on track, probably as a result of big end failure.' Some Comfort models will have undergone a conversion from a dual- to a single-mass flywheel, which is around 7kg lighter and will make the engine feel more responsive.

TRANSMISSION

The gearboxes in the Mk1 and Mk2 share the same gear and final-drive ratios, but the latter is more reliable, McHale tells us. 'Mk1 GT3 gearboxes had phosphor bronze synchromesh rings, and aren't as robust as

WHAT THE PRESS SAID

A pair of fantastic looking deep-sided sports seats dominate the cabin, and once you've clambered into them they support superbly (although large people might find them a bit tight). They have big holes in the back and base for a full harness, but this Comfort model has standard road belts in red.

911 & Porsche World, GT3 versus 911 Turbo, October 2005

There is a meaty resonance as the revs build from idle to 4000rpm and at 6000rpm the engine's harmonics sustain the automotive equivalent of a top C until it hits the 7800rpm redline. Holding on to a lower gear just to experience it again and again is a treat.

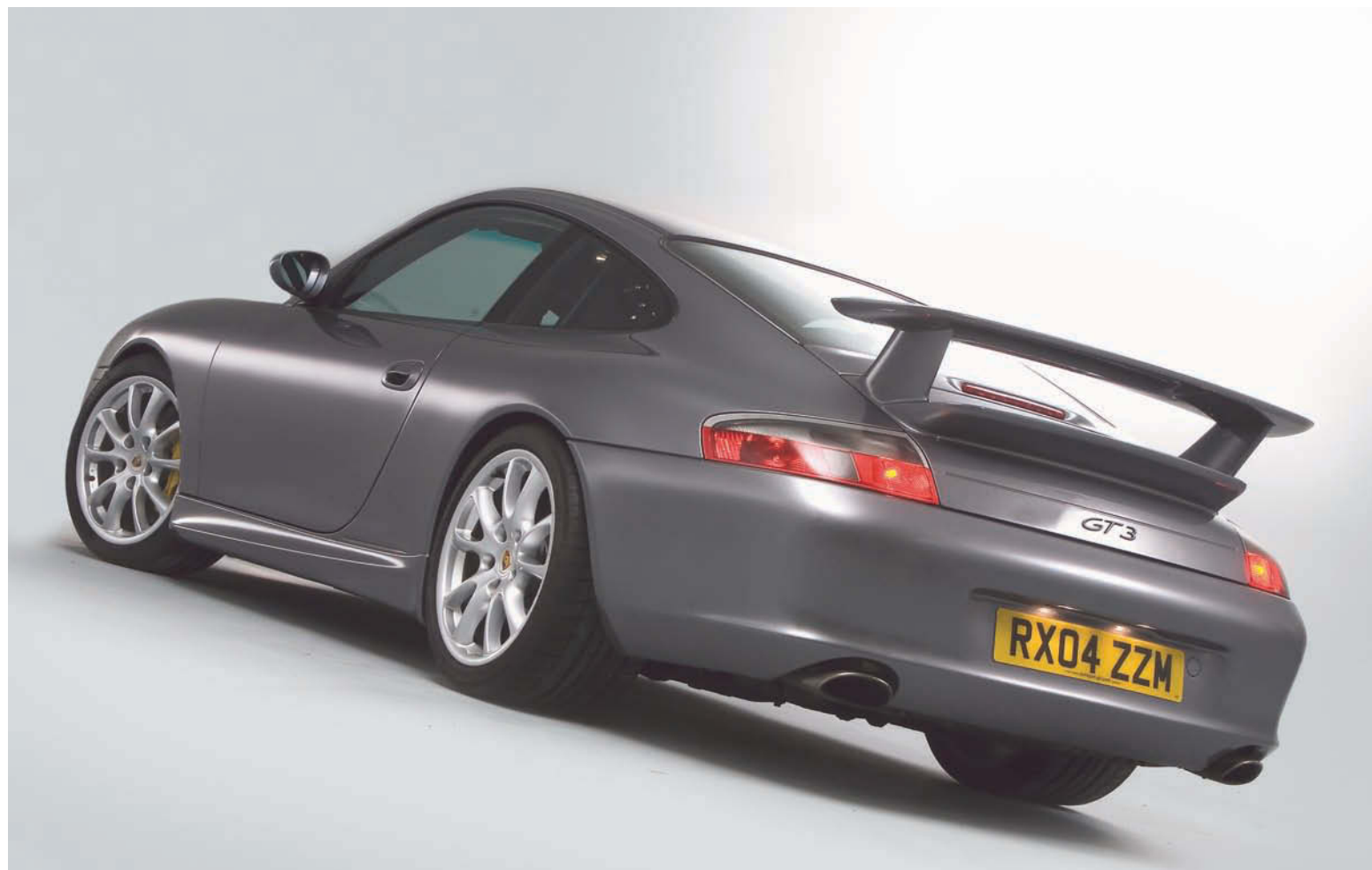
Autocar, August 1999

Mk2s, which had steel synchromesh.'

Ask the seller if the gearbox has been modified. 'A common conversion was to drop the final-drive ratio and install a taller six gear, to retain the 190mph top speed, but give five lower ratios for increased acceleration,' McHale reveals. 'This is exactly what Porsche did on the 997 GT3 RS.' Clutches can become very heavy within 20,000 miles if the car is used a lot around town.

Heavy track use can also trash the limited-slip differential. 'The lock ratio is 40/60 per cent and the LSD had very little pre-load,' McHale explains, 'so the plates would wear rapidly, reducing the pre-load to zero within the first 15,000 miles.' Replacing the standard internals with a Cup car diff pack can transform handling and grip, he advises.

996 GT3 is a thrilling drive. Narrow body perfect for UK roads and 18in wheels and passive suspension are compliant with UK B roads, too. It also makes a noise to die for



Most 996 GT3s will have been tracked. Its arrival pretty much coincided with the UK's track day boom. Make sure you give it a good going over or, even better, get it checked by a specialist



SUSPENSION

With even the youngest 996 GT3s over a decade old, age alone is taking its toll. 'The lower wishbone rubber bushes will eventually split away, and these are best replaced with solid alloy bushes,' says McHale, 'and the diagonal arms that connect to those bushes wear at the body end, causing a knocking at low speeds on a poor road surface.'

The shock absorbers may also have worn out, and if so, McHale recommends KW's three-way adjustable Club Sport set up. In any case, he feels it's better than the equipment the car left the factory with: 'The original equipment Bilstein shocks and H&R springs were crude by today's standards – a bit too stiff for the road and too soft for the track.'

BRAKES AND WHEELS

The Mk2's larger front brake discs provide better stopping, but on any GT3 a close inspection is essential, McHale reporting that they are prone to cracking under continued hard use. Obviously a thorough check is all the more important if the car has the PCCB ceramic brakes, as the front discs presently cost £4252 each compared to £391 for the standard steel item.

'Porsche's own ceramic disc was a multi-layer construction, but hard use on the track can cause it to delaminate,' McHale warns. JZM has long offered independently made replacements for the original ceramic discs, which are supplied at a much lower price. The 40- and 30-series tyres make the

18-inch wheels very vulnerable to kerbing damage, so check for damage, and if they are knocked about, that there is enough "meat" left for a refurbishment.

BODYWORK

The 996 bodysell has been proved to resist corrosion well, but a special check needs to be made on any GT3. 'The cars had no underbody wax applied at the factory, and we've seen rusty cars that have been used in areas where a lot of winter road salt is put down,' McHale reports. Also check for crash damage, expertly or badly repaired, this always a possibility on a well used car of this type.

VERDICT

Some were surprised and disappointed that the GT3 was not a lightweight like the original 1973 Carrera RS, but it has nonetheless become the most collectable and valued member of the 996 generation. And for good reason: not only is its sharpened up performance and handling a delight for true Porsche enthusiasts, it also has a wonderful pre-electronic era "analogue" feel and as such oozes character.

However, buying is tricky, and not just because of the limited numbers around. First, you need £60,000 for something that's in truly good shape, and second, with a proportion of them not in good shape, you need to check them out carefully. But if you fancy one and can afford it, move now, because they're only going to get even more expensive to buy. **PW**

SPOTTED FOR SALE

Porsche specialist
1999 GT3 Comfort Mk1, silver, black leather, 85,000 miles, much modified, Herts, £54,994
rpmtechnik.co.uk

Porsche specialist
2005/05 GT3 Comfort Mk2, right-hand drive, silver, black half leather, 11,000 miles, £74,995
paragongb.com

Porsche specialist
2003/03 GT3 Mk2, right-hand drive, silver, black leather, ceramic brakes, 42,000 miles, £69,990 Gloucestershire
cameronsportscars.com

USEFUL CONTACTS

JZM
jzmporsche.com
This Hertfordshire Porsche specialist has worked on GT3s since they were introduced and has much experience of tuning them and supplying tuning parts

Parr
parr-uk.co.uk
Based in Sussex, Parr specialises in the tuning and motorsport end of the 911 business but also undertakes normal servicing and repair work

RPM
rpmtechnik.co.uk
From its Hertfordshire premises, RPM offers Porsche sales and servicing, and also has an extensive involvement in trackday organisation and car preparation



BUYERS' CHECKLIST

Engine catalysts may rattle
Gearbox synchromesh may be worn in Mk1s
Limited-slip differential can wear out under heavy track use
Constant hard braking can overheat and crack brake discs
If the original suspension is still in place, it may be worn
A lack of underbody wax makes rust more likely

DEALER TALK:

EPORSCH

The bank IT department that let Roly Baldwin go did him a favour because it led to the setting up of Eporsch, allowing him to work daily with the cars he's loved all his life



How long have you been in the Porsche business?

Eporsch was founded in 2003. I first owned a 911 in 1998, a beautiful 964 Targa, which at the time seemed like a "forever car". I was made redundant from my job in IT when the bank I worked for was taken over, and that gave me the opportunity to start a business working with products I'd been in love with since childhood.

What Porsches do you specialise in?

We buy and sell any Porsche of any age that's in great condition and that a new owner will want to drive, admire and love. Back in 2003 we sold a lot of 964s but these days we're more likely to stock 996 and 997 911s, and 986 and 987 Boxsters and Caymans, and Cayennes. We still regularly sell air-cooled cars of course, and usually have a few 911SCs or Carrera 3.2s. We also like a 968 – not that there are many of those left – and very occasionally a 944 Turbo or S2.

What's your cheapest and most expensive Porsche presently in stock?

The cheapest, for sale at £6000, is a 50,000-mile 986 Boxster that we've sold in the past. Most expensive is a 911SC Weissach Edition at £50,000.

What would you recommend as the best "first Porsche" to buy?

That depends on a lot of things, budget being important, but many first time buyers have £10,000–£20,000 to spend, and if you want a useable 911 you'll most likely be buying a 996. Like the 964 before it, it has its detractors, but as the 996 has aged, people have come to accept it. With the increase in air-cooled prices over the last few years, 996s are the only 911 left in this price bracket although prices are slowly on the rise. If you're after

something newer, the 987 Boxster is another great option.

Where do you get your stock from?

Our stock comes from the general public, part-exchanges and Porsche trade suppliers. Quite often, we'll buy back a car we've previously sold, and cars occasionally come from our service customers. We also buy cars with problems that our customers don't want to pay to repair, for example engine failures. It's harder to properly evaluate a car at auction so not much comes to us through those channels.

What warranty do you give, or sell?

All the Porsches we sell automatically come with our own in-house warranty. We can control costs better and be more flexible with this approach. Everything gets put through our workshop, and any faults corrected prior to sale, so warranty claims are rare.

What's "hot" at the moment?

Anything that's a little bit special and still cheap enough not to break the bank is desirable. Although price increases haven't continued quite as sharply recently and the market has seen a lot of

speculative pricing, there is still a strong demand for air-cooled cars and particularly for manual coupes. We're quite often asked about project cars for Singer-style conversions, too.

What's best value at the moment?

The 997 is a fantastic driver's car with more performance than most people can use, certainly on the road, coupled with beautiful looks, comfort, equipment and usability. You get an awful lot of car for your money.

Name a car that you recently sold, that you would happily have kept for yourself

For its rarity, silly performance and the sound it made, I wish I'd kept the RUF BTR [a Ruf conversion on a 1970s 911] I sold years ago.

What car do you drive everyday?

The sensible car is a BMW, but I try to use my 964 C2 whenever possible. Although over 25 years old, it's still a pleasure to use and despite the years of familiarity, driving it today it still feels special.

What are your plans for the future?

Over the last year, Eporsch has expanded its servicing operation. Dean Horvath, who spent 15 years at GT One, has managed the transformation of the existing site's workshop into a modern facility equipped with everything needed to look after our customers' cars. We have recently appointed a third full-time Porsche technician to handle the workflow generated by our customers and sales cars.

Contact
Eporsch
 Unit 1, Oldhouse Lane, Bisley,
 Surrey GU24 9DB
 01483 799245
eporsch.co.uk



HELPING YOU BUY YOUR PORSCHE:

HOW TO AVOID A 'CLOCKED' PORSCHE

The arrival of digital speedometers and odometers has apparently not made much difference to the practice of clocking, or turning back a vehicle's mileage to enhance its perceived value. We can be thankful to *The Sun* newspaper for this unsurprising revelation, which after an investigation concludes that up to 10 per cent of the UK's 32 million cars are clocked, which must, by the law of averages, include a fair few Porsches.

It also seems that the UK government's business minister Anna Soubry intends to tighten up the law on clocking, because while it looks like fraud, turning the mileage back – and you can get that done for as little as £40, *The Sun* says – is not actually illegal. But nothing's likely to happen until 2018, so what can you do to prevent picking a clocker meantime?

The obvious thing to subject a Porsche you're considering buying is a vehicle check, such as by www.hpcheck.com. Costing £20, this delves into the car's history, drawing on past mileage declarations. An HPI check, which can be accessed instantly on line, also lets you know if the car has been an insurance write off, or has outstanding finance on it. Common sense can help suss out a clocker, too. Does the service history accord with the mileage? And is the general condition of the car good enough to suggest a low mileage is credible? Clocking is easy, but with your wits about you and a bit of knowledge, so is spotting it.



USEFUL ACCESSORY OF THE MONTH: TYRE GAUGE INCORPORATING ELECTRIC TESTER AND TORCH

The tyres on your Porsche are – or at least should be – expensive, top brand items, so keeping them at the correct pressure is important and makes a difference to the way the car drives, and to the longevity of the tyre itself. But have you noticed how few tyre pressure machines there are left these days? Traditional filling stations are closing, and those remaining almost always requirement coin payment, which you might or might not have on you.

Cue a handy little device that you can keep in the glove box, the three-in-one multi-function tester from Warwickshire-based Laser Tools (part number 6378). Priced at around £35, it allows you to record the pressure in one tyre, and then keep a record of the other three tyres' pressures after testing them. Adding to its usefulness is that it's also a torch and an electrical tester: plug the socket into the car's power socket and the battery voltage is displayed, while switching to the alternator test mode and revving the engine to 2000rpm reveals the alternator voltage. Apart from the oil level, there's not much else you need to know about your Porsche on a daily basis!



CLASSIFIEDS

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911



911 TechArt GT Street RS

Converted from a 1999 Carrera 2, full bodywork changed over, resprayed, new top mounts, brakes, pipes, hoses, LED Gen 2 rear lights, 997 headlights, complete head turner, looks like the £300,000 GT2 TechArt GT Street, red leather (treated) and heated seats, manual transmission, 77,000 miles, 3400cc (300bhp) engine, MOT: 31/03/2016 (no advisories). Tel: 07845 596925. Email: greig1983@yahoo.co.uk (Glasgow).

£20,000 P0616/045

993 Carrera 4 manual Coupe 67K

Basalt Black with full extended red leather, black leather dash top and steering wheel, contrasting red lower door cards, leather headlining, factory extended leather including sun visors, centre console etc, hardback Sport seats, air conditioning, 18" hollowspoke technology alloys, trip computer, motor sound package, Becker Grand Prix head unit with iPod connection and Bluetooth function, HID lights, sunroof, factory hifi pack with upgraded component speakers. Full and complete history file from day one including original invoice, all old MOT certificates and invoices for work carried out, serviced each year on time, 67K. Immaculate both inside and out, all original paint bar front PU painted for some stone chips, clutch and flywheel replaced at 55K, front windscreen replaced with no sign of scuttle issues and photos to confirm, owned the past 6 years, you will struggle to find a better NB car. Tel: 07970 105495. Email: stevegeorge@me.com (Surrey).

£59,000 P0616/032



911 (997) Carrera 2S, huge spec

2006, factory fitted Aero kit Cup (GT3), 6 spd manual, Midnight Blue metallic with matching sea blue leather interior, every optional extra inc hardback Sport seats, PSM2 with sat nav, 6CD, Bose, Sport chrono package plus with PSE sports exhaust system, PASM, PSM, m/f steering wheel, short shifter, seatbelts in silver, 19" Sport Design alloys, 3 owners, 121K mileage with full Porsche service history. Tel: 07580 454645. Email: petersinghs@hotmail.com (Leeds).

£21,995 P0616/018

911



1974 Porsche RS 3.0

Based on a 1974 911S, declared manufactured 1973, confirmed with official Porsche letter of authenticity and log book, bodywork was done by RS Autos in 1989 with steel wheel arches, lightweight front/rear bumpers, ducktail and lightweight interior with full roll cage at a cost of £10,000, mild restoration then performed by local Porsche specialist, Cartec in 2015, a testament to the original work the only bodywork needed was in the usual places ie sills, jacking points and kidney bowls, also new outer sill sections, sunroof was cut out and new roof section fitted, bodywork was then stripped, prepped and resprayed in Blood Orange at a total cost of £15,000. Additional work then carried out: 9x15 Fuchs with TB15 racing tyres, Plexiglas side windows, rollcage, Turbo track control arms, new lightweight carpets fitted, refurbished calipers, new Turbo discs and brake hoses. Opportunity to purchase car with or without engine, box and clutch (price includes them all), complete 911 3.2 engine (unfitted), fully rebuilt 915 gearbox with receipts (rebuilt 2015), new clutch (unfitted). Car is complete with a folder full of receipts, bills, history and letter of authenticity from Porsche, with prices only going up, this is a great investment opportunity, selling due to property investment, if the car doesn't sell it will be put in to storage and finished in the near future, no time wasters or silly offers. Tel: 07941 017815. Email: mark1@hotmail.co.uk (S.Wales).

£36,995 P0616/044

911 (996) C2 3.6 Tiptronic

2002, 48,700 miles, Seal Grey, P-Zeros, 1 yr MOT, as new cond, dry stored in heated garage, maintained regardless by Porsche Colchester, testament to prev owner, all keys + Porsche service history. Find better? Finance and part exchange arranged, excellent opportunity. Tel: 07775 955325. Email: info@getitdealt.com (T)

£18,750 P0616/033

911



2004 Carrera S 911 997 Silver/Ocean Blue

Stunning 2004 997 Carrera S, full spec with factory sunroof, cruise, Bose surround and 6 CD, auto-dimming mirrors, rain-sensing wipers, full electric memory and heated seats, rear park assist, Alcantara headlining, ex Porsche approved car owned for 5 years, 82,000 miles with full Porsche/Porsche specialist history with massive folder of all expenditure, full SVP specialist engine rebuild at 59,000 miles, recent front discs, pads all round, battery, tyres are all matching Continental Sport Contacts with plenty of tread, new MOT March 2016, big service Oct 2015, small service due Oct 2016, no expense has been spared on the car. Tel: 07717 377261. Email: andrew.southall@tesco.net (Worcs).

£26,995 P0616/002



911 Targa 1981

For sale my Porsche 911 Targa, lots of work done, too much to put down, for more info call, I can email photos. Tel: 07986 420055. Email: jrc.911@ntlworld.com.

£21,500 P0616/034

911 Carrera Convertible (996)

2000-reg, factory fitted Aero bodykit and spoiler, new clutch Nov 2015, 4 new Pirelli P-Zero tyres Nov 2015, hard top and stand included, MOT till January 2017, Parrot Bluetooth phone kit, FOCAL speaker upgrade, all receipts for everything from new, lovely car, please call for more details, NC. Tel: 07775 964855. Email: paulemery27@hotmail.co.uk (Norfolk).

£9250 P0616/043

911 (997 GEN II) PDK Turbo Conv

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MARKET WATCH

The latest Porsches, with their myriad of digital systems may be brilliant on fuel and emissions, but many buyers prefer the simpler, previous generation models, it seems



Could the 997 model 911 be the sweet-spot of modern Porsche production? Smaller and packing less in the way of electronics than the 991, and with a better manual gearbox, it's surely going to become the enthusiasts' choice

The term "analogue" used to refer to things that were considered quaintly old fashioned: four-track tape recordings in Abbey Road Studios, crackly telephone lines and old TV programmes. With the digital revolution, analogue devices were no longer of use to anyone.

That technological revolution was as marked in the car industry as anywhere, with a laptop computer becoming as important a vehicle work tool as a socket set. It's allowed cars to be more efficient and easier to diagnose.

But it's also made most modern cars rather boring compared to equivalent models of a few years ago, an increasing number of car enthusiasts are beginning to feel. This is especially noticeable in the Porsche world, where on the advent of the 991-series the 911 lost a bit of soul, and then a bit more when mainstream models went all-turbo, and Boxsters and Caymans are going through the same process.

So now we are seeing an upswing in affection for "analogue" Porsches. The gen 2 911s introduced in 2008 are lauded for their new engines which finally

banished the cylinder bore wear issue that dogged all previous water-cooled 911s and Boxsters, but they are also now being increasingly viewed as the last of the "simple" Porsche 911s – and that, it's widely reckoned, will not only ensure they hold their value strongly but will soon make appreciating assets if well preserved by owners.

Their appeal has undoubtedly been enhanced by the arrival of the current 991 model in 2012, a car generally not regarded as having quite the same traditional Porsche values. 'The 991 is digitised and a bit Volkswagen-ey in the way it drives,' is the view of long standing Porsche enthusiast John Glynn of porschevaluations.com. 'You have to drive it pretty fast to get any feedback out of it.'

But for Glynn, all the planets lined up when the gen 2 997 arrived seven years ago. 'This really is the sweet spot of the 997,' he explains. 'You can't really get away from the engine problems of the earlier cars, and also on the gen 2s a lot of the build quality that you didn't see on the early water-cooled cars really bounced back – the interior and the switchgear feel great.'

For the time being the gen 2 911's desirability is

probably still a secret among the Porsche cognoscenti, but it can only lead to a hardening of values – 'they're not making them any more,' Glynn reminds us. The time when late 997 prices overtake those of early 991s may not be too far off.

Presently a 2012 991 Carrera S coupe with PDK, which was £76,900 new has, according to car price publication, Glass's, a lowest "trade" value of just under £47,800, or 62 per cent of its new price, which is probably near to the limit of what it would fetch privately (a dealer, offering a warranty and finance would ask around £57,000).

You'll see the 997 gen 2 Carrera S starting at a little over £30,000, but if you are looking for a smartly presented, sound and reasonable mileage example, the entry level is £40,000, and those with a good mileage and spec could be as high as £55,000 at

Porsche Centres, more still if you move up to the GTS. So the price differential close to the changeover between 997 and 991 can already be quite small and is likely to get smaller still.

And if £40,000 still seems a lot for a seven-year-old car, then it's a figure a lot of buyers in search of something decent are prepared to pay. 'Typically people will put £10,000 down and finance the rest over three years, £40,000 is the new £20,000 in the Porsche market,' Glynn tells us. 'And if you buy the right car, it isn't going to depreciate much from that price.'

And what is the 'right' car? 'Never raced or rallied' is one obvious requirement, but interior trim colour can make a difference, with dark leathers always helpful for future resale. Glynn also reckons the extended leather on the fascia boosts resale value, but other than that, spec doesn't overly matter.

'It's nice to have the Bose sound system, heated seats and a sports exhaust, but it's not the end of the world if they're not there.'

Others in the Porsche trade echo the slight disappointment in the way 911s, and indeed other Porsches, are taking on the mantle of luxury cars. 'It's a shame the Boxster has gone four-cylinder – a Boxster or a Cayman with a flat-six engine is about the best these cars can be,' comments Mark Sumpter of Porsche specialist Paragon GB in East Sussex. 'I think people are worried about the cost of repairs when everything has an ECU attached to it, and I don't think people like things such as electronic handbrakes.'

In fact, Sumpter's ultimate analogue Porsche is the one he bought himself for special occasions over a decade ago – his Carrera GT. 'I still think it's fantastic – you can't really go wrong with a big engine in the back of an essentially simple car,' he says.

Since the introduction of the all-new 996 almost two decades ago, values of mainstream Porsches have tended to follow a set pattern: slow depreciation, followed by a flattening out once the model has been superseded. It's generally felt that the best examples of the 997 Carrera and Carrera S have pretty much reached that point – so if this is the Porsche you have long promised yourself, best to do something about it now before the investors arrive to destroy your dream. Us? We'd happily take a 997 GTS of the rear drive variety. **PW**

997 values have stabilised. The market is on the up



991 prices are still coming down

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£10,500 P0616/001



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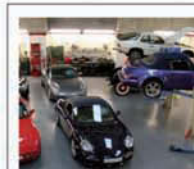
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987 GEN 2 BOXSTER S

2009

45,468 MILES

£20,995

What's not to like? Spring is sprung, I'm out in a sports car, and it's white – perfect for the Mediterranean. Or, more provincially, the north Norfolk coast. I had at least two white sports cars as a yoof 'cos it was meant to be redolent of the playboy image, and now, white is the new black again. If that's a reason for buying one sports car rather than another, then here's a perfectly acceptable opportunity.

I've come to see Matt Baxter at Autowerke in the northern suburbs of Norwich, close to the airport, where the Boxster S is one of half-a-dozen cars on sale in the garage – we'll take a look at one of the Caymans available, too. We go back a long way, Matt and I, to when I acquired a 3.2 Carrera and he looked after that, followed by its successor, the Peppermint Pig 964. Established in 1991, Autowerke has always specialised in servicing all Porsche models, ancient and modern, including flat-six engine rebuilds, and I've never been in the workshop when it's not been full of projects and maintenance jobs. If there's a division of expertise, it'll be Matt who tackles the air-cooleds and Martin Cooper who's on the case with the moderns. The workshop is equipped with Porsche specific tools, the latest diagnostic equipment such as gas analyser, portable oscilloscope, computer for on-board diagnostics, and air-con repairs and recharging. Matt's always offered a small selection of Porsches for sale alongside Autowerke's servicing and maintenance business, so buyers can be sure that, prior to purchase, their new car will have been assessed, checked over and serviced and MOT'd ahead of the deal.

So what we have here is a 2009 987 Boxster S, the facelifted gen 2 version, that's done a relatively modest 54,182 miles. Its cockpit is familiar, yet subtly different from the 986 I'm more accustomed to. The fundamental switchgear is the same but here we have a touch-screen PCM satnav on the centre console, as well as controls on the steering wheel arms, iPhone connectivity, Bose hi-fi and cruise control. It's a six-speed manual – and if it were auto it'd be a PDK at this juncture. The vital switch for operating the soft-top is alongside the handbrake lever rather than the centre console. So, in keeping with the season, I unlock the header-rail hook and, 15 seconds later, the hood has electronically buzzed its way out of sight into the chasm behind the cockpit. The 3.4 flat-six growls into action and I glide out into the backroads. The shift is agreeably nifty, enabling sharp acceleration that's right on the button as the needle swings all the way around the rev counter. It's pretty swift; direct fuel injection means lower emissions and power is on tap right through the rev range, requiring deft throttle control in order not to get carried away with excess enthusiasm. Even though



the top's down, with side windows up and the screen in place between the rollover hoops behind my head, I'm fairly well insulated from the wind, though in touch with nature, which is half the point of the car. The model's other key asset is its surefooted handling around the bends, and this one doesn't disappoint, providing a firm, fluent ride in true Boxster fashion.

It's in very good shape on the inside, and the only comment I can make on the condition is the presence of fingernail grip marks in the leather of the handbrake lever, perhaps suggestive of a female hand at work (because in my experience women tend to have longer nails than blokes – Ooooh Matron!). But hey, the cabin furniture of my last two 911s will have borne canine claw marks, and the application of some 'product' will probably smooth things out.

All the documents and brochures are in the black leather folder, stating that it was delivered by OPC Bristol on 4th March 2009, with five previous owners, and all service boxes stamped by main dealers at Bristol and Cambridge, and revealing that its last owner had it MOT'd in August 2015 at Serviceman Cromwell, Huntingdon. As Matt says, 'we normally put a new MOT on it, so it would go out with a year's ticket in any case. We've been over it and there are no oil leaks, and mechanically everything is in good shape.' Biggest op that I spot is that its poly belt was replaced in February 2015 at Porsche Centre Cambridge at 51K miles, another indication that it's been kept up to scratch. Matt took the car in as a part exchange via PC Cambridge, so it's always been in good hands.

Other observations? There's protective film over the sills and ahead of the rear wheelarches, which has become slightly discoloured by the sun I suppose, and it has the usual tally of small stone chips on the front panel and front lid. However, the 19in option 'double five-spoke' wheels are unmarked, and set the car off very nicely. The Michelin Pilot Sport tyres still have a decent amount of tread left on them, and the bonnet and boot luggage compartments are clean and tidy.

All in all, it's a very attractive example of the gen 2 987, it's been well cared for and it's all systems go. Primed for an adrenaline-fuelled cruise to the Med; just remember your passport. **PW**



CHECKLIST

BACKGROUND

At just over 54,000 miles, this Boxster S 987 gen 2 with Porsche Centre-stamped service book is in fine fettle, and it's being sold by a highly reputable specialist who's given it the once over in his workshop and is retailing it with a fresh MOT. White coachwork with black leather interior and canopy makes for a standout Boxster, set off by smart 19in five-spoke alloy wheels.

WHERE IS IT?

You'll find it tucked away in the workshop garage of Autowerke, Unit 10, Spar Road, Norwich NR6 6BY. That's not far from Norwich airport, or if travelling to view by less elevated means, 15 minutes from Norwich train or bus station, or indeed, the A11 and Norwich ring road. Phone Matt Baxter on 01603 408044, email: enquiry@autowerkenorwich.co.uk or check the website, autowerkenorwich.co.uk

FOR

All Boxsters give a good drive, and the 3.4-litre 987 gen 2 with direct fuel injection is no exception. Dazzling white coachwork and smooth soft-top operation makes this a honey in the summer. Full service record and pre-sales check by Porsche specialist who knows all there is to know about Boxsters.

AGAINST

A few tiny stone chips up front, fingernail marks on handbrake lever.

VERDICT

A great gen 2 987 Boxster S, providing ample power from its 3.4-litre flat-six, and excellent handling on backroads via its mid-engined chassis. All told, a nicely spec'd Boxster.

VALUE AT A GLANCE

Condition	●●●●●●●●
Price	●●●●●●●●
Performance	●●●●●●●●
Overall	●●●●●●●●

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TRIED & TESTED

With 911 & Porsche World's roving reporter, Johnny Tipler

987 GEN 1 CAYMAN S

2006

95,468 MILES

£14,500

A penchant for classic Porsche designs draws me to this one. Arguably still the best looking iteration of the Cayman, the 987 S gives you the model's purest bodysheet, coupled with the poke and reliability of a 295bhp 3.4-litre flat-six that's fitted with the redesigned IMS shaft. I'm particularly admiring of the twin spotlights mounted either side in the front grilles, and the sweeping, laidback recline of the air scoops in the rearward flanks, and those haunches and flying buttress three-quarter pillars are to die for. Well, maybe not quite, but it is a great piece of Pinky-styling. My old friends at Autowerke in Norwich currently have a couple of gen 1s on sale, and I take out the cheaper of the two for a cross-country blast.

To begin with, I don my inspector's hat. For starters, body colour is Metallic Basalt, a kind of grey-black, with black leather upholstery and smart 15-spoke 19in Sport Design alloy wheels, finished in dark grey. They're shod with Continental ContiSport tyres, which I think suit the model's behaviour and have a decent amount of tread left. In the cockpit it has a lower seating position than I anticipated, and I hesitate to muddle around with the adjusters to see how that's been achieved because it is how I would wish to have it, were it mine. This car also has fingernail marks dug into the leather of the handbrake lever, at such a curious angle that I can't actually fathom how they were achieved. I suppose we all got up to some mischief or another in sports car cockpits in our youth, but this one has me puzzled. The other small irritation is a tiny chip in the top of the gear knob, which I'm conscious of for the first few shifts, and I expect you'd live with it, though why would you when a substitute is but a tenner away online. It has the sat nav and radio set in the gunmetal grey centre console, and tyre pressure sensor monitors located at the bottom of the rev-counter, revealing a very slight imbalance left and right, though I am parked on a side-slope with the weight bearing down on the left of the car.

Other standard on-board gen 1 987 'S' kit includes air-con, electric windows, electric seat adjusters, rear window wiper, PCM sat nav, iPhone module, CD changer, Bose sound system, self-dimming mirrors – useful in queues of a nighttime when there's an SUV up your backside; multi-function steering wheel, Xenon headlights and headlamp washers. It has red seatbelts, contrasting sharply with the black upholstery; there's a luggage net on the back shelf for keeping sundries pinned down, plus the bar to prevent anything rolling into the cockpit – and that does point up the fundamental difference between Cayman and 911 coupé cabins; in the latter, all manner of stuff finds its



way behind the seats and into the rear footwells, which it's never going to do in a Cayman. Still, the mid-engined hatchback does have the advantage of an out-of-sight luggage compartment out back. Like the trunk up front, it's all clean and tidy.

I take to the streets. Performance is faultless. Its sub-100K mileage is evident in a certain rawness of a car whose mechanical running gear is fully run-in – as opposed to the tightness of one that hasn't. Acceleration is swift, and I work my way rapidly through the fluent six-speed gearshift, finding it slightly slack compared with what I'd have expected, though Matt tells me it's equipped with a short-shift linkage, which would probably account for the easier movement. Cayman handling is, if anything, slightly superior to the Boxster on account of the tauter shell, and turn-in is direct thanks to marginally less weight at the front, and a slight weight bias at the rear aids the process. And all the time I've got PSM on my side, keeping the car honest under braking and stabilising body roll through the turns. Nothing at all amiss with the brakes, and it's spot-on in terms of ride and performance. I can't fault the bodywork either, so, all told, it's a sound prospect.

All the paperwork is with the car, including service book and manuals, plus a sheaf of bills appropriate for its middling mileage. It's logged 95,358 miles, and the most recent MOT was carried out by Ricarl Motors of Norwich, going up to March 2017. Its penultimate MOT was done by Postcombe Service Station, Oxford. The private plate, H17 CAY with its obvious model reference, is a bonus – unless you prefer the anonymity

that black can confer – and Matt says that stays on the Cayman. We tend to take 'kit' for granted when viewing a secondhand car, but he has totted up that the optional extras fitted when new would be worth £9688 if specified when the order was originally placed. Much more recently it's also had a new clutch, a dual-mass flywheel fitted, and rear main oil seal was replaced last October, followed by a replacement starter motor last November. Autowerke performed a major service in January 2016 and the next one is not due till January 2018 – and that will be just a minor one, pointing up how amazing modern Porsches are in terms of maintenance, compared with their classic ancestors. By then it's going to be over the 100k miles. The car gets the final Autowerke check before purchase, and there's a three-month mechanical warranty included in the sale. Well worth a look. **PW**



CHECKLIST

BACKGROUND

This gen 1 Cayman S 987 in Basalt Metallic is in very good condition, it's fully loaded, goes and handles well, and all the maintenance bills and service books are present. It's had a few big jobs done in the last couple of years, plus a major service in Jan 2016. It was bought from a local person who'd loved the car but sadly fallen on hard times.

WHERE IS IT?

You'll find it tucked away in the workshop garage of Autowerke, Unit 10, Spar Road, Norwich NR6 6BY. That's not far from Norwich airport, or if travelling to view by less elevated means, 15 minutes from Norwich train or bus station, or indeed, the A11 and Norwich ring road. Phone Matt Baxter on 01603 408044, email: enquiry@autowerkenorwich.co.uk or check the website, autowerkenorwich.co.uk

FOR

Aesthetically the gen 1 Cayman is a classic, and the 3.4-litre 987 S is a fine performer and handler. Basalt Metallic coachwork is in tip-top condition, and there's a full repertoire of gauges and gizmos in the cabin, too. Full service record and recent big service by a local Porsche specialist who knows the car.

AGAINST

A small chip on the gear knob, and curious fingernail marks on handbrake lever. All the boxes are ticked, but it drops a few marks on its internal cosmetics.

VERDICT

This original Cayman S is a great sprinter, quick off the mark and eager to rev, with superb handling thanks to the coupé shell. Brakes are spot on, too. And at £14,500, it's good value, reasonably priced, and a sensible proposition as an everyday performance coupé.

VALUE AT A GLANCE

Condition	●●●●●●●●
Price	●●●●●●●●
Performance	●●●●●●●●
Overall	●●●●●●●●

TIME MACHINE

A nostalgic look back at *911 & Porsche World* from days gone by



JUNE 2002 (ISSUE 99)

As good as a '73 RS was the coverline. Backed up with: 'Buy a Carrera 2.7 for a quarter of the price.' We were, of course, talking about the 1974-1975 Carrera 2.7, that, save for its impact bumpers and rather more sober appearance, was to all intents and purposes pretty much mechanically identical to the legendary '73 RS which, back then, was getting on for £40,000, whereas the very best Carrera 2.7s were about £18,000 (or 964 territory as we pointed out at the time). Our Buyers' guide was typically comprehensive and featured the Carrera 2.7 belonging to our own Keith Seume.

For whatever reason, the Carrera 2.7 was massively undervalued back then, but we were adamant that it could only go one way, and we weren't wrong, were we? Dragged along by the '73 RS, it has been no surprise to see the Carrera 2.7 smash through the £200,000 barrier and beyond. "Tell your accountant it's an investment – and then take your new-found pride and joy out for a long, fast drive." Wise words indeed and, had we all had crystal balls, we would doubtless bought a few and Keith would still have his. Ah well, easy come, easy go!

Elsewhere in the issue we took a good look at Porsche Communication Management (PCM, or just plain sat nav), through the eyes of ex professional fighter pilot, Derek Sharp, who had been using similar tech in Jaguar fighter jets 20-years previously albeit at a cost running in to hundreds of thousands. This sort of technology has become ever cheaper, although Porsche's current PCM system does a lot more now so is still comparable with the £1700 that PCM cost as an option in 2002, when it would get you places and play a



CD, but not much else. Rather quaintly the system came with mapping CD-ROMs, which could be updated as required at a cost of £110. Ouch!

Porsche and Harley-Davidson is an unlikely mix, but we reported on Porsche's recent collaboration with the US bike company to produce a new V-twin engine with DOHC four-valve heads. Quite a radical departure from the usual Planet Hog engines. This gave us a chance to review other Porsche projects. Seat Ibiza anyone?

JUNE 2007 (ISSUE 159)

Ah, a proper cover star! A 997 GT3 RS gen 1 in Viper Green, this writer's (that will be Bennett) favourite 911 of all time. Yes indeed, what a week that was, starting at Snetterton for some fast lapping with racer and driving guru, Mark Hales, before scooting off for a couple of days in Northumberland. The passage of many years means I now 'fess up to kerbing both nearside wheels, caught out by the low setting sun, and snapper Fraser got done for speeding in it on the A1. But what gives it the distinction of 'fave Porsche of all time? Quite simply its amazing chassis and handling. For me it was the GT3 RS sweet-spot. Faster and more stable than the 996 GT3 RS, it also handled the UK's unique topography rather better than later 997 GT3 RSs, particularly the near last of the line 3.8. Quite simply it was a joy and has never been bettered. In my humble opinion, of course.

It was a bit of a driving issue as we headed off to Brands Hatch, too, to drive the facelifted Cayenne. Always a divisive machine, but we still couldn't help being in awe of a car that was so capable off-road and then would lap Brands nearly as quick as a 911.



JUNE 2014 (ISSUE 243)

Winding back just a couple of years now in our rather analogue, paper derived Porsche time-travelling

contraption. On the front cover we mused as to whether the factory built '72 2.6 S could have been a 2.7 RS prototype. And why not? Original owner and amateur racer, Hans-Dieter Blatzeim, was bosom buddies with Ferry Porsche and his special order was handed over to the racing department, where they slipped in a 2.6-litre engine and added the flared arches before any other production Porsche saw them. Of course it was all difficult to prove, but fun to debate, and it made a great cover, too!

Also on the cover was Studiotorino's radical re-styling of the Cayman, dubbed Moncenisio and taking its design cues from the 904. Different, but in a good way.

International Porsche Adventurist, J. Tipler, saddled up the now departed Peppermint Pig and headed to Spa with the London 964 Group and their diverse selection of modified machines. We've always maintained that the 964 is the most easily modded 911, thanks to its ability to morph into an RS-alike, without too much bother.

The new retro-inspired 991 Targa made its debut and we all went a bit mad for it, proclaiming it to be the best looking 911 of the 991 generation. Quite a turnaround for what had become almost a forgotten model in the Porsche range. Amusing also that air-cooled Targas became immediately cool again almost overnight!



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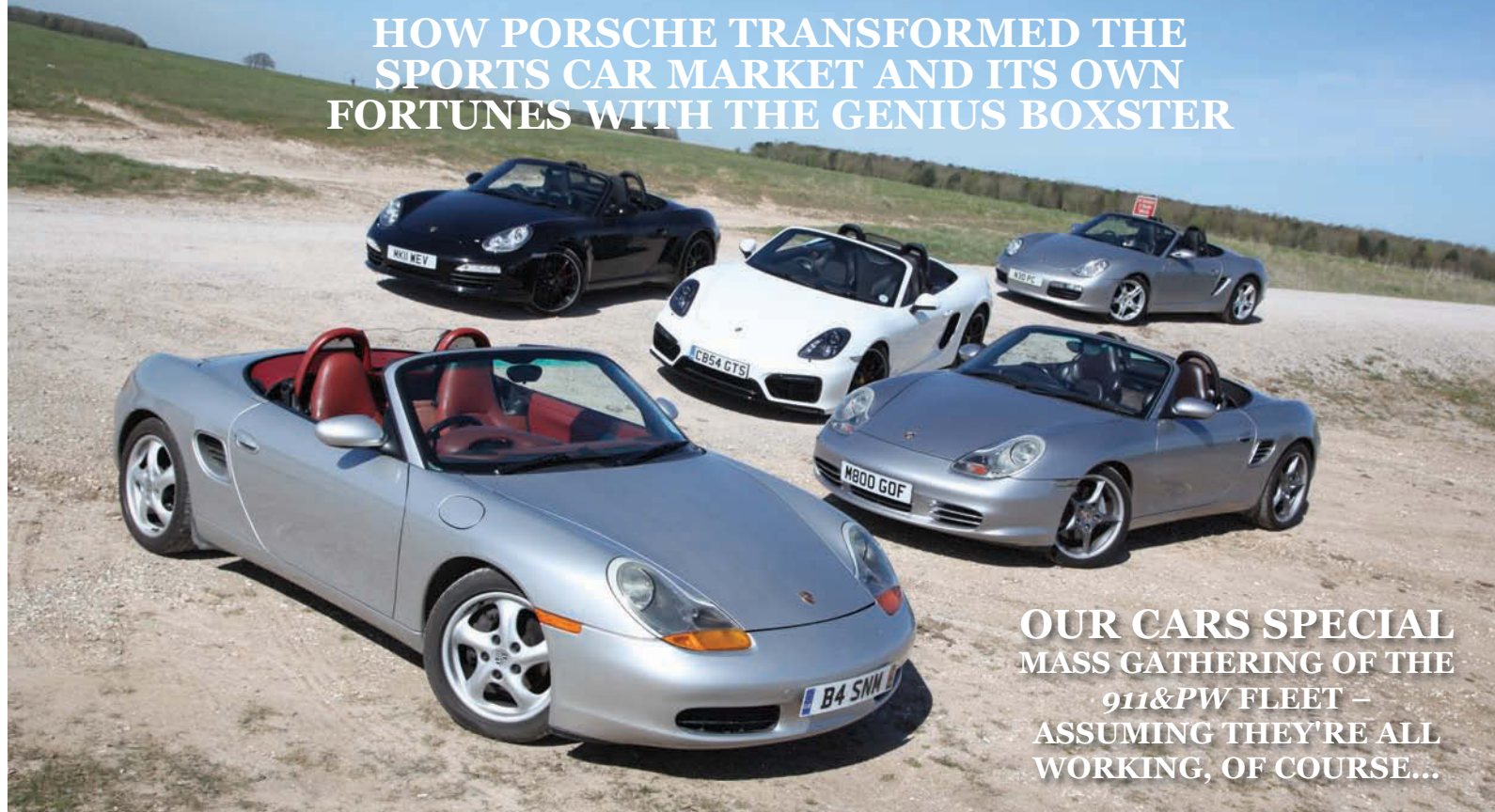
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