

The world's biggest Porsche magazine

GT PORSCHE

APRIL 2017

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ONE-OFF 959 CONVERTIBLE



996 vs 997

As 996 and 997 Carrera prices converge, which is the better prospect?



924 Turbo vs Cayman S

A front-engined classic or modern mid-engined coupé for £20k?

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Ignition



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

Anyone considering owning a modern 911, especially those on a realistic budget, are likely to have weighed both the 996 and 997 Carrera. In this issue we explore the virtues of both 911s, which now find themselves in a strange position in the used Porsche marketplace. As prices of the first watercooled 911, the 996, have risen, they have met those of its replacement, the 997, as it depreciates. Today both cars are available for similar money, in particular the second-generation 996 and first-generation 997, examples of which battle for our vote on page 44.

Our friends at RPM Technik, who were offering both cars for sale, have also provided some sensible guidance on running this pair, any prospective owner of either will find it useful I'm sure. On a similar note equally respected Porsche specialist, Autofarm, guides us through the realities of fixing a common fault on both 996 and 997

Carrera engines – IMS bearings. Much has been written over the years about this issue, Autofarm helps us to cut through the chaff in search of some facts, and showcases its own fix, page 82.

Sticking with the idea of choosing between two Porsches, we've pitted a pair rather different entry-level cars together this month in the shape of a classic 924 Turbo, and a contemporary 987 Cayman S. The duo share a certain Porsche lineage and both are available for around £20,000 at present, choosing between them may not be as straightforward as you'd think, page 72.

More unique than any of the cars mentioned above though are RUF's CTR3, and a 959 convertible – one of one in existence. Find out how RUF's supercar holds up seven years after its inception on page 54, and see the world's only open air 959, soon to be auctioned by Coys, on page 20. Porsches don't get much more distinctive...

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

This month: Andrew gives his verdict on the new Panamera 4 E-Hybrid, and gets to grips with a one-off 959 convertible...



Colin Goodwin
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A motoring journo for over 25 years, Goodwin writes for the Mirror and has contributed to GT Porsche for a decade now.

This month: In his regular column, Colin explores the option of buying a cheap Boxster S and turning it into a hillclimb car...



Johnny Tipler
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Journalist, historian and author, Johnny's specialist subject is Porsche. He drove the 2011 La Carrera Panamericana in a 914.

This month: Johnny gets his hands dirty with Autofarm to discover the specialist's solution to a common Porsche issue – IMS bearings.

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*Porsche Classic 'red' oil filter not applicable to 993 generation models. **Participating Centres only. Fixed price Classic Oil Service tariffs may be withdrawn or varied at any time. Oil Service includes Classic Motoroil and oil filter and associated parts. Excludes any additional items and checks.

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CAYENNE S PLATINUM EDITION LAUNCHED



Porsche has announced two new Platinum Edition Cayenne S models, offering added levels of exclusivity...

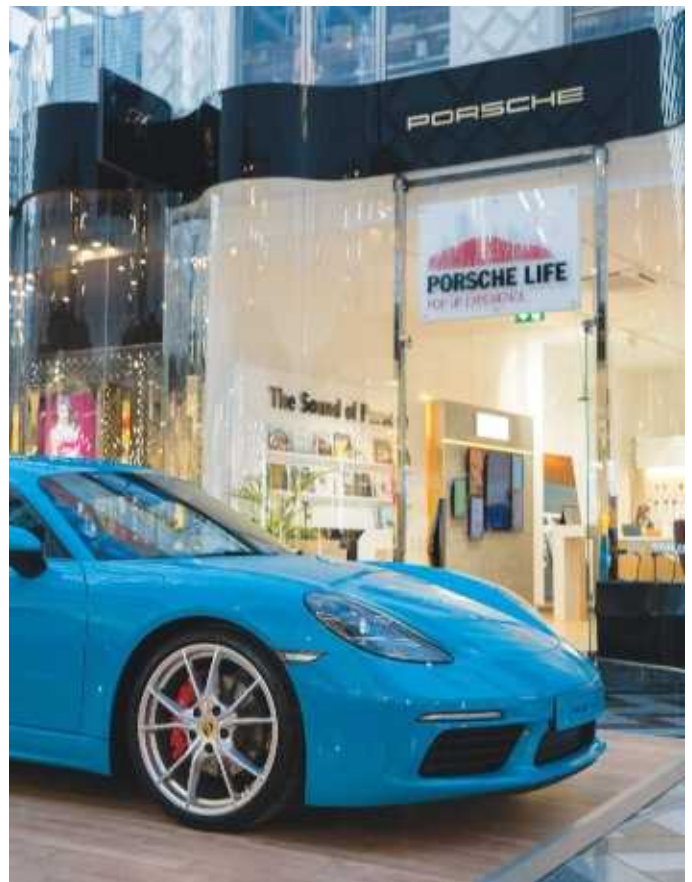
Porsche's Cayenne line-up now comprises two new models with the advent of the Cayenne S Platinum Edition variants. The Platinum Edition versions are available with both petrol and diesel engines. Distinguished by several special features, they can be ordered in five optional metallic paint finishes; Jet Black, Mahogany, Purpurite, Carrara White and Rhodium Silver, in addition to the standard body colours of black and white. Owners also receive high-gloss black body accents, tinted privacy glass on the rear windows and body coloured wheel arch extensions.

In addition 21-inch Sport Edition alloy wheels finished in a satin Platinum shade are joined by 'Platinum Edition' front door sill guards, and eight-way adjustable

leather sports seats with Alcantara centres, influenced by the popular Cayenne GTS. Bi-Xenon headlights with PDLS, Park-Assist, PCM with satellite navigation and the Connect Plus module (providing enhanced connectivity), plus an uprated BOSE audio system also appear.

Performance remains unaltered for both petrol and diesel versions from the traditional Cayenne S; the 3.6-litre V6 twin-turbocharged petrol delivers 420hp, the twin-turbocharged V8 in the S Diesel produces 385hp, and an impressive 627lb ft of torque.

The Cayenne S Platinum Edition is priced at £64,802, the Cayenne S Diesel Platinum Edition at £66,847. The new models are available to order now with first deliveries arriving in Spring.



PORSCHE POP-UP STORE OPENS

A new pop-up shop concept called Porsche Life will tour the UK this year and next...

Following the success of the 'Sound of Porsche' pop-up store, which toured New York, London and Shanghai during 2014, Porsche has launched a new concept along similar lines in an attempt to capture new fans, it is called Porsche Life. The first stop for the Porsche Life pop-up store was the Victoria Gate shopping centre in Leeds, but the concept will visit ten locations over the next two years.

Designed to capture the imaginations of new fans, visitors to the store are introduced to the Porsche world via interactive experiences summarising the car

manufacturer's unique identity. These include insights into the 911, 919 Hybrid, and the forthcoming Mission E, the first all-electric four seat Porsche. The intention is to present Porsche in a different way to the expected manner, the space is designed in a relaxing and informal fashion presented in the context of a living room, kitchen, lounge area and home office. Each of these motifs are designed to hint at how your 'life' with Porsche could look. In a similar fashion to Sound of Porsche, a gesture control section and the opportunity to grab a coffee and relax are key parts of the experience.

Visitors can seek further information and assistance; test drives can be arranged via the local Porsche Centre. A new Panamera Turbo, 911 Turbo S and 718 Cayman S are on display in store too.

"Porsche Life offers every visitor the opportunity to explore first-hand the stories and legends that underpin the Porsche brand," said Ragnar Schulte, General Manager, Marketing, Porsche Cars GB. "Whether looking into the Porsche future or admiring today's iconic sportscars, the blend of a bespoke, innovative environment offering digital interactivity is designed so guests of all ages, fans,

enthusiasts and customers, can feel welcome to have a chat over coffee."

Porsche factory race driver and 2015 Le Mans 24-Hours winner, Nick Tandy, has been designated an official Porsche Life ambassador, which means he will be supporting various activities around the pop-up store concept. There are a total of ten shops planned over the next two years, each open for around two months. The Leeds Victoria Gate shopping centre store closes on Thursday 16 March 2017, but there are several venues next in line including Brighton, Dundee, Hull, Liverpool and London.





PORSCHE DIESEL SETTLEMENTS

Porsche Cars North America has released a statement on settlement agreements following in the wake of the widely reported diesel scandal...

In the United States Porsche and its parent company, VW Group, have reached a proposed agreement to resolve any outstanding civil claims following the much publicised diesel scandal. The proposal covers VAG vehicles fitted with the 3.0-litre V6 diesel engine, which includes the Cayenne Diesel. In respect of this Porsche will look to recall and repair the affected SUVs free of charge.

In short all affected Cayenne Diesel vehicles will be brought into compliance with the emissions standards to which they were certified, subject to an appropriate Emissions Compliant Repair being approved by U.S. regulators. Porsche will 'recertify and retrofit' all of the vehicles involved. It will also 'provide restitution payments to all eligible owners and lessees of Cayenne Diesel vehicles'. It plans to implement the settlement program as soon as the legal aspects of the situation are resolved, which it expects to be May 2017 at the earliest, there is also likely to be the chance to opt out. Porsche drivers do not need to take any action at this time.



More information about the proposed 3.0-litre V6 diesel settlement program can be found at www.vwcourtsettlement.com.

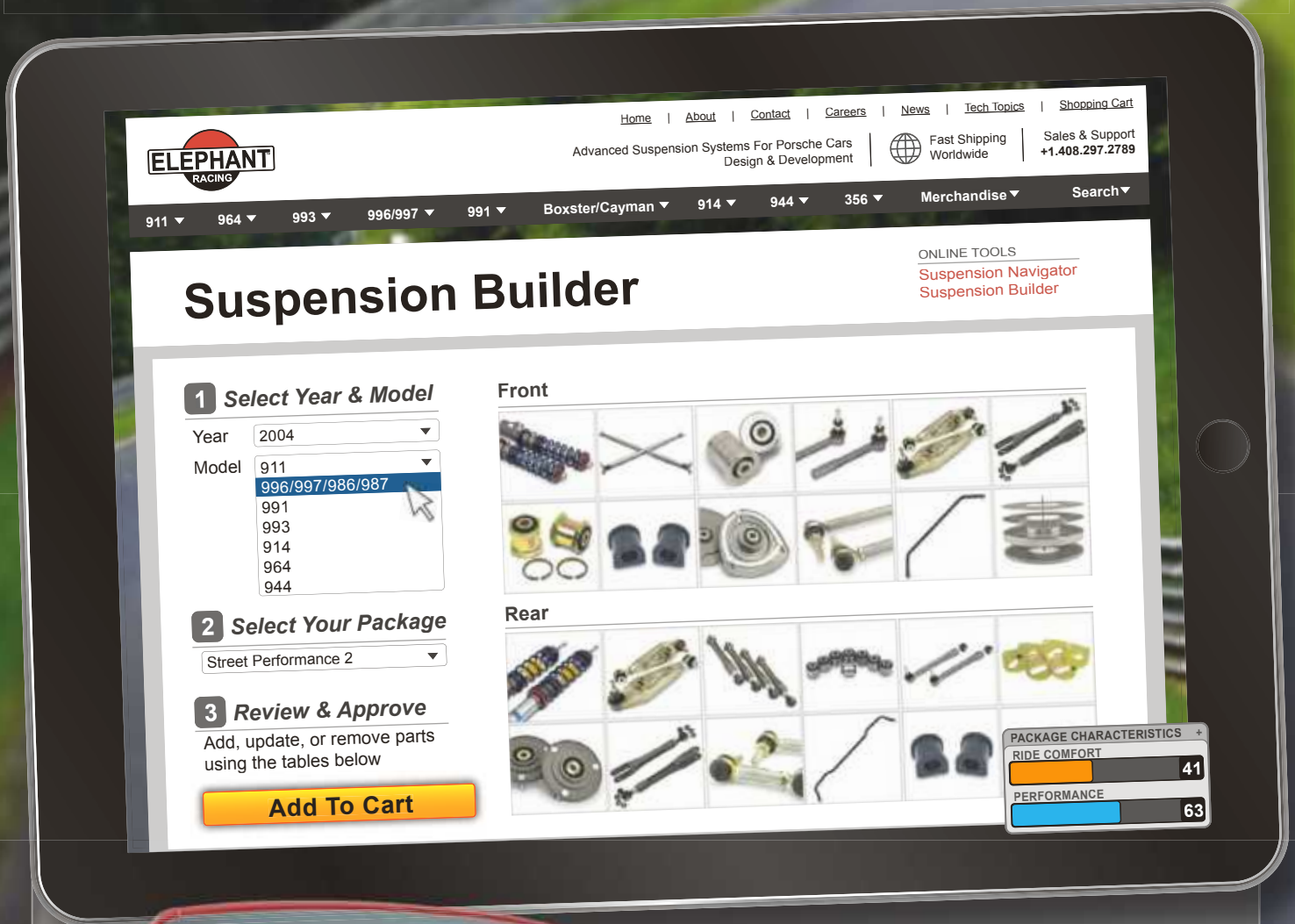
Porsche and the wider VW Group has been working in cooperation with the U.S. Department of Justice, the Environmental Protection Agency, and the California Air Resources Board to put the issues associated with the Cayenne Diesel to rest.

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HARTECH M96 VIDEO

North-west Porsche specialist Hartech has produced a time-lapse engine rebuild video...

Independent Porsche specialist, Hartech, has put together an interesting time-lapse video showcasing what is involved in the rebuild of a M96 engine. Hosted on the firm's website, www.hartech.org, the video follows a scored bore repair from start to finish using Hartech's wet aluminium alloy liners. On average Hartech rebuilds four of these engines, found in some 996, 997, Boxster and Cayman cars, per week. The majority of failures the specialist sees are down to common weak spots; bore scoring, cracked cylinders and worn crank bearings. Interestingly Hartech says that IMS bearing and timing chain failures are the less frequent problems it encounters.

Hartech's approach to engine rebuilding involves

tailoring its service to each individual customer, working with their requirements. Some of its customers only wish to carry out the bare essentials, others wish to improve and strengthen their engine as much as possible. As a rule the specialist strips an engine, assesses the work needed and identifies any other issues to establish a minimum repair cost. It then looks at the broader picture, making recommendations with a view to strengthening and refreshing work in any other key areas, then it is up to the customer to choose how to proceed, taking their budget into account.

Visit the Hartech website for more information on this, and the other services on offer.



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911 Carrera 2 (991)

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£62,995



911 Carrera 2 (991)

Carrera White • Black Leather Sport Seats • PDK Gearbox • Switchable Sports Exhaust • Touchscreen Satellite Navigation • 26,368 miles • 2012 (12)

£61,995



911 Carrera 2 S (997)

Seal Grey • Black Leather Seats Manual Gearbox • 19" Carrera Sport Wheels • Satellite Navigation 27,129 miles • 2007 (57)

£35,995



Boxster 2.7 (981)

Rhodium Silver • Black Leather Sport Seats • PDK Gearbox • 19" Boxster S III Wheels • Sport Design Steering Wheel 16,514 miles • 2014 (63)

£34,995



911 Carrera 2 S (997)

Atlas Grey • Black Leather Seats Manual Gearbox • Satellite Navigation Switchable Sports Exhaust • 35,241 miles • 2006 (56)

£33,995



Boxster S (987) Black Edition

Jet Black • Black Leather Seats Manual Gearbox • No. 401 of 987 Cars Built • Touchscreen Satellite Navigation 34,014 miles • 2011 (61)

£30,995



Cayman 2.9 (987 GEN II)

Basalt Black • Black Half Leather Seats PDK Gearbox • 18" Cayman S II Wheels Pioneer Touchscreen Satellite Navigation 36,525 miles • 2011 (61)

£27,995



Boxster S (987 GEN II)

GT Silver • Natural Carrera Red Leather PDK Gearbox • Touchscreen Satellite Navigation • 19" Sport Design Wheels 45,091 miles • 2010 (10)

£27,995



Boxster 2.9 (987 GEN II)

Carrera White • Black Leather Seats Manual Gearbox • 19" Carrera 'S' II Wheels • Touchscreen Satellite Navigation • 14,926 miles • 2010 (60)

£25,995



Boxster S (987)

Seal Grey • Black Leather Seats Manual Gearbox • 19" Carrera Sport Wheels • Air Conditioning • Wind Deflector • 37,375 miles • 2005 (54)

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NEW RSR TAKES SECOND ON DEBUT

Porsche's new 911 RSR made a successful race debut at the 24 Hours of Daytona, the first round of the 2017 IMSA SportsCar Championship...

IMSA SPORTSCAR CHAMPIONSHIP

ROUND 1: 24 HOURS OF DAYTONA, USA



Porsche's new 911 RSR finished second in the GTLM class at the Rolex 24 Hours at Daytona Speedway, the first round of the 2017 IMSA SportsCar Championship. The new car made its race debut at what proved to be a very tricky event, hampered by wet weather and a multitude of (21) full course yellow flag phases – the longest of which lasted for over two hours.

The mid-engined 510hp RSRs

qualified fifth and eighth in the GTLM class yet made a difficult start to the great race, losing time and positions due to six unscheduled tyre changes. This tyre reliability issue was traced to the right front on both cars, and after a solution was found and implemented both 911s began to make progress. Works drivers Patrick Pilet, Dirk Werner, and Frédéric Makowiecki were at the wheel of the No911 Porsche, while Kévin Estre,

Laurens Vanthoor and Richard Lietz competed in the No912 car.

Eventually both factory Porsches fought their way to the top of their class, and come first light on Sunday morning the prospects for each were looking far brighter. That is until an unscheduled pit stop for repairs on the right front suspension put the No912 car out of contention, it had been looking good for a podium finish. The No912 car would finish

the race sixth in class. Further ahead the No911 entry managed to close the gap to the leading Ford, putting on a fight in the closing stages of the race. It eventually finished behind the Ford GT, trailing it by just 2.988 seconds – pretty impressive after over 600 laps of hard racing.

Head of Porsche Motorsport, Dr Frank-Steffen Walliser, commented: "That was an incredible race and a great debut for our new 911



Race Result – GTLM:

1. Bourdais / Hand / Müller	Ford GT	652 laps
2. Pilet / Werner / Makowiecki	911 RSR	652 laps
3. Fisichella / Calado / Vilander	Ferrari 488 GTE	652 laps
5. Estre / Vanthoor / Lietz	911 RSR	652 laps



RSR. We were only two seconds off victory after 24 hours. It was an extremely tough race, and a fantastic fight for victory. Despite the bad weather conditions, the fans were treated to everything that makes racing so exciting. Both 911 RSRs made it to the finish well and without any real problems.”

Kévin Estre (No 912), said: “That was a really cool race. There were seven cars within ten seconds

after 24 hours – you don’t get that very often. We were there when it counted, but not quite enough to have a say in the fight for victory. The whole team did their utmost. Daytona is just the beginning.”

Further back Porsche customer team, Alegra Motorsports, won the GTD class with its 911 GT3 R. The car was running the new four-litre, flat-six DFI engine, the team was supported by Porsche factory driver,

Michael Christensen. Its win marked Porsche’s 77th class victory at the Florida classic, and the second in 2017 for the latest GT3 R following an overall victory for the model at the 14 Hours of Dubai in January.

In championship terms the Daytona result for Pilet, Werner, and Makowiecki at the season-opening round of the 2017 IMSA SportsCar Championship bodes well for the Porsche GT Team’s

season. Its haul of points in Florida also counts towards the North American Endurance Cup, a separate championship within the larger framework of the IMSA series just for the long distance classics; Daytona, Sebring, Watkins Glen and Petit Le Mans.

Round two of the IMSA SportsCar Championship is the 12 Hours of Sebring, it takes place on 18th March 2017 in Florida.

PORSCHE CLINCHES SECOND OVERALL AT BATHURST

Porsche's customer teams claimed second place overall, and four class wins, at the challenging Mount Panorama circuit...

INTERCONTINENTAL GT CHALLENGE

BATHURST 12 HOUR, AUSTRALIA



The third major long distance race of the year after the 24 hour classics of Dubai and Daytona, the Bathurst 12 Hour provided a further chance for the 911 GT3 R to fight for victory. In Dubai, Herberth Motorsport had notched up a sensational overall victory, in Daytona Alegra Motorsports won the GTD class. In Australia Competition Motorsports fielded a GT3 R attempting to do to the same.

Porsche works drivers Patrick Long and Marc Lieb, local heroes and Porsche Juniors, Matt Campbell, and David Calvert-Jones were in the Competition Motorsports entry, part of a 52-strong field at the season-opening round of the Intercontinental GT Challenge. The race began under darkness at 5:45am on Sunday morning, Campbell put in an immaculate first stint although

he was relegated to 18th after one of 16 safety car phases. With an inspired performance he made up nine positions before handing the car to Calvert-Jones, who subsequently swapped with Lieb and Long. They not only caught the front-runners but took the lead at certain stages. Campbell took the wheel again for the final stint and, despite a drive-through penalty, achieved a second place overall finish and A-GT3 Pro-Am class victory.

Other Porsche class victories at the prestigious race in New South Wales went to the 911 GT3 R of Walkinshaw GT3, the 911 GT3 Cup of Steve Richards Motorsport, and the Cayman of PROsport Performance making four class wins for Porsche in total.

A factory supported 911 GT3 R fielded by the Walkinshaw GT3

customer team and driven by Laurens Vanthoor, Earl Bamber and Kévin Estre met a quick end after just two hours. Having run in second place, just one hour into the race the car had swept into the lead, but it collided with a slower competitor while lapping and damaged its steering. Repairs would have taken too long and so the dream of a Bathurst victory for the 2015 Le Mans winner and his teammates were dashed, all before Estre even got a chance to drive.

Porsche ambassador, Mark Webber, present to watch the race, said: "It was a sensational experience for me to return to Bathurst after 22 years and watch this incredible race. It was a very long day for the drivers and teams, everyone got a fright at one point or another. That's totally normal on such a unique racetrack.

I'm thrilled about the hard-earned second place and the tremendous effort of the other Porsche customer teams. They all did a great job."

Former LMP1 Porsche driver, Marc Lieb, added: "Second place and class victory feels pretty good. We had to cope with a lot of minor setbacks, probably more than any other team, and that alone makes this feel like a super result."

Dissatisfied with his race, Earl Bamber said: "I was in the lead and wanted to lap a slower vehicle. The driver obviously didn't see me, he turned in and hit me. My steering was so badly damaged that we had to throw in the towel. It was clearly my fault. I was just too impatient; I should have waited longer. I'm so sorry for the team. It's such a shame. Up to that point everything was going really well for us."



Race result:

Overall

1. Vilander / Lowndes / Whincup	Ferrari 488	290 laps
2. Lieb / Long / Campbell / Calvert-Jones	911 GT3 R	289 laps
3. Kane / Smith / Jarvis	Bentley Continental	289 laps



PORSCHE ATTEMPTS A HAT-TRICK

Porsche's 919 Hybrid will tackle the upcoming WEC series, and Le Mans, with the starting numbers 1 and 2...

WORLD ENDURANCE CHAMPIONSHIP



Porsche's two 919 Hybrids entering the 2017 FIA World Endurance Championship season will do so with the starting numbers 1 and 2, as they look to defend their title. Series organisers, the FIA and ACO, confirmed the entry of two Porsche cars, and the team's new driver line-up, at an online press conference.

The No1 Porsche prototype will be driven by Neel Jani, former Audi pilot André Lotterer and Britain's Nick Tandy. Jani is currently a joint WEC Champion and 2016 Le Mans winner. Lotterer claimed the WEC title in 2012 for Audi, Tandy was part of the winning 2015 Porsche team at Le Mans. In the sister car, starting with the No2 will be 2015

Champions Timo Bernhard and Brendon Hartley, they start together with Earl Bamber, who claimed joint overall victory with Tandy at Le Mans in 2015.

Porsche says it has completely reworked its 919 Hybrid, the 900hp machine will start the 2017 season with its sights set firmly on winning the 24 Hours of Le Mans, the highlight of the endurance racing series, and the World Championship for the third time in a row.

Vice President of the LMP1 program, Fritz Enzinger was not mincing his words, he said: "We want the hat-trick. Toyota is set to be a very strong contender in the top tier LMP1 category for the 2017

season. We will face up to them with a meticulously enhanced 919 Hybrid and a team of six first-class drivers."

Porsche will unveil its new prototype on March 31 at Monza, that's prior to an official test for all WEC teams on April 1st - 2nd

at the Italian circuit. In both 2015 and 2016, Porsche won its 17th and 18th overall Le Mans victories, and secured both the WEC Manufacturers' and Drivers' World Championships. Nothing but the same will do in 2017 ○

2017 WEC Schedule:

April 16	6 Hours of Silverstone (GB)
May 6	6 Hours of Spa-Francorchamps (BE)
June 17-18	24 Hours of Le Mans (FR)
July 16	6 Hours of Nürburgring (DE)
September 3	6 Hours of Mexico (MX)
September 16	6 Hours of Circuit of the Americas (Texas, USA)
October 15	6 Hours of Fuji (JP)
November 5	6 Hours of Shanghai (CN)
November 18	6 Hours of Bahrain (BH)

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AUDI RS3/RSQ3 » 420+ BHP (+DE-LIMIT)
AUDI S3 / GOLF R » 373+ BHP (+DE-LIMIT)
AUDI 3.0TDi (ALL MODELS) » 315+ BHP
AUDI 3.0 Bi-TDi (ALL MODELS) » 380+ BHP
AUDI Q7/A8 4.2 TDi » 400+ BHP

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X5M / X6M » 618+ BHP
1M » 411+ BHP
M3 E90/92 » 445 BHP (+DE-LIMIT)
M135i/ M235i » 402 BHP
M4/M3 3.0T » 520+ BHP
M5 F10/M6 (STAGE 1) » 680 BHP
M5 F10/M6 (STAGE 2) » 730 BHP
F10 520D » 240 BHP
F10 530D » 305 BHP
335i/135i/X6 » 370+ BHP (+DE-LIMIT)
123D » 252 BHP

316D/216D/116D » 160 BHP
318D/218D/118D » 225 BHP
330D E90 » 296+ BHP
320D E90 » 215 BHP
420i/320i/220i/120i » 275+ BHP
435i/ F30 335i » 390 BHP
428i/328i » 295 BHP
535D / 335D / X5 SD » 355+ BHP
640D/335D/535D/435D » 390 BHP
730D » 305+ BHP
X5 4.0D / 740D » 370 BHP
X5 3.0D » 305 BHP
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C350/CLS350/E350/S350 » 315 BHP
E400/C450 » 420+ BHP
C400 » 400 BHP
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997 CARRERA S » 376+ BHP
997 CARRERA PDK » 368 BHP
997 CARRERA GTS » 435 BHP
997 GT3 UP » 436 BHP
BOXSTER 3.4S » 336+ BHP
CAYMAN S » 342 BHP
MACAN 3.0D » 315 BHP
CAYENNE GTS » 440 BHP

CAYENNE TURBO 4.8 » 578+ BHP
CAYENNE TURBO S 4.8 » 600+ BHP
CAYENNE 4.2 DIESEL » 450+ BHP
CAYENNE DIESEL » 315+ BHP
PANAMERA TURBO » 600+ BHP
PANAMERA DIESEL » 315+ BHP

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A white sports car is driving on a winding road through a forest. The road is paved and has a white line marking. The surrounding area is lush with green grass and trees with autumn-colored leaves in shades of yellow, orange, and red. The background is slightly blurred, suggesting motion. The overall scene is bright and scenic.

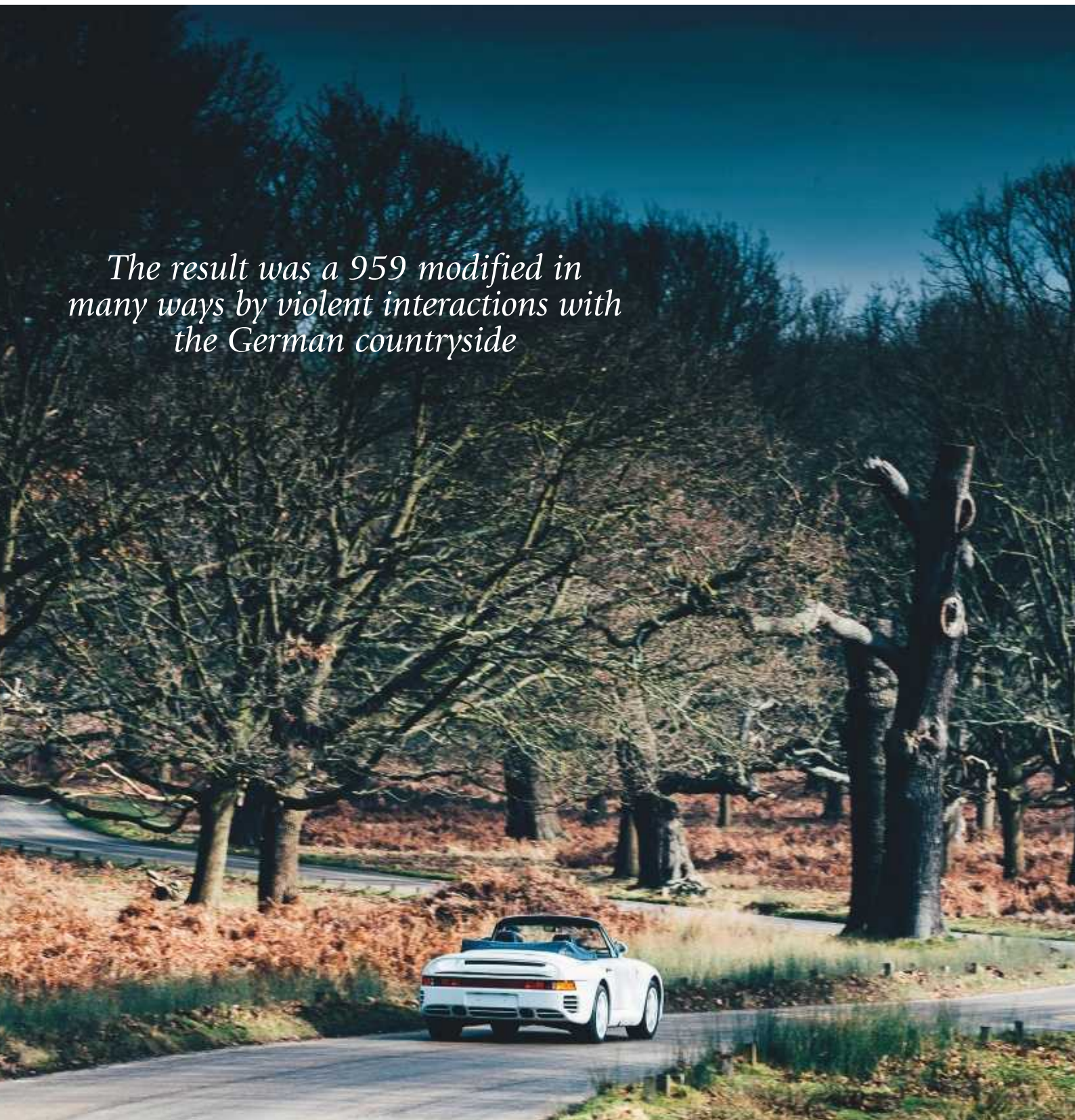
Open Season

The world's only 959 Cabriolet, built by Auto Becker from the remains of a crashed 959 coupé in the 1980s, will be auctioned by Coys this April...

Story: Andrew Frankel Photography: Malcolm Griffiths



The result was a 959 modified in many ways by violent interactions with the German countryside





or a car occupying such an esoteric position in the marketplace – the world's fastest car when it was new no less – the Porsche 959 didn't half get about. Its first iteration was as a concept car, shown at the 1983 Frankfurt show, but even then it was pointing to a new direction for Porsche as its 'Gruppe B' name clearly implied. This was a design study for a new type of rally car to contest the now infamous Group B. Except Porsche had no interest in the World Rally Championship but, instead, the Paris Dakar Rally. And while the 959s all failed to finish on their debut in 1985, 959s came first, second and sixth in 1986, a year in which 85 per cent of entrants failed to get to the finish at all.

Then there was the 959 racing car, better known as the 961, the first four-wheel drive car to race at Le Mans, winning its class in 1986, though immortalised by the in-car footage of Dutch driver Kees Nierop binning it there in 1987, trying to get the smoking remains back to the pits before thinking better of the plan and bringing it to a halt nowhere near a fire marshal, hopping out and watching it burn to a crisp.

Even the road-going 959 had two distinct versions. The standard car is today better known as the 'Comfort' 959, and was very well equipped with all the usual refinements you might expect to see in a fast but luxurious sports car of the era. The problem was that with all the technology the car also had to carry, the 959 was rather heavy, so Porsche produced a lightweight 'Sport' version as well. It did without adaptive damping, rear seats,

electric motors for the front seats, central locking, air-conditioning, electric windows and even the passenger door mirror. In total it stripped 100kgs out of the car, but it was more of a headline grabber than a money maker: customers decided they quite liked their 959s to be comfortable and well equipped and just a handful of Sports were made.

And then there was the 959 Convertible. Hopefully you're all now scratching your foreheads as one. Well, if it's any consolation, the news of the existence of a cabriolet 959 would have been as big a surprise to Porsche then as, presumably, it is to you now. Indeed we owe its existence not to Weissach, but to one Jurgen Lassig and a fairly enormous car crash. Lassig was quite an underrated driver, one of those whose name might ring a faint bell but not much else. Well, his record is pretty good, including an outright win at the Daytona 24 Hours and coming both second and third in 16 drives at Le Mans, always in a Porsche, or a Porsche-powered Kremer. Anyway in 1988 he found himself at the wheel of a 959, chuntering down the autobahn at what one might imagine to be a fair old lick when for reasons unclear, he came into contact with another car. The result was a 959 modified in many ways by subsequent violent interactions with the German countryside but, crucially, in the roof department.

Doing substantial damage to the roof of almost any modern car is likely to have terminal consequences because as well as keeping the rain out, it has significant structural loads to bear. At the very best you might get away with buying a brand new shell



*The roof was gone, so why not make
a 959 without a roof at all?*



for the car and transferring to it the identity of the wreck and any salvageable parts. But Auto Becker, the company that bought the remains, had other ideas. The roof was gone, so why not make a 959 without a roof at all? In that moment the 959 Cabriolet was born. And while others have tried to turn 911 Cabs into look-a-like convertible 959s, usually with fairly calamitous visual results, so far as I am aware there remains to this day just one indisputably based on the real thing, or at least a substantially crunched version thereof. And if you pitch up at Techno Classica Auction in Essen on April 8th, you too can attend the Coys auction and bid to make it yours.

At this stage my plan was to advise you as to the merits or otherwise of that decision, a judgement to be based on having driven the car myself. Sadly that didn't happen and any information on the car was hard to come by too by those in the know. So faced with telling the editor he'd have a few pages of white

space in the magazine or doing the best with what information was already out there, I sat down to write this story. It's a shame, not least because I'd be fascinated to know how the car had coped with decapitation. Normal cabriolet versions of monocoque coupes have to be fitted with massive underbody bracing in order to replace even some of the torsional rigidity lost by removing the roof, typically adding 100kg or more to the weight of the car – the same amount saved by the Sport version of the 959. Older 911s suffer less than most when turning into cabriolets because their wheelbase is so short relative to anything else so there's less length between the wheels to flex. Even so, this 959 possesses the same 444hp of any other 959 road car and enough torque to challenge the best engineered convertible. Would the convertible 959 simply wobble, jelly-like down the road and angle into corners with all the accuracy of a 16th century flintlock pistol fired by a blindfolded drunk trying to

balance on one leg on a half inch tightrope in a stiff breeze? Or would it, somehow, be ok? Sadly I know no better than you.

What I do know is that the car comes with its own hardtop in a comically enormous box, a choice of windscreens (standard or 'Speedster') and a roof that actually looks quite good when raised but which sits proud of the body under a big cover when stowed.

My advice to anyone considering buying it is to think of it as a curio, a kind of Porsche no one else will have, no matter how rich. On that basis and to the right kind of collector it probably makes some sense. However those thinking it might somehow provide all the dynamic ability of a 959 coupe but in an open air environment might do well to keep their expectations under somewhat closer control.

DRIVING THE 959 COUPÉ

Thirty years. That's what you have to keep on reminding yourself. When the 959 came out



it was so much faster than anything else on sale at the time, the only machine to which it could profitably be compared was the even more rare, less powerful and slower Ferrari 288GTO. Compared to anything 'normal' like a Ferrari Testarossa, the 959 was playing an entirely different game.

Of course it was the technology that bamboozled you at first – actually it was quite intimidating. It had an engine genuinely closely related to that of the multiple Le Mans winning 956 and 962. It had a gearbox with six ratios. Six! Thirty years ago that was unprecedented. Four-wheel drive was not new, even in a high performance car, but four-wheel drive that could vary its torque split between 20/80 front to rear and a locked driveline was unique. It had driver selectable modes for traction, dry, wet and ice decades before everyone from Ferrari to Land Rover followed its lead and you could see on the dials how much torque was going to the front wheels,

and how it was being apportioned between the rear wheels too.

But a 959 was and remains a beautifully simple thing to get in and drive. The cockpit is as airy and visibility as good as that of any other air cooled 911. You turn the key, a slightly muted but still inimitable flat six whirr fires up behind you, you select a gear and go.

It doesn't even feel that fast initially, because below 4800rpm the engine blows through a small low inertia turbocharger. It responds unexpectedly well for such an old forced induction engine but gives no indication of what's to come when the big turbo cuts in and takes over from 4800rpm to 7200rpm. Even today that's a genuinely startling experience. You can actually go way past 7200rpm and the engine will give good power all the way to the limiter at 8000rpm (remember these engines were designed to take 8400rpm in every gear for the duration of a 24-hour race), but the lower ratios are so closely stacked there's not

much need. Even a standard 959 was a sub four-second 0-60mph car, a Sport was timed at 3.6sec. Even today, those numbers really do get your attention.

But those who criticised the 959 for feeling slightly aloof were making an important point. Others just presumed the critics of the time were simply unable to get to grips with the 959's then phenomenal limits; in fact they were right. A standard Carrera of the era is a more involving car to drive and with rear-wheel drive and weight advantage measurable in the hundreds of kilogrammes, it would be peculiar were that not the case. I never experienced any of the 959's allegedly tricky handling traits, but was always aware of the nose's desire to push wide of a corner and the need always to manage the way the power was introduced away from the apex. Driven like that, and in the dry at least, a 959 is an easy car to drive fast just not, at least by air-cooled 911 standards, a particularly engaging one.

Today 959 performance is available to anyone, and for less than one quarter of what it cost 30 years ago



THANKS:
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959 VS 911 GTS

At the time people must have wondered how long it would take normal 911 performance to catch up with that of the 959. They may not have bet on 30 years. But the statistical similarities between 1987 959 and a mid-range 911 Carrera 4 GTS are fairly remarkable, given they exist an entire generation apart.

Both have twin turbo flat-six engines displacing a little less than three-litres. Both have identical 450hp power outputs and direct it to all four corners of the car. Fit the new car with PDK and both require between 3.5-4.0-seconds to reach 60mph, both have top speeds above 190 but below 200mph.

There is, however one enormous difference between them: in 1987 the 959 cost £155,000, compared to £99,303 for today's GTS. But inflation adjust the 959's price and you get to over £410,000. So today 959 performance is available to anyone, and for less than one quarter of what it cost 30 years ago ○



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959 Key Moments

The 959 was a loss-leader for Porsche, its numbers still serve to impress 30 years on...

1981

959 'Studie' showcased at Frankfurt



1983

'Gruppe B' 959 design study showcased

1985

Finished concept displayed



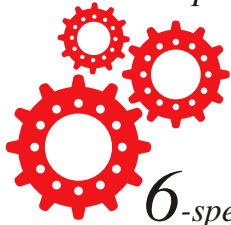
420,000DM
price (new)



9x17-inch



2849cc



6-speed

959

6-cylinders



720,000

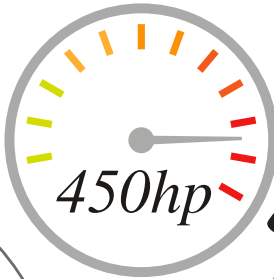
cost to build each car



84 litre
(fuel capacity)

294

'Comfort-spec'



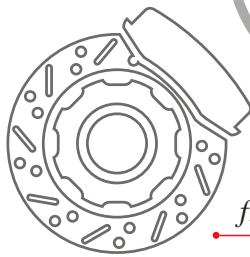
450hp

4260mm
length

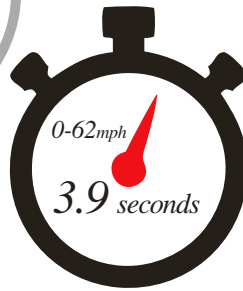


196
mph

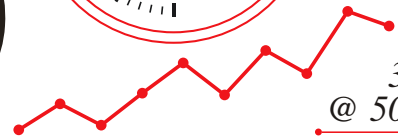
29
Sport models



322mm
front brake discs



0-62mph
3.9 seconds



369lb ft
@ 5000rpm



1986

Production begins

1986

1-2 finish at Paris-Dakar Rally

1988

Production stops





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Author of 25 Porsche books, Peter has been involved with the brand for 35 years

Peter Morgan recalls driving a great Porsche racer – the 904...

Simon Jackson's feature on the Porsche 904 (GT 02/17) brought back happy memories for me driving what is arguably Porsche's prettiest ever car. The 904 complies to the old saying 'if it looks right, it probably is right' and my two drives, in a four-cam Fuhrmann engined GTS and the later six-cylinder version, proved that point.

As Simon recalled, the 904 came at a pivotal time for Porsche, during 1963-4. While the factory was flat-out building the first of the new 911 production cars, the race team channelled its full energies into a clean sheet development for a new GT car. The new racer was revolutionary for a company whose previous race success was based on careful evolution.

The design team were no doubt inspired by Colin Chapman's super successful 1950s Lotus Elite. Nevertheless, perhaps noting the glassfibre monocoque Elite's notorious fragility, its appalling maintainability and that Chapman had adopted a more pragmatic steel chassis solution for the 1962 Elan, Porsche chose a box section ladder chassis bonded to a fabricated glassfibre body.

The 904 typified those few brief years in the 1960s when racing cars looked utterly beautiful. Think 250GTO, E-Type and Shelby Cobra. It was the era before the harsh functionality of the wind tunnel blunted the artistic flair of designers such as F.A. Porsche. The 904's glassfibre enabled a body rampant with flowing three-dimensional curves that was skilfully combined with the earlier 718's proven Fuhrmann four-cylinder engine and wishbone suspension. The car weighed just 700kg and

the two-litre, four-cylinder, four-cam delivered some 180hp. There was enough space also for the new 911-derived flat-six engine and even the endurance racing version of the F1 flat-eight.

I drove Ottocar Jakob's 904-087 extensively in the Austrian Alps back in 2002 and if ever a car captured my heart the instant I sat in it, it was that 904. The cockpit was tiny, but the wood rimmed Nardi dropped easily to hand. Instrumentation

I drove a 904-087 extensively. If ever a car captured my heart the instant I sat in it, it was that 904

was minimal with just three gauges (175mph speedo, tacho and combi oil). The car was largely original having been raced mainly in the States by the likes of Scooter Patrick, Joe Buzetta and Dick Barbour. That originality gave it fabulous patina and I didn't doubt the delicious cabin aroma of hot oil and glassfibre was just as Patrick had experienced on his way to second place in the two-litre class of the US Road Racing Championship back in 1965.

I remember starting the gorgeous four-cam needed practised technique. The 'Fuhrmann' engine is a Porsche landmark design itself and it had to be spun on the starter to get the oil pressure up, before flicking the two switches to light up the twin-plug ignition.

And everything needed to be warmed through to 60 degrees C before driving off. The noise was astonishing – a full on mechanical clamour of pistons, camshafts, valves and the complicated bevel gear cam drives. From idle the throttle was instantly responsive and the exhaust delivered a bark quite unlike any other Porsche four-cylinder. You needed 2500rpm to pull away, but the race-spec 901 five-speed gearbox needed typical sympathetic care. The ride was firm, but not harsh and remarkably composed on bumpy asphalt. The tyres rode the bumps rather than skipping over them and the grip was tenacious. This was a car that loved to take long, fast corners being steered on the throttle. But it was that engine I recall most. It didn't want to do anything below 2,000rpm and passing 4,000rpm there was a relentless push in the back. In its day, this was a car that went to 62mph in 5.5-seconds - incredible for a small capacity GT car in 1964.

My second 904 experience came thanks to Irvine Laidlaw, Scottish baron and long time historic race car enthusiast, and represented the 904's next evolution. His beautiful

904 was fitted with a full race (210hp) twin spark six-cylinder. Starting that engine, on Weber IDAs, was all about not flooding it, but the noise once it was going was fabulous! At the time I described it as if I was sitting in the middle of a full orchestra delivering Tchaikovsky's 1812. The engine didn't understand gentle throttle and bogged down at low revs. The gearbox, another 901 derived five-speeder, needed a firm tug to shift the cogs with a race clutch. To drive a 904/6 fast, you needed to wring its neck! This full race car was 50kg lighter than the four-cylinder (with a power to weight ratio equivalent to a 996 GT2). It had a stunning ability to change direction.

The 904 won the Targa Florio in 1964 and came second overall in the 1965 Monte Carlo rally. That astonishing versatility shows what a great racer this was. In January, Bonhams achieved a spectacular hammer price of £1.85 million for the car featured in *GT Porsche*. Back in 2002 when I drove Ottocar Jakob's 904 GTS, typical four-cam values were around £300k. It seems the world has woken up to the reality of Porsche's engineering art ○



Photo: John Colley

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



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Single seater ace turned Carrera Cup GB driver, Dino is enjoying his third season racing Porsches

Dino Zamparelli looks ahead to his 2017 season in the Carrera Cup GB, where he will mount a challenge as part of Nick Tandy's JTR team.

2017 marks the start of a new chapter, a new season and a fresh start. For those of you who followed me over the last few years you'll have seen some progress in the Carrera Cup GB Championship, which I moved to in 2015. I had a bit of a dodgy year then, but I managed to recover towards the end of the season when I switched

a strong first half of the year, and started planning for 2017 – and here we are.

I watched Nick Tandy win Le Mans in 2015 and envied his success. Nick is very familiar with Porsche, he's just been announced as a factory driver and will lead its LMP1 assault this year. In short, he is one of the fastest men within the Porsche family right now, and

develop and evolve them into this one. It's going to be exciting, I can just feel it. My main rival last year, Dan Cammish, is returning to the championship and I cannot wait to reignite our battle. Everyone always asks if I feel annoyed that Dan is returning, I feel the absolute opposite. I didn't want Dan to leave! I wanted him to return so that I can beat him fair and square. He's a class driver, but we more than matched him up to the halfway point last year, and we'll be looking to rattle the man again in 2017.

We have a few pre-season testing days booked early this year, we'll look to shake the car down, get ourselves sorted and develop our set up. I'm hopefully to have good

team mates signed alongside me so that we can develop the car together for a fast and confident start. On the commercial side I'm delighted to announce my partnership with DMS Ltd, the guys let me out in a GT3 RS and Ferrari 458 Challenge at Silverstone recently – the most unreal way to blow away the cobwebs having not driven a fast car for five months! I'm excited to have DMS join the journey this year, as well as Arbutnot Latham, who return to support alongside Bristol Sport. We've got some exciting sponsors coming on board, I'm looking forward to working with them on some cool stuff this year. Here's to a successful year together ○

Everyone always asks if I feel annoyed that Dan Cammish is returning, I feel the absolute opposite. I didn't want Dan to leave!

to the GT Marques team, allowing me to show what I could've done all year by taking some wins.

We took that form into 2016, again continuing our strong partnership with GT Marques. Half way through the season we had three wins, seven podiums and five fastest laps from eight races. We were looking very strong. Unfortunately, we didn't win again in 2016, I scraped a podium or two, but the form went away and with it the speed and luck. It was very much a tale of two halves, the fairy tale start to the season ended as a Hollywood horror – as small consolation I hung on to second place overall. I went away, thanked the team for its efforts, celebrated

he's also my new team mentor. I've known Nick for a while, he started in the Carrera Cup GB, and went on to European success before being picked up as a works driver. He's a down to earth guy and I'm looking forward to working with him this year as part of his JTR team who I recently signed for, announced at the Autosport Show in January. This year will be JTR's first in the Carrera Cup GB having competed in Formula Ford. I spoke at length with Nick, I know he wants to win and I know he'll field a very strong outfit. He wanted me to be a part of his first season in the category, and I very much wanted to join the team.

I'll be taking all the good bits from last season and looking to



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

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second thoughts

by Simon Jackson



Simon has worked across several automotive publications over the past decade

Simon Jackson ponders how new technology has enhanced our ability to follow motorsport, expanding our understanding...

The way in which we are consuming media is changing. There will be some of you reading these words in the traditional fashion, via the medium of print, yet there will be others perusing this page on a smart phone or via a computer screen. In some respects the old methods remain the best, but if there's worth in embracing new ones then they are due serious consideration. Whether magazines such as this one are best enjoyed in print or through a more modern device is one thing, but if nothing else the technology is certainly useful for something many car enthusiasts have a passion for: following motorsport.

Decades ago the only way of digesting a race report was by reading it in a newspaper or magazine, now we can add an extra dimension to that, we can ride onboard a Porsche Prototype sportscar while it charges down the Mulsanne Straight at 3am during the Le Mans 24-hours. We can do that both from thousands of miles away via our phones, from the comfort of our cosy beds, or from mere metres away while we're standing next to the track. These are fantastic times. Television coverage has vastly improved our understanding and viewing pleasure of motorsport, and the internet is doing the same, perhaps to a greater degree. Ultimately this allows people direct access to live motorsport and that's a good thing. Under its new ownership, Formula One is sure to embrace a new type of consumer, an internet savvy one, and hopefully the sport will benefit for that.

When Porsche was racing in F1 during the 1960s, there was less

of an appetite for new technology as a recent anecdote I came across highlighted. During practice for the 1962 German Grand Prix at the Nürburgring Porsche permitted a domestic television company to fix what was described as a 'large camera' to the back end of Carel Godin de Beaufort's privateer Porsche 718 (de Beaufort is a character we'll be highlighting further in a forthcoming issue). The aim was to capture some moving shots during a live Grand Prix session, but things went disastrously wrong. Through a steep descent following a series of quick corners the camera's mountings failed and, unbeknown to de Beaufort, and through no

fault of his own, the camera fell off the back of the car. The Porsche wasn't far ahead of Graham Hill's pace-setting BRM, and as Hill swept through a blind turn shortly afterwards at a speed of 140mph, he came across the massive camera in the middle of the road. There was nothing to do but hit it. The oil fed radiator and pipework were ripped clean off of Hill's BRM, he and the car were sent spearing off into the trees where most of the suspension and wheels came adrift too. Luckily Hill was unhurt but a second car, losing control on the oil the BRM had just dropped, followed him into the scenery – its driver was somehow unscathed too. It was a

horror scenario and little wonder the Formula One paddock at the time was less than impressed with what some described as the new 'swearword' – television!

Capturing footage of motorsport has, thankfully, become a lot easier these days, and it has proved its worth as a medium by expanding our knowledge and understanding of the sport. In more modern times the internet is doing the same and without causing the near death of the sport's competitors. It is adding an interesting extra dimension to the motorsport story. Next time you're able to follow one of Porsche's live feeds from its cars during a race, do so. For me it often feels like you're actually there with them, one of the team, a priceless feeling for anyone with a passion for motorsport. Whether any medium could successfully convey the feeling of rounding a bend at 140mph to see a giant TV camera lying in the road though, well, that is another matter entirely... ○

As he swept through at 140mph, he came across the massive camera in the middle of the road. There was nothing to do but hit it...



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



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ELECTRIC AVENUE

The new Panamera 4 E-Hybrid is better than the car it replaces, says Andrew Frankel, but Porsche's hybrid technology still has a way to go...

Story: Andrew Frankel Photography: Porsche

We are told hybrids are, if not quite the future, then certainly the bridge to take us there. Of course no-one knows how long the bridge will need to be, nor exactly whether it will be fuel cell cars or more conventional electric cars that meet up once we touch dry land again; all we know is how we're going to get there. Or that's what we're told. And the message is conveniently backed by an official, independent testing regimen that demonstrates hybrids to be capable of almost unimaginable feats of fuel consumption and low carbon dioxide emissions. And then, just to make sure we get the message, governments incentivise us to drive hybrids with some quite astonishing tax breaks for those who do.

There are other aspects of hybrids we are less encouraged to focus upon: the

sheer inefficiency of carrying two entirely independent powertrains that rarely, if ever, are at their most efficient at the same time. Car manufacturers try hard not to draw attention to the immense weight penalties these systems incur and, of course, the natural resources that make up that additional mass. Most of all, I can't remember a single hybrid manufacturer announcing that, of course, its claimed fuel consumption is no more possible in real world driving than climbing Everest solo, without supplemental oxygen with nothing more than a mankini to protect you from the elements. Or that, because fuel consumption and CO2 emissions are indivisibly linked, the CO2 figures upon which those tax breaks are calculated are an equal, pure and total fantasy.

Should we blame Porsche for jumping on this bandwagon? Of course not: its job is not





to save the planet but to sell cars, and to take a stand against hybrids because they are not exactly as described would be to wilfully cut itself off from a small but growing constituency of customers who have bought wholesale into the hybrid dream.

Besides, good hybrids are not without their benefits. This new Panamera 4 E-Hybrid will cover 30 miles on electrical power alone and while there is a cost in generating that electricity both in financial terms and those of the emissions of the power station in which the electricity is generated, it is slight compared to those incurred at your local BP garage. So I'll say now and for the avoidance of doubt that if you're planning on using your partly electrified Panamera mainly for short journeys, there will be a real cost and environmental advantage to doing so.

And if you liked the idea of the previous Panamera hybrid, the new one will likely make

you think you've died and gone to heaven. First there are massive improvements to the car itself: the ride, the refinement, the styling and the installation of an interior that's going to be talked about for years to come. When in 15-years all luxury cars have lost their switches and dials and feature instead gorgeous TFT screens and touch sensitive expanses of shining black dashboard, remember it all started here.

As for the hybrid system, there's not just that greater all-electric range, but a higher all-electric speed too, up to 87mph before the internal combustion engine kicks-in. The engine is new too: a Porsche-designed 2.9-litre twin turbo V6 which combined with the car's far more powerful electric motor (up from 96hp to 136hp) now offers a rousing 456hp backed by a 516lb ft wall of torque at just 1100rpm. That means claimed performance of the startling variety for such a large and luxurious car: the standard 0-62mph measure

falls from a credible 5.5-seconds for the old car to just 4.6-seconds: a base-spec new 911 is no quicker.

But first it's time to go gently. Like other sophisticated hybrids, the Panamera will allow you to choose whether to drive with electric or hybrid power delivery. Like the old car you can even use the petrol engine to charge the batteries though don't expect your fuel consumption to be pretty while you do. For now, all-electric will do. In this mode the Panamera Hybrid is better than good: it's glorious. There is something about the silence in which you are wafted around that sits so much more comfortably with the character of this Panamera than that of its predecessor. In the currently unachievable ideal world, all true luxury cars would be powered by electricity because what greater luxury is there than that afforded by soundless travel?

But if you want to go faster, or when you



simply run out of electrons, the new V6 must chime in and that is something of a mixed blessing. I don't doubt its power but its character is rather different to that of the smooth and silent electric motor and the transition from one to the other is not one you're likely to miss. The new engine is eager enough, but its voice is surprisingly gruff, sufficiently so that some may come to wonder if it's really an appropriate soundtrack to play at that volume in a car as otherwise as cossetting at this. It has an urgent, sharp voice that were it slightly less coarse might sit reasonably well in a smaller, cheaper, more sporting Porsche. In the Panamera, it's a little odd. Also if you subtract the power of the electric motor, this engine is only producing 326hp, which might sound reasonable enough in isolation but not when you consider exactly the same engine delivered 439hp in the non-hybrid Panamera 4S.

Just as well it still delivers all that

performance then. Right? Only to a point: there can be no questioning Porsche's acceleration figures because history tells us the only inaccurate performance statistics quoted by the factory have been that way only because they have understated the car's true potential. But you have to work the Panamera and that engine mighty hard before it will deliver truly scintillating pace. And that makes it fair to ask how often you're going to be minded to drive that way with this rather vocal engine doing the pulling. In my case, not often. Drive it with enthusiasm rather than if your life depended upon it and you'll find a car that feels pleasantly rapid, no more. It stands in considerable contrast to the V8 diesel Panamera I recently drove which delivers a silent wallop from rest nothing this side of a high output Tesla can beat. But were that the only compromise the Panamera 4 E-Hybrid placed upon its driver, perhaps that would be considered a price worth paying. But there is

another factor here, one that affects the car just as much, but in an entirely different way. And that is its weight.

The Panamera hybrid weighs 2245kg, which is 320kg – almost a third of a tonne more than the same car without the hybrid system. Which means it weighs more than a six-litre V12, long-wheelbase Mercedes S-Class limousine. Or a Range Rover. And not even some of the world's finest chassis tuners can engineer their way out of that. Actually and given the numbers above, it's a wonder the Panamera hybrid doesn't feel more cumbersome than it does. It is hard indeed to imagine anyone else with skills to enable a car weighing this much to handle so well. But it still needs qualifying: it handles well for a car weighing 2245kg, which is a very different thing to saying that it handles well, period.

What Porsche has been able to achieve is a car with well weighted and accurate steering and suspension that resists the impact of every

*You have to work the Panamera hard before
it will deliver truly scintillating pace*





Porsche has slashed the price of its Panamera Hybrid by more than £9000, making it considerably cheaper than the equivalent diesel model

day lumps and bumps plus less common undulations and camber changes. And if that's all you require, then it's good enough. But most want a little more from their Porsche, even one as family oriented as this. They might hope for some feel through the steering or sense of agility from the chassis, they won't find it here. Though it clings on grimly enough up to reasonably high cornering speeds, the Panamera is simply too heavy to do much more than follow a pre-set line through a curve. It doesn't much care for mid-corner changes of plan and there's not much trimming of your ideal line with the throttle pedal to be done either: there's just too much mass for such delicate responses.

After I drove the Panamera 4 E-Hybrid, I spent some time in the new 4S Diesel, a car with a little less power on paper, but slightly better claimed performance thanks to its considerably lower kerb weight. And I was struck by the contrast between the two: where the V6 Hybrid was quite unrefined in the way

it delivered its power, unlovely to listen to and, at least by Porsche standards, comparatively clumsy in the corners, the diesel was a paragon of virtue. Whatever the numbers claim, the perception is of performance in a different league, a natural corollary of a car with a lot more torque with a lot less work to do. The urge comes in one relentless and linear wallop, and all to the distant soundtrack of basso profundo V8 thunder. And while the diesel is no Cayman GT4 through the bends, nor was I aware of having to manage the mass of the car in corners: its chassis felt well matched to the engine that was powering it. The result was a car I loved, one that breaks new ground not just for Porsche in its quest to become a credible luxury car manufacturer as well as everything else, but in its sheer dynamism, for luxury cars too. Sadly I didn't love the E-Hybrid and that time in the 4S Diesel served only to highlight further its shortcomings.

However that is not to say there is no case to make here. I was surprised to learn the

previous E-Hybrid accounted for 20 per cent of Panamera sales even in the UK and this is a far better car than that. And somewhat surprisingly, it is also a far cheaper car, Porsche electing to slash its price from the £88,967 of the old car to just £79,715 for this car.

That also makes it far more affordable than the £91,788 4S Diesel, and that's before you consider the tax implications that for a certain kind of town-dwelling, low mileage user will make it the automatic pick of the range.

To me however, it serves as further evidence to show how much further hybrids need to come before matching the desirability of the more conventionally powered cars they seek to replace. The Panamera 4 E-Hybrid might look appealing on paper and it might make a great deal of sense to your gimlet-eyed business brain. But to me buying a Porsche, any Porsche, should remain at least partly a matter of the heart. And here, I am afraid to say, it falls somewhat short of what we have come to expect of the marque ○



PANAMERA 4 E-HYBRID

ENGINE: 2894cc bi-turbo V6, Parallel full hybrid equipped with plug-in technology, 136hp electric motor, Lithium-ion battery

Transmission: Eight-speed PDK, all-wheel drive

Brakes: 390mm six-piston callipers (front), 365mm four-piston callipers (rear)

Chassis: Adaptive air suspension with switchable three-chamber air springs, adjustable dampers, and PASM

Weight: 2245kg

PERFORMANCE

Power: 462hp @ 6000rpm (combined)

Torque: 516lb ft @ 4,500rpm (combined)

Top Speed: 173mph

0-62mph: 4.4-seconds

Fuel Consumption: 113mpg (combined)

Co²: 56g/km

On the road price: £79,715

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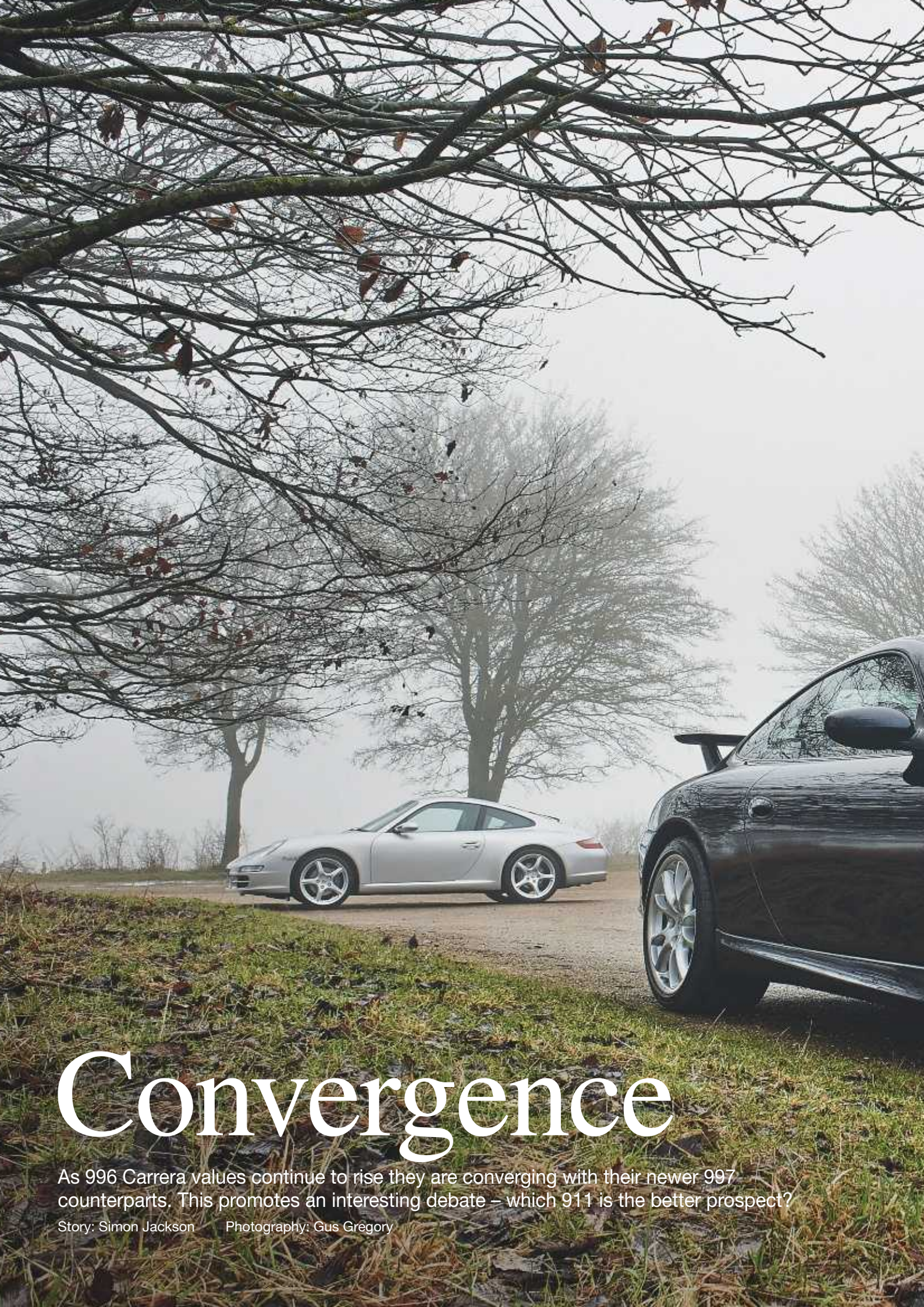


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SALES & SERVICES



Convergence

As 996 Carrera values continue to rise they are converging with their newer 997 counterparts. This promotes an interesting debate – which 911 is the better prospect?

Story: Simon Jackson Photography: Gus Gregory





*All of a sudden the sub £10,000
996 Carrera seemed like
a distant memory...*





Cast your mind back just a handful of years. You'll recall not only that the 997 was widely regarded as one of the best 911s in the model's historical lineage, but that its forebear, the 996, was viewed by popular opinion as something of an evolutionary anomaly – one best avoided wherever possible. For the most part values of 997 Carreras held pretty steady for a good number of years, while the worth of the 996 generation of 911 plummeted towards the £10,000 barrier, and below. Might the 996, a 911 often dubbed as the 'ugly duckling' outside of true Porsche enthusiast circles, fall into sports car obscurity? It's somewhat hard to believe now, but there was a point in time when that felt almost likely – then the Porsche pendulum swung.

As values of air-cooled 911s rose dramatically, so too did asking prices of anything wearing a 911 badge, no matter its cooling preference. All of a sudden the sub £10,000 996 Carrera seemed like a distant memory, but what of the 997? That the advent of the newer 991 would suppress 997 prices seemed obvious, but that this depreciation would result in values someday converging with those of the older 996 seemed rather less clear. Yet here we are today. Of late, 996 Carrera values have risen steadily and in doing

so they have begun to meet the asking prices of their depreciating contemporary, the 997 Carrera. What once seemed like a very clear choice between two generations of 911, one older, one newer (priced far apart) is now far less patent. So, where is your money best spent – on a 996 or 997 Carrera?

In order to facilitate an answer to this rather tricky query we've drafted in the help of respected independent Porsche specialist, RPM Technik in Hertfordshire. At the time of writing RPM Technik's showroom was occupied by both a second-generation 996 Carrera 2, and a first-generation 997 Carrera 2, priced at £28,995 for the former, and £27,995 for the latter. Both being exceptional examples of their type they seemed well armed to defend their ilk in battle.

"This 996 is pretty unique in that it has only had two keepers from new," explained RPM Technik's Sales Director, Greig Daly. "The first owner kept the car for around a year, the second invested in a genuine Porsche GT3 Aerokit, it's the only example we have ever seen with this."

This manual 2002 Midnight Blue metallic 996 has covered a low 40,000-miles from new, it features a contrasting Savannah extended leather interior and genuine (second-generation 996) 18-inch GT3 alloy wheels.

Supplied new by Porsche Centre Cambridge, it benefits from the 996's 2002 facelift, which saw headlight and bumper changes, plus a revised steering wheel and dashboard. This particular car changed hands in 2003 and has been kept garaged and pampered ever since by its second owner. As a result of these factors it's not challenging to agree with RPM Technik's assessment of its 'pristine' condition.

"The previous owner maintained the car with Porsche, we have carried out a full service and fitted fresh tyres," Greig said. "The IMS will be upgraded upon sale, at which point the next buyer can choose whether they want to upgrade to a lightweight clutch and flywheel."

Making this 911 comparison no less easy to call is the 2007 Arctic Silver 997 Carrera 2 you also see here. It too is presented in equally fine condition. This 911 has covered 62,000-miles and features a timeless black leather interior. What's more, with a six-speed manual gearbox, PASM, 19-inch Carrera Classic wheels, Xenon headlights and a Bose audio system, it has all the right options present and correct. It's a desirable specification for sure.

"We bought this car from an architect who was looking to upgrade to a second-generation 997, it's a common trade-up," Grieg explained. "The car has been serviced on time throughout its life through either Porsche or a Porsche



specialist. Testament to how well it had been cared for all it required when it arrived with us was a geometry set-up and fresh rear tyres. We find Carrera 2s like this are very popular.”

In short there’s little help in choosing between these two cars on paper, then, so perhaps the driving experiences they each deliver will help us form an opinion in the favour of one or the other?

First I dive into the 996. The swathes of Savannah hide in the cabin might be too much for some tastes, but personally I like its rich and warm feel, it’s somewhat elegant against the Midnight Blue paintwork. It takes no time at all to fall for this car, so fresh and tight are its inners that it’s very much like stepping back in time to 2002. Its 40,000-miles are worn amazingly well, to the point where I wouldn’t be surprised if I were told it had actually only covered 4,000-miles. There’s even an argument here that 996 interiors wear better than those of the 997 – an opinion we

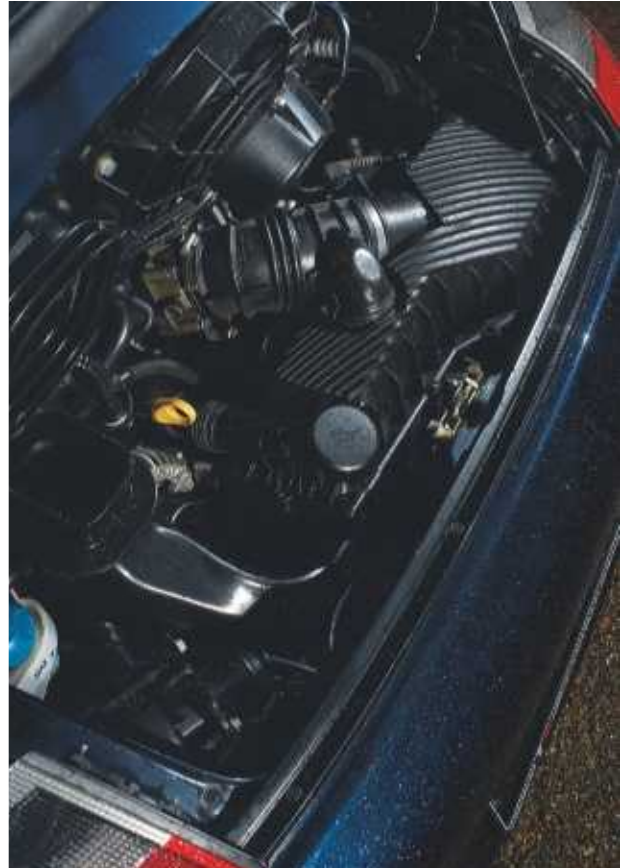
know popular amongst some enthusiasts. On the road the impression that this car is truly up and together is permeated further, I’d go so far as to say it’s the best 996 I’ve driven.

Ultimately this car rides like new, there are no undue creaks, crashes or moans, the steering is direct with beautiful feel and its 3.6-litre motor is crisp, responsive and delightful to hear. Of course this second-generation 996 benefits not only from additional horsepower and increased torque (273lb ft) over the first-generation car, communicated through its revised engine management setup and drive-by-wire throttle, but importantly it also gained the 911 Turbo’s VarioCam system too. This ensures it delivers added performance and driveability over its forebear. The structure of the 996 was noticeably stiffer than that of the 993 before it, and it is that rigidity affording it such a stable persona on the road, even some 15 years on. This, the first of the modern, water-cooled 911s, is eminently useable and

manageable on the road, and although to some it might feel a little on the weighty side, its mechanical grip and balance is useful, and its mid-range punch is surprisingly commanding too. If any part of me had this older car down as the underdog before our photoshoot, I am quickly readjusting my view.

Like the 996, the 2007 997 you see here also boasts a relatively low mileage. It is therefore presented in a condition largely equal to that of the older 911 with which we are comparing it, though that is as you might expect for it is admittedly five-years its junior. Out on the road it feels as tight and yet lucid as the 996, albeit slightly more lightweight in terms of its overtly assisted controls and general bulk – this might however be a relative viewpoint dependant on your experience of 911s both old and new. Power from the 3.6-litre 320hp engine is plentiful, its 273lb ft of torque is identical to that produced by the 996, so too its 0-60mph time which is duplicated – both

What the 997 delivers on an outstanding level is a thoroughly modern driving experience...



hit that marker in five-seconds flat. It's true that this car doesn't feel or sound as guttural as the 996 – it's fast, yes, but the sensation it delivers is missing the snap, crackle, and pop of the older 911's power unit. Whereas the 996 is more likely to induce the raising of hairs on the back of the neck, there's no such tangible feeling – at least when lacking the switchable Sports exhaust as we are here. On a practical level the 997's overall width is as manageable as that of the 996, something you might not level at the later (and perceivably wider) 991, and as a result of its size this generally promotes a tighter bond with the driver – it feels fluid and responsive. In short it's a thoroughly playful car, in the same way that a modern Cayman can be, but that a current 911 is arguably not. Placing a C2 997 within inches of your desired location on the road is relatively easy, even when it's living loose and being rotated on its throttle – should you feel so confident with it (and you should).

Attainable entertainment like this that is readily available in both the 996 and 997 Carrera 2, adversely this is largely the stuff of dreams (or a very carefree attitude) in a more modern 911.

What the 997 delivers on an outstanding level is a thoroughly modern driving experience. It feels utterly contemporary but at the same time (and perhaps more importantly for the enthusiast), like a traditional 911. All this without feeling dated. Much has been written about the 997 being the 'last true 911', take that with a pinch of salt if you will, but it is arguably the final variant of a clearly definable generation, before Porsche's icon model became the Grand Tourer many claim it to be today. The argument that this is the last of the analogue 911s gains gravitas when you jump into a 997 straight out of a fundamentally cossetting 991, and that is something which makes owning one of these cars all the more appealing.

Choosing between these two generations of 911 is not an easy task. On the face of it the 997 should win; it is newer and arguably more highly regarded than the 996 that precedes it. And yet the 996 (in this condition at least) gives the newer 911 more than a close run for its money. I guess ultimately there are two arguments here; the first is for the 'drivers': which is the better driver's 911? The second is for those enthusiasts who might class themselves as 'investors', those who perhaps don't want to lose money on their Porsche purchase, that being which car will appreciate and not depreciate? We quizzed RPM Technik for its expert take:

"Generally we see that 997s are bought to do more miles, perhaps as an everyday car," Greig said, "996s are now beginning to be respected as modern classics, they tend to be more weekend drivers. Without sitting on the fence I think this is exactly what would determine which car I would buy personally,"

he said. "For an everyday car the 997 would be my preference, as a car to use once a week I would opt for the 996."

This, it seems, is really the crux of the matter, and it might well determine which route a potential new 911 buyer would take. Greig continued: "The 997 is slightly softer and has a better all-round appeal. I really enjoy driving the 997, it can be pedalled at a serious rate, people overlook their pace which is bonkers given that these cars can happily push on to 170mph."

There's no denying that the 997 is a well-equipped performance tool, and so too the 996, but of the two 911s it is the cotemporary that is seemingly more commonly pushed harder and faster. That's not to say that with a few choice tweaks the 996 couldn't keep up, even completely outperform a 997 several years its junior: "A well set-up 996 is an equally great 911 to any 997," Greig agreed, "Being smaller, and slightly rawer, they are ideal for a Sunday morning blast or a road trip, and I personally think their engine note has a better edge to it."

We'd wholeheartedly agree with Greig's view, and advise that choosing between these two cars is largely about what you need them to do in the real world; occasional fun or fulltime deployment. Both Carreras would make decent companions on an everyday level should you wish to run them on a limited mileage basis, but for more arduous usage it's the 997 we'd gravitate towards. Considering the 996 as a modern classic is very well advised, having said that we're not saying the 996 cannot cope with everyday use, and by following RPM Technik's sage advice concerning selecting the right car and maintaining it in the correct fashion, that is even more truthful. At this point in time, the 997 is the 911 you want for everyday use, and for the investor keen to maintain a 911 that is certain to appreciate further in the fullness of time, a 996 is perhaps better suited. As the years roll by however, this is very much a shifting Porsche paradigm...o



RUNNING COSTS

RPM Technik details the cost of running each of these Carreras...

A 996 Carrera is a fantastic car, we are really pleased that they are now getting the accolades they deserve. The foibles of these cars have been well documented to the point of boredom, however the issues they suffer from are crucial and must be addressed in order to have a smooth and enjoyable ownership experience.

In our opinion the IMS bearing upgrade is a no-brainer as the consequences of a failure are financially horrendous. The 3.6-litre engines can also suffer from bore scoring, so a full engine health check and well-documented service history are essential. Transmissions (particularly early ones) can suffer from maladies including jumping out of gear and noisy differential bearings, so a road test is well advised. Aside from these issues 996 Carrera running costs are never going to be the same as a 'hot hatch,' a common misleading pitch we hear from time-to-time, however with careful selection of the right car you can keep your annual servicing bills to a manageable figure. We would suggest budgeting around £1500 a year, which will allow the car to be kept in great condition and most importantly, it will stay reliable.

The first-generation 997 Carrera with the 3.6-litre engine is again a subject well covered over the past 13 years. The 2006 MY engines onwards (introduced mid-2005) received an upgraded IMS bearing from Porsche, giving owners piece of mind. We would also suggest a boroscope examination to be a sensible precaution, but other than that the C2 is a great car from a cost of ownership point of view. Being a younger car than the 996, typically a 997 Carrera will cost slightly less to run but this can vary between each car depending on the previous owner's investment into its upkeep. Being selective with your purchase is essential if you are to avoid walking into a large bill. We notice trim panels don't seem to stand up to many miles of use as well as they do in the 996, interestingly they can be costly to replace too. Lastly, although servicing intervals are officially every two years or 20,000-miles, we would strongly advise an annual (or 12,000-mile) service interval - that brings the 997 schedule into line with the 996.



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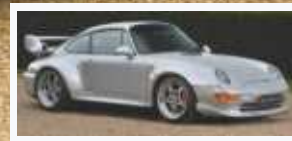
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your writes

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911 Rallying

Star Letter

I really enjoyed Andrew Frankel's piece in the February issue on the Historic Endurance Rally Organisation's (HERO) navigational rally. Taking a classic 911 rallying in this fashion might be viewed as sacrilege by some, but it is what these cars did so well in period, so I for one am glad they are still being used in such a way.

So often navigational rallying is viewed as dry and dreary, but as this feature highlighted, it is by far a more challenging and exciting facet of motorsport than many appreciate. These drivers really are at ten tenths! I would advise any enthusiasts of rallying to show their support by getting involved or even to spectate at an event like this wherever possible – they will not be disappointed I'm sure.

Andrew, email



For more information on the HERO events, visit www.heroevents.eu

Macan: The Real Deal?

I was somewhat surprised to learn that the Macan is Porsche's best-selling model (GT 03/17), but I suppose it makes sense in this day and age. The debate about whether or not this modern SUV can be considered a genuine Porsche reminds me of the argument about the front-engined machines back in

period. We've been here before.

It seems to me that we must adjust our view of what makes a 'true' enthusiast's Porsche as times change and trends for new vehicle segments emerge. If, as both of your articles suggest on the Macan Turbo with Performance Pack, and GTS, that these vehicles accelerate, handle

and stop like any performance Porsche worth its salt, then we must view them as part of the family, not mere cash cows. In thirty years time perhaps we'll be viewing vehicles like the Macan GTS in the same way we now view the transaxle cars – as Porsches to be cherished?

David, email



have your say

Email your letters to: gtp.ed@kelsey.co.uk

Supernatural

How has Alois Ruf's Group C inspired road car, the CTR3, evolved over the last seven years? We unite the first ever example with RUF's most recent build... Story: Matt Zuchowski Photography: Ivan Vasilev



At the 2013 Frankfurt Motor Show Porsche finally premiered the production version of its 918 Spyder, it was a long-awaited display of Zuffenhausen's technological (and political) advantage. This 770,000 Euro hybrid tech-fest on magnesium wheels impressed the automotive world with its dramatic design, and 700hp. But it could please the environmentally conscious too, its 72g/km CO2 emissions boasted more green credentials than any other model in Porsche history. At about the same time Alois Ruf introduced his CTR3 Clubsport

– a perfected version of his highly acclaimed CTR3 supercar. It was the car the legendary Porsche tuner had dreamt of making for years, one that would finally allow him to be seen as a genuine car manufacturer – a title he had long deserved. Having built some of the fastest 911s in the world for more than thirty years, in 2008 Ruf was ready to bring to market a car based on his own engineering expertise.

In contrast to the 918 Spyder, the effort of several thousand people and a seven-digit budget, Ruf's vision of the pinnacle Porsche had its body, construction and engine designed

mostly by one man: himself. A man who heads a modest garage employing less than seventy people in the quiet Bavarian city of Pfaffenhausen. The 918 foresees the future of supercars lying with plug-in hybrids, active aerodynamics and a dashboard taken straight from science-fiction movies. The CTR3 responds to that by taking its inspiration from the Group B era, its radical design aimed at achieving speeds of 250mph, its loud rev-hungry engine paired with twin KKK turbochargers, good for 700hp (later upgraded to 750hp) channelled through its



rear wheels. To stay more in tune with modern times, the Clubsport package adds a further 27hp, totalling an amusing 777hp and more than 700lb ft of torque) with a dual clutch gearbox. While these updates could be ordered as additions to the 'standard' CTR3 starting from the 2014 model year, the extra charge (50,000 Euros) for the CTR3 Clubsport adds more still; numerous aggressive aerodynamic tweaks and carbon-fibre ornamentation. The parts reserved exclusively for the Clubsport include a huge fixed rear wing, flared arches (which add three centimetres to the car's

width) and a revised front bumper featuring a more pronounced splitter.

It's not that the CTR3 begs for attention with cheap tricks, though, its low symmetrical silhouette bearing no similarity to any other car on the road – Porsches included. Its proportions and details are taken straight from the Le Mans hall of fame (like the roof-mounted air inlet or the centre-locking wheels). The CTR3 is a no-nonsense Germanic design just as Alois Ruf intended. Even if our minds tend to take a shortcut to associate these machines with the 993 GT1 or its later 996

successor, Bennett Soderberg, who created the initial CTR3 design at the age of just 26, dug deeper into the rich history of Porsche competition cars when he created this car. Soderberg took inspiration for its curvaceous lines, rakish angles and that low glasshouse from the 550 Coupe prototype built for Le Mans in 1953.

While the CTR3 is the length of a 997 Carrera, it boasts far more dramatic proportions, it is eleven centimetres lower, and its axles are set 27.5 cm further apart. Contrary to its predecessors – the famous 'Yellowbird'

It is still owned by Ruf himself. It's only the seventeenth CTR3 to have been finished

CTR and CTR2, the CTR3 was a design that emerged from a blank sheet of paper. Except for the bonnet and headlights, which are shared with the 997, its aluminium door panels from the 997/987 and its rear lights (987), the rest of the car is a unique design built in carbon fibre and Kevlar. While many people may take it for an oversized Cayman, in fact it shares virtually nothing apart from a floorpan. The front section, along with its crash test-approved structure, was taken from the 997 GT3 RS, but from the A pillar back it's a bespoke piece of high-quality automotive engineering. The aluminium structure is based on a tubular frame (or a 'birdcage', as Ruf puts it sentimentally) developed in cooperation with chassis expert Multimatic Inc, a little known Canadian company bringing structural solutions and components to some top names in the automotive and motorsport business.

Open up the engine cover, which brings back memories of the 1990s CLK GTRs or Ferrari F50s, and the first thing you'll see is the exposed coilover pushrod-style

suspension. The wheels are mounted with a more conventional multi-link arrangement, while the fronts are supported by standard MacPherson struts. Look further and you'll find an engine hiding beneath a huge carbon fibre airbox. Its six-cylinder horizontally-opposed configuration will sound familiar, in the case of our PDK-equipped Clubsport car this is the 3.8-litre unit used by Porsche in its 911 Turbo. The older CTR3 is propelled by a heavily modified unit based on Ruf's own dry-sump motor, developed for the sensational 911-based Rt12. Compared to the Porsche 3.6-litre motor dating back to the 996, here the cylinders were both bored and stroked to bring the total displacement to 3.7-litres. Still, the biggest change is the pair of vast KKK turbos here. They bear some resemblance to the units installed in the 997 GT2, but they can work to considerably higher pressure values. Even with its peak power achieved at a relatively high 7100rpm, it's still the forced induction that dominates the driving experience for the most part. It may be hard to believe, but Alois Ruf

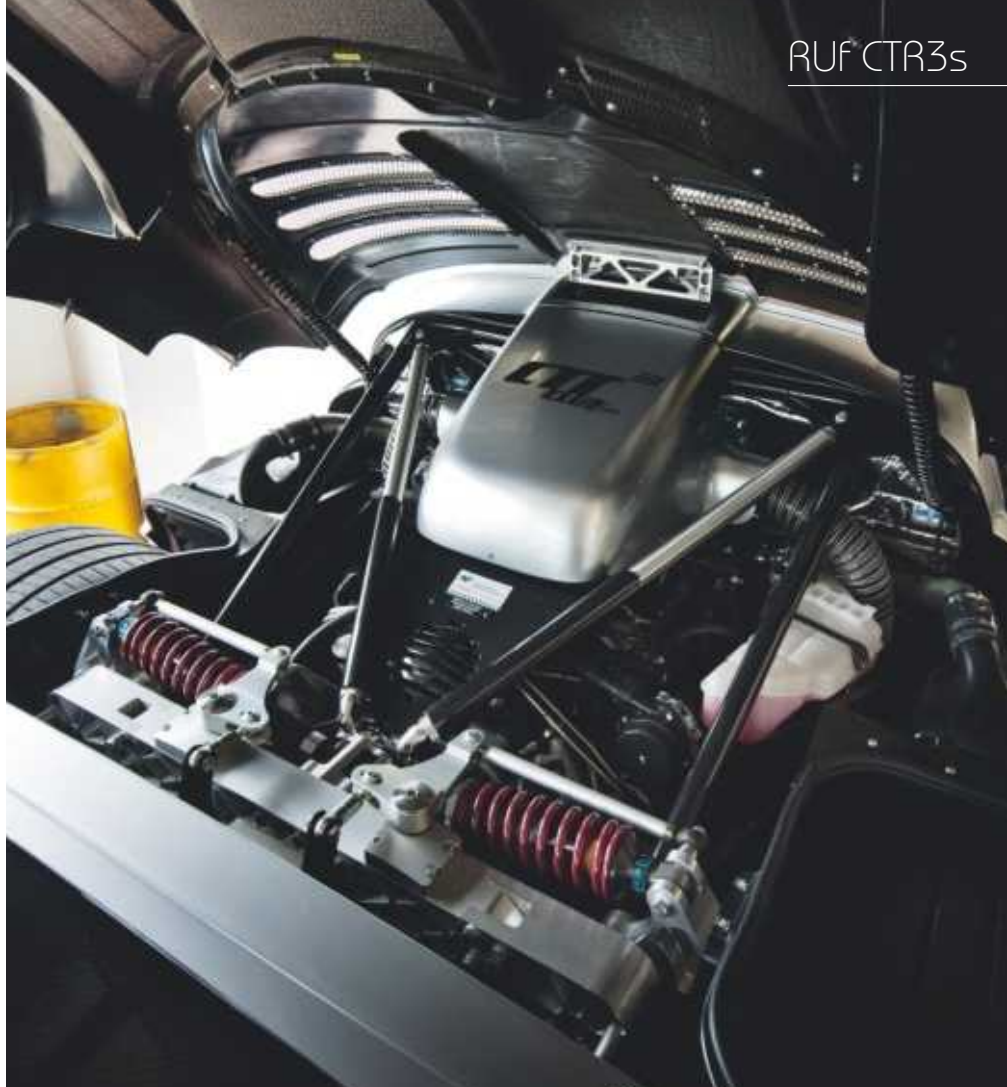
isn't the kind of person for whom headline-grabbing power figures are important. RUF cars have always been as much about performance as usability and reliability. Some of the older CTR cars have travelled well over 60,000-miles now and there's no reason why a CTR3 shouldn't either. Most of its parts are made either of weight saving aluminium (cylinder heads and engine block) or indestructible titanium (connecting rods), created with the help of respected specialists like Mahle. The brakes are 380mm cross-drilled ceramic discs with six-piston callipers, while 19- (front) and 20-inch (rear) wheels sit on all four corners, they are a typical RUF design wrapped in Michelin Pilot Sports, (265/30 and 335/30).

From 2009 CTR3s benefitted from a 987 facelift, inheriting new LED rear lighting. Nevertheless, as they are made-to-order low volume supercars, the specifics of a CTR3 varies from car to car. This particular Clubsport is proof of that, its buyer preferred the look of pre-facelift rear lamps, so he ordered those instead of new ones. What's more, even if it

Look past the beautifully detailed suspension and you'll find an equally impressive engine...



may be hard to spot in our photos, the owner of the newer car asked for special metallic paint made with a unique technique. Of the two, the older silver car is the first CTR3 ever built, and it is still owned by Ruf himself. Some seven years on it's only the seventeenth CTR3 to have even been finished (there are orders for more, but prospective owners must wait in a queue for these handmade machines). What is most unusual on the Clubsport, is its interior: it's totally different from the stock CTR3 design seen in the earlier car. It has a 997 dashboard rather than the more extravagant design developed exclusively for this model featuring its unique set of gauges. That's the kind of modification you can't ask for at your Porsche dealership. Derived from a 911 or not, CTR3 interiors surprise with an impressive fit and finish. Whereas the cabins of mid-engined race cars are often claustrophobic, here lavish levels of equipment, elegant design, and delicate leather make for a pleasing environment. The Clubsport version adds to that mix some





carbon fibre touches, designed to attract clients looking for an extravagant toy rather than a track tool. Although the car has a seven speaker audio system, navigation and automatic air-conditioning, it retains much of the drama of an uncompromising competition car. Soft leather trim covers 997 GT3-sourced bucket seats crafted from carbon fibre and Kevlar, to which the driver is linked using racing harnesses. As with every RUF car, the interior features an integrated rollcage.

Largely all that becomes null and void though when the engine is awakened, vibrating and screaming just behind the driver's head. There's no trendy starter button here, just a conventional ignition key, but what happens after twisting it is anything but ordinary. The car is brought to life with a brisk roar, it then starts a mature mechanical rattle at idle. Stab the throttle pedal and the CTR3 intimidates just as a true supercar should. It doesn't necessarily need to be pushed hard to scare the driver, even in normal traffic its daunting width and limited visibility keeps the driver alert, but the speeds it is capable of reaching when its 777hp are fully exploited can indeed frighten. Even in Clubsport guise the CTR3 is not fantastically light, it tips the scales at 1475kg, so it weighs roughly the same as a 991, but with 527hp per tonne it has a power-to-weight ratio to match a Bugatti Veyron. And yes, that's a better ratio

than that of the 918 Spyder. All this power is enough to send the CTR3 to 62mph in 3.2 seconds and, more impressively perhaps, it'll charge on to achieve 124mph in 9.2 seconds. Even after that speed, pace is built up at a ferocious rate, recalibrating a driver's idea of acceleration. We can thank the turbos for this effortless acceleration, but the nature of the power delivery doesn't irritate, it is instant and constant, even right up into the high rev range, the flat-six is always willing to occupy the final part of the tachometer.

All this wouldn't have been possible without the impressive levels of mechanical and aerodynamic grip available from this car. Only now, at high speeds, does its detailed construction begin to make sense, that exotic body brings with it a low centre of gravity and virtually no body roll. The engine's central placement and the car's long wheelbase help achieve a neutral balance with high stability. Of course, despite this, with such a vast amount of power on tap, the driver doesn't need to try too hard make the rear axle dance, but at the same time this is not an unpredictable car to drive. RUF makes wise use of electronics; apart from tweaking the ECU it has added a complete set of driver aids. What's more the CTR3's other ingredients are on the money; the brakes are superb and resistant to fading, the power steering (it's of the pre-electric era) is precise, natural and balanced.





The flat-six is always willing to occupy the final part of the tachometer





By the time you read this, the RHD Clubsport will have reached its new owner in Thailand. The plush LHD car (right) stands the test of time well...



In the Clubsport there's a 3.6% power increase over the 'standard' car's engine, but on the road its effects become negligible. The changes to the aerodynamics are noticeable though. When Marcel Ruf, Alois's son (who happens to be a slightly manic driver!) took me for a ride first in the CTR3, then the Clubsport, it was the increased downforce that stood out: the latter model can achieve unimaginable speeds through the bends. But what turned out to be the most apparent difference, after swapping seats with Marcel, was the new gearbox. Until 2014, the CTR3 had used a sequential transmission supplied by Hör Technologie GmbH, the author of

similar systems for several track orientated Porsches. That gearbox was rough, almost grass roots stuff, it didn't even boast a paddle shift function and it required physical strength to overcome its mechanical resistance. The big aluminium gearlever was difficult to operate, upon each gear change it needed to be armed with a push of its button positioned on top. In short it took a lot of time to get used to. The PDK gearbox present in the CTR3 Clubsport eliminates all those drawbacks, bringing fluency and ease of use. It was an exceptionally big challenge to make the PDK work effectively in the CTR3 because the engine and gearbox are mounted in the reverse fashion to that of

the 911. As a result RUF had to make a new casing and mountings, as well as producing a new control unit. The introduction of PDK to the CTR3 Clubsport package though is a close to perfect fit. Even so it wouldn't be my car of choice to tackle the Nordschleife on a rainy day, for the most part it is hugely enjoyable drive, but it can scare too – something that serves only to add to its thrilling character. Walter Röhl once told me that the 918 Spyder is a brilliant piece of engineering but not necessarily his kind of a car. I can imagine the CTR3 Clubsport might be the kind of car that Walter's looking for, and if it isn't then a man called Ruf can build a car that is ○



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The Hateful Eight

It's the 55th anniversary of Porsche's first victory as a Formula One constructor. But Dan Gurney's win at the 1962 French Grand Prix in the eight-cylinder 804 did not come easily...

Story: Simon Jackson Photography: Porsche



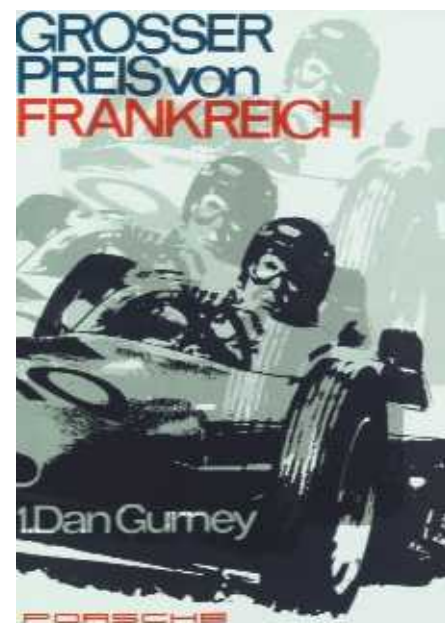
Porsche had widely been expected to make a big splash in Grand Prix racing during the 1961 season. This first year of Formula One's new 1.5-litre engine regulations had been, in racing circles at least, assumed to play directly to Porsche's strengths. But ultimately it was Ferrari who were best prepared. The Italians largely dominated the 1961 season, any expectations that Porsche would instantly emulate the historical success of fellow German entry, Mercedes, were quickly dashed. Porsche not only struggled with the development of its 1.5-litre four-cylinder engine, but also the Type 787 chassis in which it was fitted. A massaged version of its preceding 718 single seater, the car wasn't just a handful to drive, it was off the pace and somewhat unreliable too – a perfect storm. All eyes were on (and all of Porsche's hopes pinned to) the arrival of its new eight-cylinder engine and a new chassis for the 1962 season. This car, the 804, would be Porsche's first purpose-built for Grand Prix racing.

Over the winter of 1961 into 1962 a few dramatic changes took place in Formula One. Several of Ferrari's engineering staff, including its team manager, deserted the

Scuderia leaving it in upheaval. Stirling Moss suffered his Grand Prix career ending shunt at Goodwood, Graham Hill had switched to BRM in 1960 and the relationship was now coming to fruition and proving potent. What's more the British teams got new, powerful, V8 engines and took a subsequent giant leap forward in performance. Meanwhile Jim Clark debuted his new Lotus 25 with its revolutionary monocoque design chassis. That Porsche would have its work cut out in this company seems rather obvious in hindsight, but Ferry Porsche was in no mood to be embarrassed. At the first round of the season, the Dutch Grand Prix at Zandvoort, Ferry decreed that should his cars not show the requisite pace during Friday's practice session they must be sent packing back to Stuttgart, all without even attempting to race.

Porsche's new car was innovative in many respects. The paddock had seen the horizontally opposed flat-eight engine (with four overhead camshafts and a six-speed gearbox) being tested, but the body in which it now resided was new to them. Its narrow tubular space-frame design and torsion bar suspension impressed some, others were not

The 804 would be Porsche's first car purpose-built for Grand Prix racing



so opinion was somewhat divided. Driving duties were taken on by Swede, Jo Bonnier, and American, Dan Gurney (in only his fourth year in F1), both struggled to match the pace of their rivals early on at Zandvoort, wrestling with suspension settings still in dire need of fine tuning. It was Gurney in particular though who managed to do enough in practice to convince his boss not to take the team's toys home before the race proper. The faster of the two drivers throughout their time at Porsche, Gurney threw his car around the Dutch track to record a time that was over 1.5-seconds quicker than his own for Porsche (in the 787) at the same circuit twelve months previous. That the 804 represented an improvement over its forebear was obvious, but it wasn't enough to challenge Clark's Lotus. Gurney was approximately 1.5-seconds per lap off the Englishman's pace, Bonnier in an 804 geared differently, was nearly four-seconds slower than Jimmy. Come the race Hill's BRM won, a sheared gear lever and finally a broken linkage put paid to Gurney's Grand Prix, but he'd been running as high as third for a time. Bonnier finished in seventh, that Carel Godin de Beaufort crossed the line ahead of him in a customer four-cylinder 718 must have caused a wince or two at Porsche.

Ferry Porsche cannot have been desperately impressed by the result at Zandvoort, for he was ready to pull Porsche's entry from the next round in Monte Carlo, just a couple of weeks later. It was the performance of the eight-cylinder cars in the Nürburgring 1,000 kilometres that same spring though which partly served to alter Ferry's mind. Reportedly, it was pressure from Gurney himself that finally convinced Ferry to have a presence at Monaco, but just a single eight-cylinder

P63: Dan Gurney at Solitude. Here: Gurney in the 804. Far left: At the Nürburgring, August 1962



car was ready in time for the race – Gurney's machine. Bonnier was put into a modified four-cylinder car. Practice went well on Thursday with Gurney lapping at a decent pace, although the Principality's twisting layout is traditionally an anomaly in Grand Prix racing, minimising any advantage enjoyed by powerful cars over their underpowered rivals. Make no mistake; the 804 was still down on power. Unusually for Monaco it was wet on Friday, something of a performance leveller in its own right, so the timesheets were somewhat tough to gauge, but for Saturday's final qualifying procedure conditions were dry. Gurney qualified fifth but it was all in vain for his race ended as early as the first corner when his car was hit from behind and forced to retire, Bonnier finished fifth some seven laps down on the leader.

If Porsche's attendance at the third round at Spa-Francorchamps looked unlikely that's because it was. Ferry ordered more development work be undertaken on the 804 before it could see another track in anger. In particular Hans Mezger began tweaking the flat-eight engine while Helmuth Bott looked at improving the chassis. Ferry Porsche stipulated that before the team could enter another F1 race the car must prove its reliability by completing a Grand Prix distance at the Nürburgring – some 15 gruelling laps. Between Spa and the next round of the 1962 championship, the French Grand Prix, Gurney and Porsche test driver Herbert Linge did just that. For two days they pounded round the 'Ring testing setups and putting the 804's durability under the microscope. Gurney even



recorded the fastest ever lap time on the North circuit, beating the previous record by more than 10 seconds. Things were looking up – Porsche would be on the grid in France.

Every five years the French Grand Prix left its traditional venue at Reims for Rouen-Les-Essarts, what the circuit lacked in grandeur over Reims it made up for in spectacle for both driver and audience. Bumpy, sweeping and demanding, the 3.9-mile course at Rouen disguised any engine power deficit nicely, handy as Porsche was still falling short in comparison with its rivals. The two 804s that Porsche rolled out into the pit lane in Northern France in many respects barely resembled the car run at Zandvoort, just two months before. Heavily revised suspension, a redesigned body, lower slung driving position (mimicking Clark's Lotus), and a new gear selection mechanism were just some of the revisions. In practice it was Gurney who led Bonnier once more, but once the pair swapped cars Gurney admitted that his was the better of the two machines. Set up changes levelled the

pair out somewhat, Gurney qualified on the third row, Bonnier on the fourth, yet neither were really pace setters.

A calamity at the start of the race saw a line of inept Gendarmes still standing on the track when the flag dropped, this meant the cars on the front row made not the best of starts and the first lap was run with a tightly bunched field. Scrapping for position, Bonnier managed to run over a kerb attempting to avoid a spinning car, it caused damage to his gear mechanism and effectively ruined his race. Gurney had to settle in behind Graham Hill, John Surtees, Jim Clark, Bruce McLaren and Jack Brabham, but the Porsche driver's fortunes would take a turn. One-by-one each of the cars ahead of the American developed problems; Brabham's Lotus suffered rear suspension failure; McLaren's Cooper jumped out of gear causing him to spin off; fuel starvation sent Surtees backwards into the pack; and despite leading at one point, Clark was struck with front suspension damage on the tooth rattling track near Rouen. This left



Left: Gurney at Zandvoort. Here: At Solitude for the non-championship round, Dan would win the race





Here: Bonnier at the Nürburgring and (above right) testing the 804 at the same venue. Right: Werk 1 at Zuffenhausen, 1962



Hill out in front around 30-seconds ahead of Gurney's Porsche, which incidentally was running pretty sweetly. It might have looked as though Hill had the race sewn-up, but on lap 42 he too succumbed to drama with engine problems, Gurney swept through into a now healthy lead. Porsche signalled for Gurney to take it easy, and so he did, crossing the line on lap 52 to claim his first Grand Prix win, and Porsche's first, and what would prove to be last, as a constructor.

Gurney may well have won by default by benefiting from the misfortune of others in some ways, but the entire paddock happily celebrated his long-awaited victory in a championship race, and that of Porsche too. That the American was suffering from a heavy bout of flu made his achievement that day all the more impressive. On his victory lap Gurney picked up a stricken Bonnier, whose languishing 804 had eventually expired from fuel pump failure. It was far from its most spectacular victory, but Porsche's result at Rouen both vindicated its entry into Grand Prix racing, and secured its short-term future in the sport for Ferry Porsche was content. Many felt that any luck that may have come Porsche's way in that French race was owed to it in lieu of such a traumatic Grand Prix campaign up to that point. Porsche had at last won a Formula One race and that, you might think, was that – except it wasn't. Porsche would repeat the result just two weeks later.

Such a high level of attrition at Rouen had left entries for the next race at Solitude, a non-championship round taking place just a fortnight later, truly decimated. Just four works cars, two from Team Lotus and two from Porsche, made the grid, with the rest of the field populated by privateers. Clark ran a new version of the Lotus 25, his team mate, Trevor Taylor, a Lotus 24, Gurney was given a brand new 804, Bonnier his (now repaired) car from the French race. In practice Gurney and Bonnier had the place to themselves for Lotus team boss Colin Chapman's aeroplane had struck trouble and delayed both himself, and his two drivers travelling with him. That Porsche did not veto them running for a few laps when they did turn up was rather sporting, but it did take advantage of the situation by sending the 804s round for further exploratory laps. It undoubtedly had the upper hand at this stage of the weekend. Clark was fast as usual but Gurney and Bonnier were right on his tail. Come the race on Sunday Gurney got away well, leading pole position man Clark after the first lap, Bonnier recovered from a fluffed start to chase them and lead Taylor in the Lotus 24. The four men were spread apart in a race not worth biting your nails for, Clark was hampered with engine trouble, Bonnier was slow too for a piece of his exhaust was missing losing him 300rpm off the top end of his 804's rev range. However it was the weather that would

chiefly decide this race. A rain shower first caught out Taylor, then Clark, forcing the latter into retirement and as a result allowing Bonnier to inherit second place. Porsche recorded a one-two finish in front of an estimated 350,000 strong crowd, but sadly it did not count towards the F1 championship.

At Aintree the following weekend for the British Grand Prix Jimmy Clark was blisteringly quick. Although Porsche ran as high as third spot at one point with Gurney, both he and Bonnier suffered with mechanical reliability issues, Bonnier retiring and Gurney falling down the order. Given their extensive testing at the circuit though, Porsche was hopeful of a return to the front at the Nürburgring – the follow meeting and the sixth championship round of the 1962 season. The team brought three cars, one for each of its regular drivers and one spare, but the rest of the F1 ensemble were out in force too, even Ferrari whose appearances to date in '62 had been sporadic. All the same Gurney was on form, leading the early laps of a wet race from Graham Hill's BRM, Phil Hill's Ferrari, Surtees in the Lola, with team mate Bonnier in fifth. Encouragingly Gurney ran with the leaders but Bonnier slipped backwards. Gurney fought for more than two-and-a-half hours in the sopping rain, tooth and nail, behind Graham Hill and Surtees right until the final lap, when they crossed the line just 4.4-seconds separated the top three. Little did Gurney



know it, but this would be the final time a Porsche Grand Prix car would mount a serious challenge for victory.

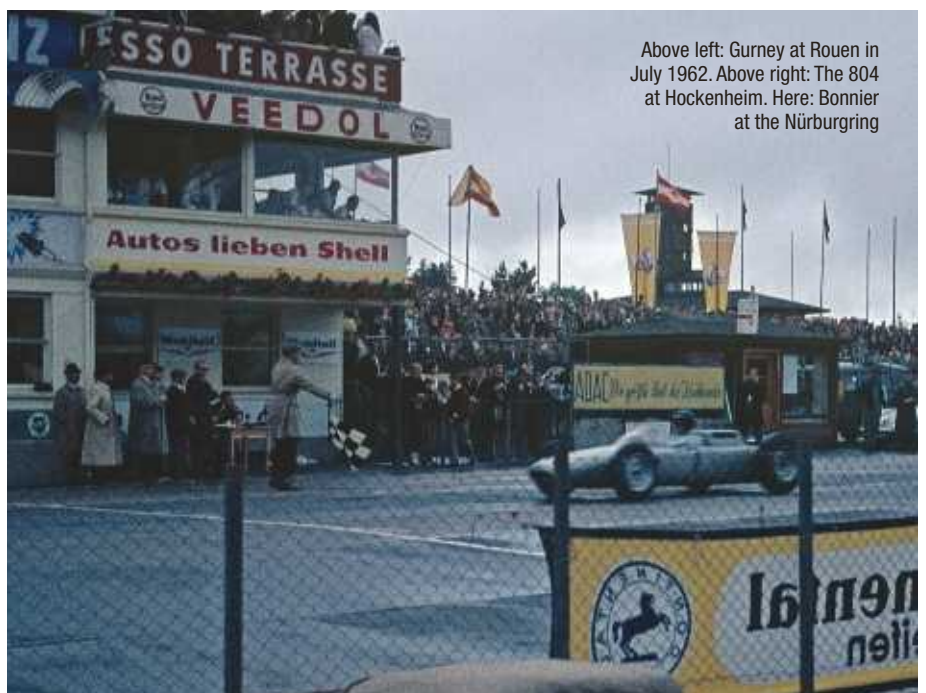
Italy's high-speed Monza track, north of Milan, was the venue for the last European championship round of the 1962 season, and Porsche came prepared. Once more three cars travelled from Stuttgart, yet they were much different than before. Porsche had spent time modifying the car's cooling fan drive in order to lesson any power losses. It had also spent been working on the 804's aerodynamics; new bodywork covered suspension parts for best airflow, while salt flat-style aluminium discs covered the car's wheels. Yet regardless of the updates the 804s could not match the pace of the BRM, and in the hands of Graham Hill it was simply unstoppable. Gurney and Bonnier were involved in a long battle for third place, but engine issues put Gurney into retirement, Bonnier suffered gear selection issues (once again) which put him down the running order.

Those same two cars from Italy were repaired and sent to Watkins Glen for the United States Grand Prix, albeit without the aerodynamic aids fitted for the Monza track. In practice both Porsches weren't far off the benchmark, Bonnier trailing Gurney by just one second. Gurney ran as high as a convincing third place in the race before a sick engine slowed him, likewise Bonnier was visiting the pits at regular intervals having spun and damaged (you guessed it) his gear selector mechanism. Gurney eventually limped home to finish fifth, one lap down on Clark's victorious Lotus. It would be an inauspicious end to Porsche's Grand Prix challenge, for it would not enter another Formula One race as a constructor. When it withdrew its entry from the final round of the 1962 season which took place in South Africa, and released both Gurney and Bonnier from any contractual obligations, there was little left to say – Mr Porsche had seen enough. Despite this work continued on the 804 and its engine, just in case a fresh challenge was given the

green light from Porsche's management. There was also hope that any new lessons learnt could be transferred to the brand's sportscar racing activities, chiefly its 2.0-litre engine development program. And gains were indeed made, but they would not see the light of day in a Porsche Formula One car.

Porsche's foray into Grand Prix racing had lasted just two short years in total, and effectively only one full season – 1962. The reasons for its withdrawal are many fold, including internal political struggles, but the main causes will sound familiar to anyone who follows modern Grand Prix racing today. Primarily Formula One was too costly in Porsche's eyes; in 1961 and 1962 it sunk \$1.65 million (USD) into the sport, by way of perspective its sales during that period were reportedly \$55 million. What's more, unlike with sportscar racing, the engineering of its F1 cars bore little, if any, relation to

its road cars. So much of what it was doing was of little use in future. And neither the German government, nor the domestic tyre and fuel brands had offered any support in terms of sponsorship, unlike that which the British enjoyed at the time, that grated Ferry Porsche. It's certain that the 1962 season presented a strange set of circumstances where the teams were still in transition towards a complete embrace of F1's new 1.5-litre engine regulations. Somehow Porsche had found itself not only behind the curve of engine development, but also on the back foot with regards to chassis and suspension progress too. And yet look at the fashion in which it turned its fortunes around that season, in a matter of mere months, to win at Rouen and then again at Solitude, no matter how fortunate it might have been. It makes one wonder what could have been possible had Porsche continued to compete at the pinnacle of motorsport... ○



Above left: Gurney at Rouen in July 1962. Above right: The 804 at Hockenheim. Here: Bonnier at the Nürburgring



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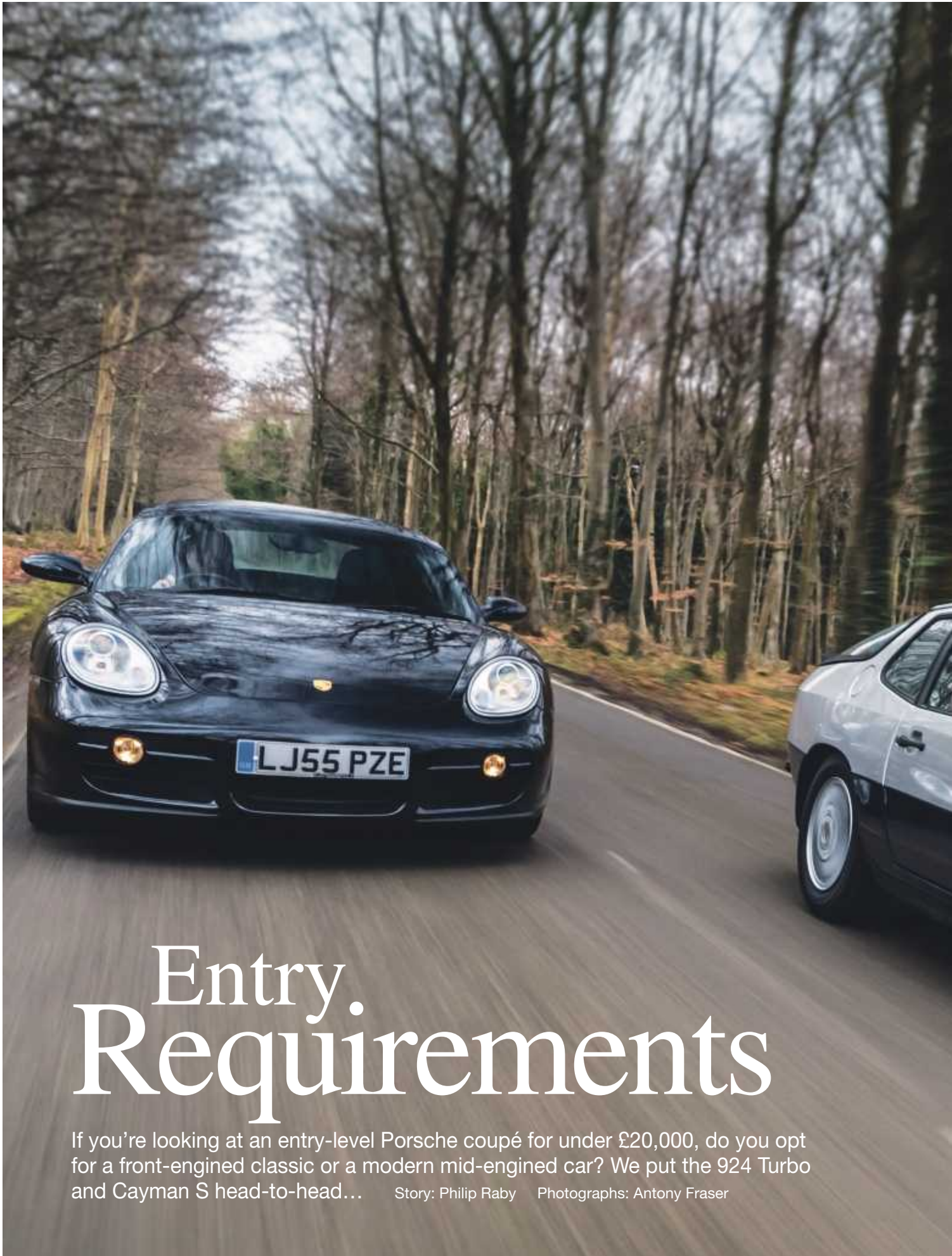
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Entry. Requirements

If you're looking at an entry-level Porsche coupé for under £20,000, do you opt for a front-engined classic or a modern mid-engined car? We put the 924 Turbo and Cayman S head-to-head... Story: Philip Raby Photographs: Antony Fraser



For many years, Porsche has offered a model that sits below the evergreen 911 – the so-called entry-level cars. That's not a term we like, though, because these Porsches are by no means substandard compared to the 911, despite being less expensive. They may be cheaper but at their heart they are still Porsches and, as such, excel in terms of performance, handling and build quality. The first entry-level Porsche (for want of a better term) was the 912 of 1965 which was essentially a 911 bodyshell with a flat-four engine in place of the usual flat-six. Then came the late Sixties mid-engined 914, which sold in reasonable numbers in the USA but hardly made an impression on the UK market. Which was unlike the 924 that followed in 1975; this pretty front-engined coupé was a sales success the world over, bringing Porsche ownership to a wider market

than ever before. In 1981 the 924 morphed into the more muscular 944 which, in turn, was face-lifted into the 968 of 1991. By the mid-1990s, we had the Boxster representing the affordable door into Porsche ownership, but that was an open top roadster, so if you wanted a coupé, you were out of luck until the Cayman arrived in 2005.

The original Cayman is a thing of beauty, with lithe lines wrapped tightly around the car's wheels, engine and cockpit. It's like a leopard waiting to pounce, its haunches taut and powerful. There's no unnecessary ornamentation, no fuss or drama, just pure and purposeful curves. Today we're in a Cayman S, the more powerful 3.4-litre incarnation, its engine producing a useful 295hp at 6250rpm, with maximum torque of 250lb ft produced between from 4800-6000rpm. Like a 911's, the engine is a flat-six

but, in this case, it's mid-mounted rather than hanging behind the rear wheels. Strictly a two-seater, the Cayman has a smart, businesslike cockpit similar to that of the contemporary Boxster and, indeed, not unlike the 997's interior. With a lifting rear hatch giving access to the luggage compartment, and a second stowage space at the front, the Cayman is an eminently practical sports car. It's also affordable, with good secondhand examples available today for well under £20,000. It's hard to find a case against a Cayman as a used Porsche purchase.

But we have an interloper willing to try. It's the 924 Turbo which, in its day, like the Cayman S, was the more powerful version of the 924, with its four-cylinder engine pumping out 170hp, thanks to a single turbocharger (the standard car wheezed with a miserly 125hp). The engine is front-

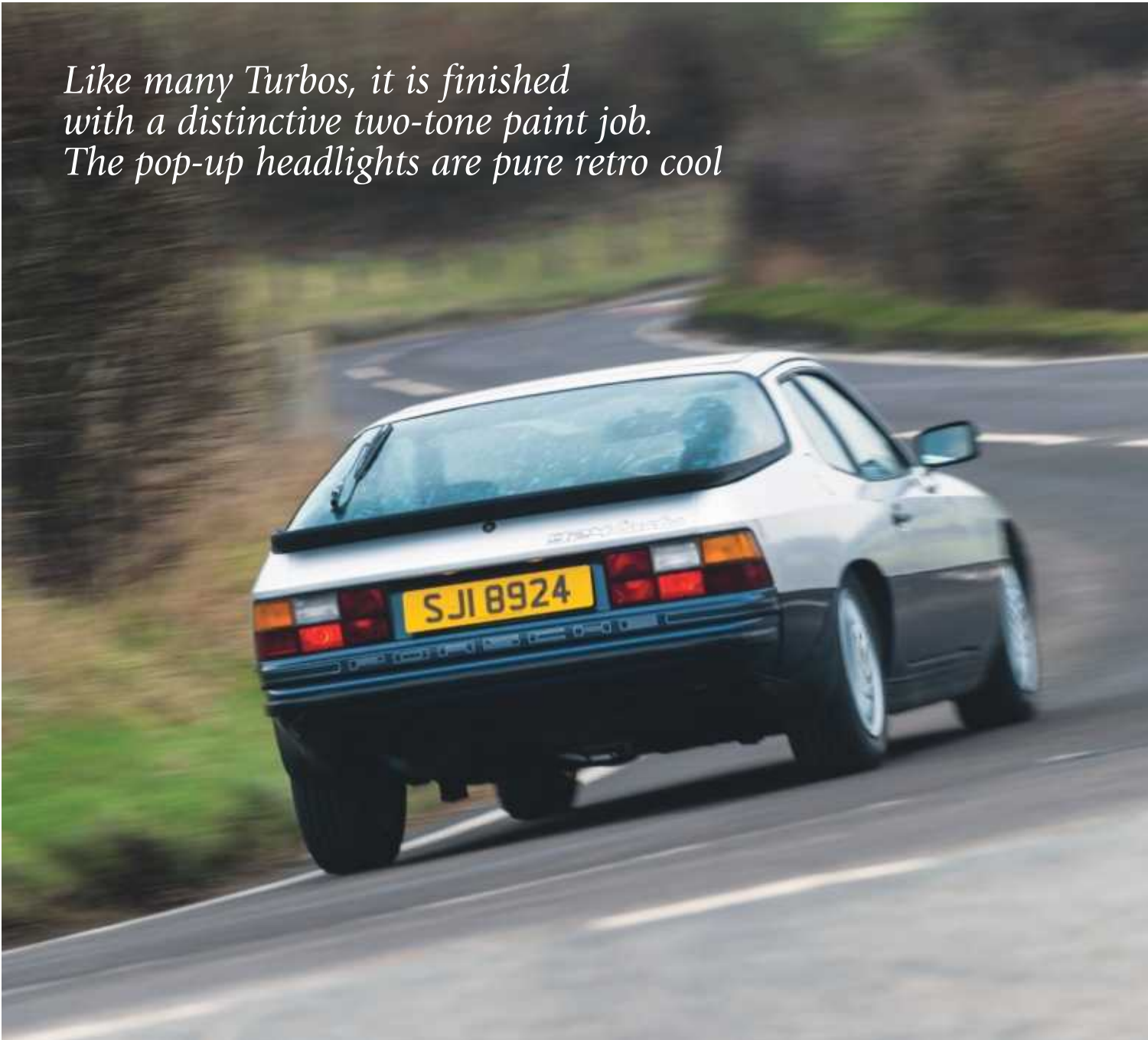


mounted, which was a radical departure for Porsche, but mounting the gearbox between the rear wheels ensured an even front to rear weight distribution, just like the Cayman that followed all those years later. Also like the Cayman, the 924 Turbo has a handy lifting rear hatch but, in this case, there are folding rear seats to give extra luggage capacity although, of course, there's no front boot. It is, therefore, also a practical proposition – perhaps even more so as there's room for a brace of offspring in the back. Whereas the Cayman is lithe and purposeful, the 924's appearance is best described as petite. Being a Turbo, visually there's a hint of the performance on offer, thanks to a row of four intakes in the nose, an NACA duct in the bonnet and smart 15-inch multispoke alloy wheels. Also, this example, like many Turbos, is finished with a distinctive two-tone paint job. The pop-up headlights are pure retro cool.

The 924's interior is even more distinctive, misnamed as it is in psychedelic Pasha fabric – a wild black and white check pattern inspired by optical artist Bridget Riley. A few years ago, people were ripping this Pasha trim out of Porsches and replacing it with leather but, today, it's back in vogue, especially with the younger generation. It has to be said that the crazy Pasha on the seats and door panels more than makes up for the otherwise rather dull but workmanlike 924 cockpit. Sitting in the 924, the steering wheel is strangely close to your knees (a quirk that was only resolved when the 944 interior was revised with the so-called 'oval dash'), which is made more noticeable by the fact that the wheel is slightly offset. As you turn it gets even closer to your legs. It gives the car an almost kart-like feel, which isn't a bad thing if you're not too tall. That's where the similarity ends, though, as the non-assisted steering is surprisingly



Like many Turbos, it is finished with a distinctive two-tone paint job. The pop-up headlights are pure retro cool



heavy at low speeds. It gets better as the pace quickens, however, although even then it lacks the finesse of the mid-engined Cayman's steering. In theory, the handling should be pretty neutral, thanks to the car's even weight distribution, but in reality the 924 Turbo does understeer, so you have to work hard with the steering wheel to pull it through the corners. The trick is really to commit to a bend and throttle hard through it, then the car pays you back and you can start to have fun with it. In fact, it does handle very well indeed this car, once you understand how it works. You just need to put the effort in, which is quite refreshing in these times when everything in life is made just so easy.

That's exactly what the Cayman is – easy to drive. However, it's not easy to drive in the same way as a modern hatchback is easy to



drive, but rather it's a simple car to drive fast and well. It responds instantly to inputs from the steering and throttle and does exactly what you expect it to do. The handling is neutral and predictable, and the steering is finger tip light. The Cayman's extra power is noticeable, too. Back in 1980, the 924 Turbo's 170hp was a respectable figure (the 911 of the day boasted just 34hp more) and even now the car's no slouch as it is a full 160kg lighter than the Cayman. You have to wait for the turbocharger to kick in at around 3000rpm but it does so more progressively than with a contemporary 911 Turbo, and when it does you're rewarded with an exhilarating kick in the back. It's a lot of fun but, because of the lag, the power's not as useable as that of the normally-aspirated Cayman, which comes in low down the rev range and, combined with a heft of torque,





They may have been entry-level in price, but there is nothing second-best about either

means you can be lazy with gear changes. In the 924 Turbo, on the other hand, you need to make good use of the gearbox to keep the engine on song. Again, though, that's all part of the fun of a classic car.

Speaking of gearboxes, the 924 Turbo has an unusual five-speed dogleg transmission, with first gear out on a limb, down and to the left. This means that you can make quick shifts straight backwards from second to third and from fourth to fifth (and vice versa, of course). It's a logical arrangement for a five-speed transmission because you rarely drop in and out of first gear once you're on the move. It does, though, take a little bit of acclimatising to, but once you've driven a few miles the dogleg pattern soon becomes second nature and it's a nice fast 'box to use. That said, there's no denying that the Cayman's gearbox is even better, with slick, precise shifts between its six ratios. It really is a joy to use.

Both Porsches are surprisingly comfortable places to be, with well-designed seats, good visibility and decent build quality. Both have dark, slightly uninspiring interiors (you can't see the 924's wacky Pasha when you're sitting on it) but they are functional and practical places to be (hey, these are German cars, after all). The Cayman feels more refined on the road, thanks to its six-cylinders, which is noticeable smoother than the 924 Turbo's

inherently unbalanced straight-four. The newer car also benefits from air-conditioning and a decent sound system, something which sports car owners spurned back in the 1980s but which we've all become so used to, and come to expect, in recent years. Still, when it gets too warm in the 924 Turbo, you can either tilt the large sunroof or remove it completely and stow it in the boot, giving an open-air motoring experience which Cayman owners are denied (there's no sunroof option).

Looking at the two Porsches side-by-side, their engine's ticking away as they cool down after we've had our fun, two things are striking. First, there's not that much difference in size between them, which is refreshing as so many modern cars have become bloated (if you put a 1980 Mini and a 2006 Mini next to each other you'd be shocked at the imbalance). Checking the statics, we can see that the Cayman is just 128mm longer and 125mm wider than the 924 Turbo, which, let's face it, isn't that much growth. The second point of note is that they are both damned good looking machines that have stood the test of time well. Both cars are the first incarnations of their respective breed, as such they have a purity of line about them which was lost in later generations. The 924 was injected with steroids to produce the more muscular 944, while the 987 Cayman was similarly beefed-up

into the current, more aggressive looking 718 via the 981. The 924 Turbo has reached classic status and we can see the 987 Cayman following hot on its heels in years to come.

The 924 Turbo is a particularly rare classic, too. It is believed that only around 60 still exist in the UK and we know that many of those are either in poor condition or have been bastardised in one form or another. That in itself gives the older car extra kudos and desirability, in addition to its retro appeal. It's a deeply appealing and desirable thing. The Cayman S, on the other hand, is more commonplace and, as such, it is not yet a collector's Porsche. It is, though, a more useable everyday proposition, simply by dint of being a more modern and better-equipped Porsche. Both the 924 Turbo and the Cayman S are cars you would be passionate about owning and driving; you can tell they have Porsche DNA pumping through them. In our opinion you certainly wouldn't feel inferior driving either one over a 911. In fact, each car is rarer than its 911 equivalent - (we're talking 911SC and 997, respectively). They may have been entry-level in price when new, and that may still be the case on the used Porsche market today, but there is nothing second-best about either of these cars. That sums up the genius of Porsche – the company never holds back on what defines the marque ◯



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Porsche Cayman GT4 Clubsport
4,000 miles, (65 - 2015), Basalt black with black leather**£94,000**



Porsche 911 (997) '4S' 3.8 'Gen 2' pdk
43,000 miles, (10 - 2010), Silver with black leather**£48,000**



Porsche 911 (997) '2S' 3.8 'Gen 2' pdk
40,000 miles, (59 - 2010), Basalt black with black leather**£47,000**



Porsche 911 (997) '2S' 3.8 'Gen 2' pdk
40,000 miles, (10 - 2010), Meteor grey with black leather**£47,000**



Porsche 911 (997) '4S' 3.8 'Gen 2' pdk
57,000 miles, (60 - 2010), basalt black with black leather**£47,000**



Porsche 911 (997) '2S' 3.8 'Gen 2' pdk
37,000 miles, (09 - 2009), White with black leather**£46,000**



Porsche 911 (997) '4S' 3.8 'Gen 2' pdk
54,000 miles, (58 - 2008), Meteor grey with black leather**£44,000**



Porsche 911 (997) '2S' 3.8 'Gen 2' pdk
51,000 miles, (09 - 2009), Basalt black with black leather**£43,000**



Porsche 911 (997) '2S' 3.8 'Gen 2'
34,000 miles, (09 - 2009), Basalt black with grey leather**£41,000**



Porsche 911 (997) '2S' 3.8 'Gen 2' pdk
49,000 miles, (08 - 2008), Red with black leather**£41,000**



Porsche 911 (997) '2S' 3.8 'Gen 2' pdk
50,000 miles, (58 - 2008), Meteor grey with black leather**£41,000**



Porsche 911 (997) Turbo 3.6 tip
35,000 miles, (08 - 2008), GT Silver with grey leather**£55,000**



Porsche 911 (997) Turbo 3.6 tip
54,000 miles, (57 - 2007), Silver with black leather**£52,000**



Porsche 911 (997) Turbo 3.6 tip
66,000 miles, (07 - 2007), GT Silver with black leather**£48,000**



Porsche 911 (997) Targa '4S' 3.8 tip
43,000 miles, (08 - 2008), Basalt black with black leather**£40,000**



Porsche 911 (997) '4S' 3.8 tip
40,000 miles, (07 - 2007), Meteor grey with ocean blue leather**£36,000**



Porsche Boxster 'S' 3.4 pdk
24,000 miles, (12 - 2012), Red with black leather**£37,000**



Porsche 911 (997) '4S' 3.8 cab
43,000 miles, (06 - 2006), Seal grey with black leather**£35,000**



Porsche 911 (997) '2S' 3.8 tip
33,000 miles, (07 - 2007), Cobalt blue with grey leather**£35,000**



Porsche 911 (997) '4S' cab 3.8 tip
54,000 miles, (56 - 2006), Basalt black with black leather**£33,000**



Porsche 911 (997) '2S' 3.8 tip
57,000 miles, (57 - 2007), Red with black leather**£33,000**



Porsche 911 (997) '2S' 3.8 tip
55,000 miles, (07 - 2007), GT Silver with black leather**£33,000**



Porsche 911 (997) '4S' 3.8 tip
59,000 miles, (56 - 2006), Cobalt blue with grey leather**£31,000**



Porsche 911 (997) '2S' 3.8 tip cab
56,000 miles, (55 - 2006), Basalt black with grey leather**£30,000**



Porsche 911 (997) '4S' 3.8 tip
62,000 miles, (56 - 2006), Basalt black with black leather**£30,000**



Porsche 911 (997) '2S' 3.8 tip
54,000 miles, (56 - 2006), Silver with ocean blue leather**£29,000**



Porsche 911 (997) '2S' 3.8
53,000 miles, (55 - 2005), Silver with ocean blue leather**£28,000**



Porsche 911 (997) '2S' 3.8 tip
62,000 miles, (56 - 2006), Midnight blue with grey leather**£28,000**



Porsche Cayman 'S' 3.4 pdk
23,000 miles, (13 - 2013), Basalt black with black leather**£42,000**



Porsche Cayman 2.7 pdk
13,000 miles, (64 - 2014), Red with black leather**£39,000**



Porsche Cayman 'S' 3.4 'Gen 2' pdk
71,000 miles, (10 - 2010), Basalt black with black leather**£25,000**



Porsche Cayman 'S' 3.4 'Gen 2' pdk
43,000 miles, (59 - 2009), Basalt black with black leather**£28,000**



Porsche Cayman 2.9 'Gen 2' pdk
41,000 miles, (61 - 2011), Platinum silver with black leather**£27,000**



Porsche Boxster 'S' 3.4 pdk
18,000 miles, (12 - 2012), Basalt black with black leather**£36,000**



Porsche Cayenne 'GTS' 4.8 tip
62,000 miles, (59 - 2009), White with black leather**£25,000**

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PORSCHE WANTED (2003 TO 2014)

RM Sotheby's offered what it described as an 'exceptional' Swiss Porsche collection for auction at the recent Retromobile event in Paris...

1970 914/6

Hammer price:
€58,240

Auction House: RM Sotheby's
Auction: Retromobile
Location: Paris, France
Date: 8th February 2017

Lot 126 at the RM Sotheby's Retromobile auction was this 1970 914. Fitted with the higher-powered six-cylinder Porsche engine it is considered to be one of the more desirable versions of the 914. Presented in Black with a black interior, it was, like nearly all 914s, delivered new to the United States. To this day it has covered less than 45,000 miles from new, and as such it was presented to auction in fantastic condition. It sold for around £49,500.



1986 911 Turbo 'Flat Nose'

Auction House: RM Sotheby's
Auction: Retromobile
Location: Paris, France
Date: 8th February 2017

Hammer price:
€140,000



This 930 Flachbau is one of 948 cars so optioned and produced by the Porsche factory. Offered from the same Swiss Porsche collection as the other cars on this page, it has covered just 29,281 kilometres from new under the ownership of two very lucky enthusiasts.

The 'Flat Nose' changed the look of the 911, turning the prominent headlights into pop-up versions and adding vents behind the driver's door.

The 'Flat Nose' look came at a premium.

This car, offered in Dark Purple with a contrasting red interior, was delivered new to Switzerland and still sports its original paint.

2004 911 GT2 Clubsport

Auction House: RM Sotheby's
Auction: Retromobile
Location: Paris, France
Date: 8th February 2017

Hammer price:
€246,400



This 996 GT2 from the same Swiss collection is a desirable Clubsport version. The most powerful variant of the 996-generation 911, the GT2 is fast becoming a car to cherish and not to use, which is a real shame as with more than 450hp it was a car designed and built to be used – hard. This 2004 example finished in silver over black has enjoyed a rather tame life it's safe to say, having covered just over 24,000 kilometres from new. It rightly generated interest at Retromobile, selling for the equivalent of £209,000.

2014 991 Carrera S Martini Edition

Auction House: RM Sotheby's
Auction: Retromobile
Location: Paris, France
Date: 8th February 2017

Hammer price:
€123,200

One of just 80 examples produced, and one of 40 in Carrera White, this 991 Carrera S Martini Racing Edition was presented in showroom-fresh condition with under 150 kilometres on its clocks.

The result of a factory-sanctioned collaboration between Porsche and Martini, these were designed as a nostalgic nod to the Porsche racing cars of old. Crafted by Porsche Exclusive, cars were limited to either White or Black, all Martini Edition cars were equipped with an aerokit, as well as Sport Chrono and numerous Martini-inspired interior accents.





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Bearing In Mind

Like a time bomb ticking in the heart of M96 and M97 engines, the IMS bearing could, so you will hear, go off at any time. Autofarm's bomb squad defuse the issue...

Story: Johnny Tipler
Photography: Antony Fraser

MS = IED? Not necessarily. Indeed, that much vaunted Intermediate Shaft Bearing (IMS) probably won't ever let you down; but, if it does, it's bad news for the whole engine. Let's cut to the chase: Autofarm's boffins have reviewed all the options and believe they've found a solution to the IMS failure farrago. For the benefit of the blissfully ignorant, up to 2008, the 996 and 997 are potentially susceptible to intermediate shaft (IMS) bearing breakdown. Much has been said about the issue, and some say it's been overblown. But there are sound financial arguments for addressing the situation before disaster strikes, call it risk management.

Now here comes the technical bit: the intermediate shaft drives the camshafts indirectly off the crankshaft, and it's supported by the oil pump case and a part-sealed grease ball-bearing race. The one housed in the oil pump console is lubricated in the normal course of things by the oil pump, but the one at the flywheel end (with a three-leg fitting) is left to its own devices, and its ball-bearings live in grease. When this situation is compromised, it's just a matter of time before the balls scream 'enough!' and an internal wreck ensues. Put another way, if the IMS bearing fails, the intermediate shaft gets irreparably damaged and the entire engine suffers from disbursed swarf, whilst the cam timing can also be affected, causing valve-to-piston contact providing a consequent need to









replace or rebuild the engine. So why does this happen? There isn't a definitive and collective agreement on the reasons, but it's likely that the heat generated by the engine makes the seals of the bearing race harden over time, and the grease contained within seeps out, leaving the balls destitute of lubricant, while, conversely, the seals prevent engine oil accessing the race to lubricate the balls. It's been suggested by some specialists that the seal on the outer edge of the bearing should be removed, allowing the engine oil access, but just removing the seal alone doesn't ensure a reliable supply of lubricant.

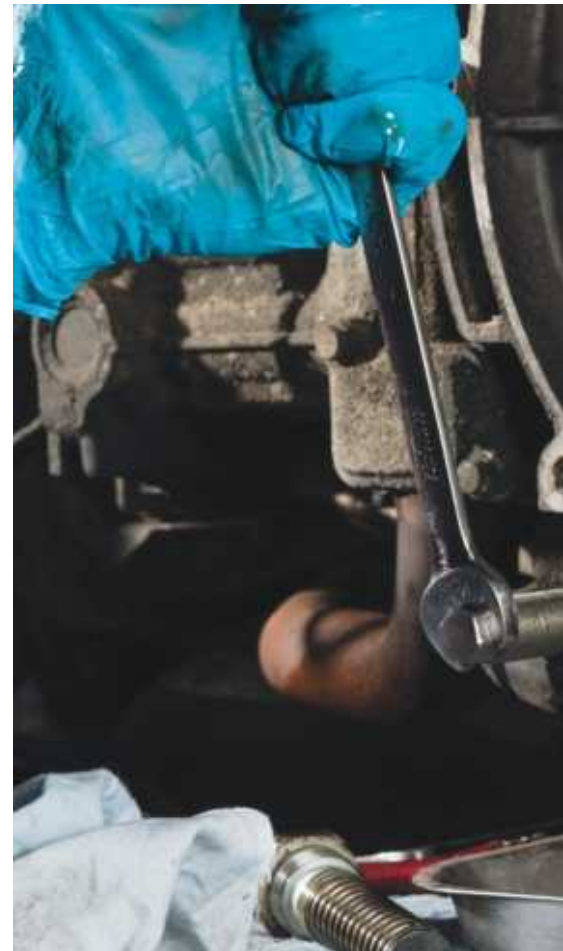
There are four ways to counter the scenario: firstly, replace the vulnerable bearing every 50,000 miles and hope for the best; secondly, go for a Direct Oil Feed kit, which takes an oil line off the crankcase directly to the bearing race, which includes a new bearing (and, at 40,000-miles, I have to report that there was nothing wrong with the existing bearing on my 996 when I opted for this solution) thus ensuring a constant flow of lubricant. Thirdly, a more complex route is to fit an LN Engineering ceramic replacement dual-row or single-row bearing set. However, what appears to be a more comprehensive solution is now available from Autofarm, who live and breathe these cars, and that's what brings us to its Weston-on-the-Green workshops to observe the procedure being carried out.

Our mechanic for the day is Matt Wiltshire, and he shows us examples of each bearing: "Three types of IMS bearings have been used in M96 and M97 engines; a dual-row bearing race was fitted from the 1997 model year to 1999, that can be changed without having to strip the engine," Matt says. "Then, from the 2002 model year to 2005, a single-row bearing race was used, and although that can be swapped for a new one without stripping down the engine, it is now seen as a retrograde feature. So, between model year 1999 to 2002,

either of these bearings could be used. Then, from model year 2006 to 2008, the bearing is bigger and it can't be removed without removing and stripping the engine."

Autofarm's co-owner, Steve Wood, takes up the story: "We now use a cylindrical bearing with thrust control that can take both radial and axial loadings. From an engineering point of view, we believe this is the most robust and well designed bearing we've seen to date," he explains. "We've actually had one installed in a 996 that does a lot of miles backwards and forwards to Scotland. After a year we removed it for inspection, we couldn't witness any wear or markings. But the innovation with this method is in the IMS shaft. Where the other solutions just allow oil into the bearing this method allows pressurised oil drawn from the oil pump (after the modification) to go through the IMS shaft and into the bearing. That wouldn't be the case with the standard bearing, of course, which shouldn't allow any oil into the IMS cavity, but it sometimes did, and that was very likely to be dissolving the grease from the original bearing." Steve thinks there are a variety of possible causes, he continues: "Once the grease is washed out of the bearing race you'll get a bit of slop in the bearings, and they'll get a bit hot from the friction of picking up slightly on the race. So, the danger time is early in the morning when people start their cars up, that's often when they let go."

The solution offered by Autofarm is more involved and requires quite a lot of labour, but the benefit of allowing oil into the bearing internally is worthwhile. Steve explains why: "The cylindrical roller bearing is made specially for this application, and its manufacturer claims it is five times stronger because it has more surface area to take up the load. At low rpm only three of the ball-bearings are actually making contact with the outer race, so it's actually not quite as stable as



it is at 5,000rpm because of the inertia taking all the balls out of play," Steve says. "As the shaft spins-up, inertia takes effect and pushes the ball bearings out onto the outer surface of the race. In 2006, the 997 received an IMS bearing nearly twice as big, the LN ceramic bearing is very similar to that size wise, but it relies just on engine oil to lubricate the bearings, which is the same principle as the Direct Oil Feed kit - but that employs steel rather than ceramic bearings."

Steve summarises Autofarm's philosophy: "The four of us, Josh, Mikey, Matt and myself, always try and put ourselves in the shoes of our customers, we looked at the bearings and ask what would we want in our own engines. Armed with a bit of knowledge, you think, that's a steel bearing and I'd rather have that than the ceramic one. Some people say you shouldn't put a needle roller in that location because they don't like side loadings, and a needle-roller will wear on the edge slightly," we're told. "A ball-bearing takes the loading at the point where a needle roller can wear if they are subjected to side loadings. But the manufacturers of this solution have been clever in the way they've made the bearing, it's got thrust control built-in allowing for a small amount of end float."

Autofarm's method involves tapping a tiny hole in the end of the IMS shaft to allow oil to pass along its length, as Steve explains: "You get a bit of oil flow, we're not talking

much, but there'll be oil crank pressure that will allow oil to go into the IMS shaft, so you've actually got oil at the back and front of it, whereas these other greased bearings only have oil at the front."

Installer, Matt, takes us through the procedure, blow-by-blow: "You can normally do them in situ, but if the engine has to come out (normally a C4 is slightly easier to drop-out) we do an inspection to highlight anything else that is worth doing while we've got an opportunity. One of these jobs is the brake pipe that goes over the top of the gearbox, there's a clip that holds the pipe on, it corrodes at that point, so it's worth renewing if it looks suspect. I've just seen a car with over 300,000 miles on its clock with the original bearing, I think high mileage cars would probably be alright because they've survived, while on the other hand I've seen low mileage cars go, so there's no rhyme or reason to it," Matt said. "Probably lower mileage cars are more prone this issue because they are the ones sitting around with their bearings not being used, but no-one has actually pinpointed why it happens. They're great cars (996s), and it's a real shame the bearing issue has happened. They still had the issue with the IMS bearing in 997s up to 2006, that's when the big IMS bearing came in. We've not seen any issues with the larger one."

Matt is clear with his personal advice: "Putting myself in the customer's shoes, if

I bought a 996 tomorrow I would do it, I would change it, because there's a possibility it could happen, so why take a chance?" Matt questions. "Especially if it's a car with a manual gearbox and it has come in for a clutch, it's actually not that expensive to do the rest of the stuff, so why wouldn't you do it? It's about having complete confidence in your car to go and enjoy it."

So what does Autofarm's IMS solution cost? "You're looking at around £1850 to do just the bearing," said Steve. "That's labour to take everything out, to check to see if it needs a flywheel, we test to see if it's springing back ok, those are about £400, and then obviously the clutch kit including the IMS bearing, clutch and flywheel. When that's all done and dusted you could be driving out of here for £2500 plus VAT."

It's an expensive business if it does go wrong, so ask yourself, would you rather spend £1800 on a replacement bearing or £12,000 for a new engine? I think it's a sensible move, especially if you're planning on keeping the car in question. Autofarm is finding that people who are looking to buy a 996 or early 997 will opt for one that's had the bearing upgrade done, rather than other potential cars that haven't. "Now that 996s are going up in value it's not a bad idea to go for the IMS upgrade to consolidate its value," Steve points out.

However, Steve advises a rain-check before





committing: "Before you go steaming in there to change it, take the oil filter off and have a look inside. If there is a problem, you'll see something that looks like gold dust in the bottom of the pot, if the bearing is starting to break-up you'll see metal filings in the filter too, so pull the filter apart and check that first," he said. "Keep changing the oil regularly and if you see any signs of dust or metal filings then you've got to bite the bullet."

But remember, even if an IMS bearing looks ok, it could shatter at any time. For example, the one in our subject car here has no play in it whatsoever, Matt is slightly surprised: "That's pretty good, considering what we saw when we looked into the oil filter," he said.

Autofarm has a special tool to press the bearing out. In this case, being the original bearing from a 3.4-litre car, it's the dual-row race, and this is the first time it's been removed. It is fronted by a snap ring which needs removing before being pressed out. As Matt removes the old bearing he finds traces of oil, and when he pulls out the intermediate shaft there's about an eggcup's worth of oil in the tunnel, proof, if it were needed that this is how the grease gets leached out of the bearing race. "The oil has been getting through the bearing itself and then into the shaft." Matt explains. "It shouldn't have been doing that."

Matt sets about soaking the oil up, it's important to do this up while the shaft and bearings are out, even though the intention is to get fresh oil running through the system. Another of Matt's eyebrows are shortly raised though: "The oil pump is actuated by an intermediate shaft that's driven by the crankshaft," he explains. "We fit a modified drive that sends the oil through a little gully, and then when it's rotating the oil passes through the shaft. As part of our modification, we make an insertion in the end of the oil pump then the oil comes through as it's spinning to feed the bearing itself."

The oil then drains from there into the sump. There's nothing terribly sophisticated about inserting the bearing race, though Autofarm uses a special tool, a kind of collar that Matt places over the top of the race and, using his trusty mallet, having made absolutely sure it's squarely in the entrance to the tunnel, taps it home. There's one more task for Matt to perform, and this time it's



more of a jaw dropper. He takes off the oil pump cover and removes the pump and gears, he also takes the drive out of the end of the intermediate shaft, then taps a tiny hole in the end of the shaft, which will enable the oil to travel along inside and feed the vulnerable bearing. Who knew the metal was so thin?

"You find these things out when you're seeing as many engines as we do," comes Matt's enigmatic response. As it is, the other bearing at the back of the pump is never short of lubricant. Oil is gathered up there and it'll come through the little gully in the end of the oil pump, so it also lubricates the bearing and the shaft, now oil will go down through the intermediate shaft to the other end. All that remains now is to reassemble the engine and

its ancillaries in order to reinstate the car.

It's such a straightforward solution, this, that one can't help but wonder why Porsche didn't implement it. Ultimately this IMS salvation is not something 996 and 997 owners should simply 'bear in mind', rather it is a solution that provides them with invaluable peace of mind, affording them the ability to forget about any ticking time bombs. Instead, it allows them to enjoy their cars for the purpose for which they were originally intended – driving ◊

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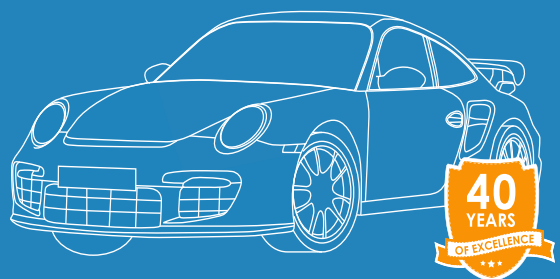
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ONE
YEAR
AGO
APRIL
2016



Twelve months ago we put together a meeting between the latest 911, the force-induced second-generation 991, and its iconic forebear, the 3.2 Carrera. We said: 'Put the two side by side and it's striking how much the 911 has grown.'

Also in this issue we got our first look at the details of the new 718 Boxster, we questioned the worth of a four-cylinder Porsche sports car. We also got behind the wheel of the new 911 Targa and 4S, visited the London Classic Car Show, and South African specialist Dutchmann.

We drove a pair of cool 964s; a 3.6-litre Turbo and Carrera RS RCT reworked by tuner RUF. Went flat-out in a 1400hp 997 Turbo by 9ff, and looked at the history of the Mezger engine.

FIVE
YEARS
AGO
APRIL
2012

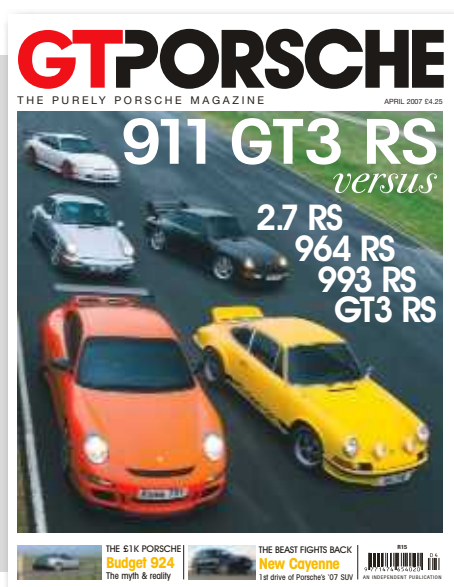


Like our April 2016 cover, the April 2012 cover depicted the meeting of two iconic 911s separated by 30-years. We said: 'The original 1964 911 blueprint is still adhered to today.'

Further into the issue Andrew Frankel delivered a verdict on the new Panamera GTS, he liked what he found. And sticking with new Porsche cars, we drove the latest 911 Cabriolet for the first time, of the 991 we stated: 'The new cab is the best of any 911 rag-top that has gone before when you leave your toe in.'

We also presented a guide to the 991 in this issue, took a final drive in the 997 Carrera 4 GTS, and investigated the benefits of buying a used Porsche from an Official Porsche Centre.

TEN
YEARS
AGO
APRIL
2007



Our cover feature a decade ago brought together the 997 GT3 RS with its illustrious relations; 2.7 RS Touring, 964 RS Clubsport, 993 RS Clubsport, 996 GT3 RS and 997 GT3 RS. Our favourite? It was the '73 RS, of course!

We also investigated the reality of buying a Porsche on a shoestring. The car in question was a 924, we said: 'It's a lovely compact size, the styling uncluttered and totally representative of Porsche's front-engined bloodlines.' But ultimately scribbler Dom Holtam wasn't sure this was how he'd spend his own money.

A 996 C4S buying guide also appeared in this issue, as did coverage of the Youngtimer race at the Nürburgring.

LONDON LIFE

Following its successful debut in 2015, the London Classic Car Show returned to the ExCeL, bigger and better than before...

Story and photography: Simon Jackson



There has long been a gap in the market for visitors to visit an automotive event in the nation's capital, and last year the London Classic Car Show attempted to fill the void. The show wasn't huge in 2015, but it presented some worthy suggestions, such as a great blend of make and low prices, and it was pretty well attended for a show in its infancy.

This year the event's marketing materials promised a show 100 percent bigger and better than last year's event, explaining that the expanded indoor gig would be filled with the UK's finest classic cars, including offerings from the Porsche brand.

In fact, a high number of discerning classic car owners, collectors, experts and enthusiasts did seem to descend on London's ExCeL throughout the course of the weekend to peruse the available automotive wares from car dealers, manufacturers, car clubs and accessories specialists.

Butter unique to the show, in comparison to the Grand Tourer, returned for 2016. The weekend morning through the middle of the main hall allowed visitors to find top and down, providing views with the chance to see, hear and smell some classic cars in action. And there was a real mix of both new on show, including those from the Porsche stable, some 40 cars in



April 2016 91

Bad Boys Two

One from the factory, the other resurrected by legendary Porsche tuning house, R&M. These new turbocharged 911s, as the Turbo and Carrera RS (911), are what former president ST's should be all about...

When Steve Jackson visited the Porsche factory in Stuttgart, he was struck by the sight of a new 911 Turbo. The car was in the final stages of production, and he was able to see the engine bay. The engine was a 3.8-liter turbocharged flat-six, and it was a sight to behold. The engine was a masterpiece of engineering, and it was a sight to behold.

It was a sight to behold, and it was a sight to behold. The engine was a masterpiece of engineering, and it was a sight to behold. The engine was a masterpiece of engineering, and it was a sight to behold. The engine was a masterpiece of engineering, and it was a sight to behold.

It was a sight to behold, and it was a sight to behold. The engine was a masterpiece of engineering, and it was a sight to behold. The engine was a masterpiece of engineering, and it was a sight to behold. The engine was a masterpiece of engineering, and it was a sight to behold.



Paul Suttors

April 2016 91



The Final Fling

The only spot 911 to go on any road also has the best. Here's why.

Story and photography: Simon Jackson

911 Carrera S (911)

April 2016 91

the workshop

Our 911 Turbocharged 911 Carrera RS (911) is a masterpiece of engineering, and it was a sight to behold. The engine was a masterpiece of engineering, and it was a sight to behold. The engine was a masterpiece of engineering, and it was a sight to behold.

It was a sight to behold, and it was a sight to behold. The engine was a masterpiece of engineering, and it was a sight to behold. The engine was a masterpiece of engineering, and it was a sight to behold. The engine was a masterpiece of engineering, and it was a sight to behold.



April 2016 91

PORSCHE ON A SHOESTRING

Can you beat your Porsche's versatility requirements for under £1000? It's not as easy as you think...



THE CREAM OF THE CROP

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by Philip Raby



*A specialist Porsche dealer and consultant, Philip has been driving and writing about Porsches for over 20 years...
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Air-Cooled Targas

Once unloved, the classic 911 Targa is now hot property, with prices not far behind equivalent coupes.

I had a call the other day from a gentleman beginning his journey to Porsche ownership. He'd started off wanting a 997, then decided to go down the classic route. It had to be an open-top car as he enjoyed wind in the hair motoring in the sunshine, so he had his heart set on a 911 Cabriolet, probably a 964. Then he went to see a Carrera 3.2 Targa and was smitten. He fell in

love with the Targa's shape and the clever way that the roof panel lifted out and slotted into the boot. He also preferred the look of the Targa over that of the Cabriolet, which he felt had a somewhat clumsy roofline, especially when folded. He knew there and then that he had to own a classic 911 Targa.

The problem he was having, though, was finding one. The

example he was looking at was snatched from under his nose by another buyer, and others he enquired about had also sold quickly, or they weren't up to the high standard he was demanding. That's very different to the situation a few years ago, when the Targa was considered the ugly duckling of the 911 family. They were hard to sell and, therefore, priced considerably

lower than equivalent coupes and even Cabriolets. Not anymore.

I highlighted this change of heart back in 2014 when I last featured the classic 911 Targa in this column. That was the year that Porsche introduced the new 991 Targa which aped the appearance of the original roll-hoop car. Instead of the original lift-out roof, though, the new Targa has what, to my mind, is an





overly complex mechanism which drops the roof down below the rear window. Whatever happened to form following function? Leaving aside the intricacies of the current 911 Targa's roof though, there's no doubt it's a stunning looking car that has very obviously regenerated interest in the older 911 Targas, which have a similar form.

Something else which has boosted the appeal of the classic 911 Targa is the fact that few people these days take their old Porsches out in the rain, so it makes a lot of sense to choose one with a lift-out roof so you can enjoy balmy

Good Targas are today few and far between, they get snapped up quickly...



summer drives in the countryside. Furthermore, as prices of classic 911 coupes have risen, budget-conscious buyers turned towards the Targas as a more affordable way into Porsche 911 ownership.

Today, though, Targas aren't the bargains that they used to be in years gone by. These days, you can pay almost as much for a 911 Targa as for its equivalent coupe. Although you may not think so when scouring the classified adverts, where you will still see 911 Targas for tempting prices. But you do need to tread carefully, there are some truly bad examples out there.

The reason for this is partly because during the period that these cars were unloved, they were often owned by people who bought them as cheap 911s, but those people then couldn't afford to maintain them to the standard you'd hope and expect of a Porsche. Also, if the roof seals aren't kept in good shape, water can leak in. At best, this will spoil the upholstery, at worst it will cause corrosion in the floorpan and sills. The latter can be deadly to a Targa because the sills offer the car its only structural fore and aft rigidity, as there's no upper link between the windscreen frame and the roll-hoop.

Any weakness to the sills, therefore, can cause the car to literally sag in the middle, meaning that the doors don't open and close properly, and the whole structure becomes unstable. Not what you want in a sports car you'll agree.

So, good Targas are today few and far between and, as our hapless buyer at the start of these pages had found, they get snapped up quickly. That sort of demand, in turn, drives prices up. Typically, you're looking at around £35,000 for a decent Carrera 3.2 Targa, which is still £5000 less than a coupé in the same condition, and recently

we've seen exceptional examples break the £50,000 barrier, which is well into coupé territory. Oddly, the predecessor to the Carrera 3.2, the 911 SC, seems somewhat less desirable in Targa form, despite there being strong interest in SC coupés, and you can still find a reasonable Targa for as little as £30,000. Going further back in time, to the pre-impact bumper 911s of the 1960s and 1970s, you're looking at paying £70,000 upwards for a decent Targa, with some selling for well in excess of £100,000.

The last roll-hoop Targa was the 964 made from 1989 to 1993.



These are thin on the ground as Porsche was, at the time, selling more Cabriolets than Targas, at the time of writing, we could only find four for sale. Again, they are no longer the bargains they used to be, with prices sitting around £5000 less than for an equivalent coupe. In other words, from £35,000 up to about £60,000.

After the 964 Targa, Porsche reinvented the concept in the 1990s. This all-new design debuted

with the 993 and continued through the 996 and 997 generations. It consisted of a large glass roof panel which, at the touch of a button, slid back under the rear window. It was an ingenious system that retained the coupe's roofline, which the roll-hoop Targa did not. It's interesting, therefore, that in recent times the Targa's original styling has come back into favour, both with Porsche's design team and with buyers of used 911s ○

It's interesting that the Targa's original styling has come back into favour





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1978 911 SC

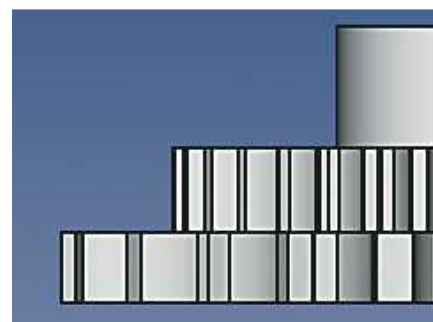
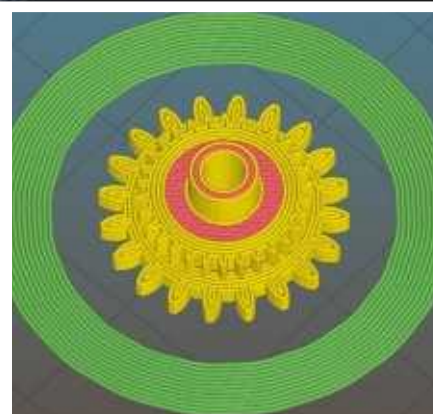
The Porsche community is a wonderful thing, and nowhere is it stronger than on the Pelican Parts forum. Home to hundreds, if not thousands of enthusiasts sharing projects, pictures, technical guides and advice. And it's this community that I turned to for help and advice when the odometer in the 911 stopped working (though the speedometer was fine). A bit of research highlighted a couple of common issues with the VDO gauge: the first being the gear drive for the odo and trip digits wearing out and becoming unable to turn over the mileage anymore. The second was a pressed-on gear coming loose from the main driveshaft and spinning freely without giving drive to the digits.

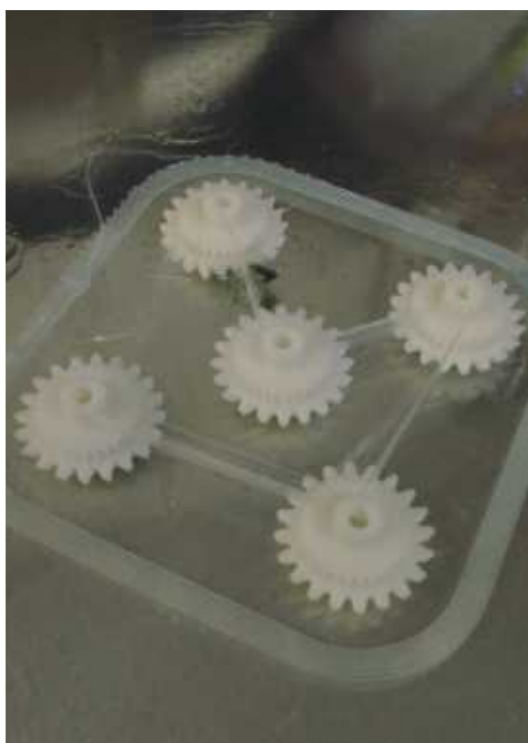
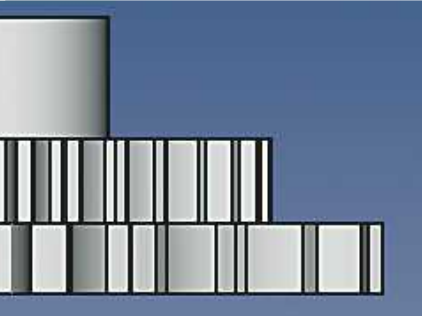
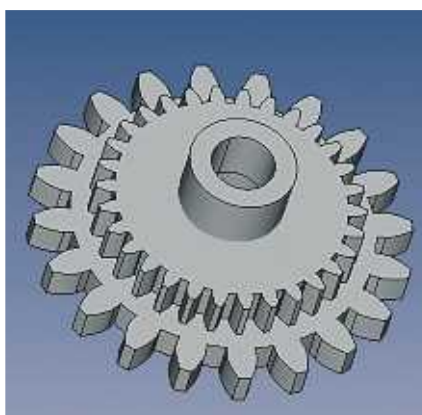
The only option was a strip-down to investigate. Regardless of the cause, with over 200,000kms and 39 years on the clock, it's had a good innings.

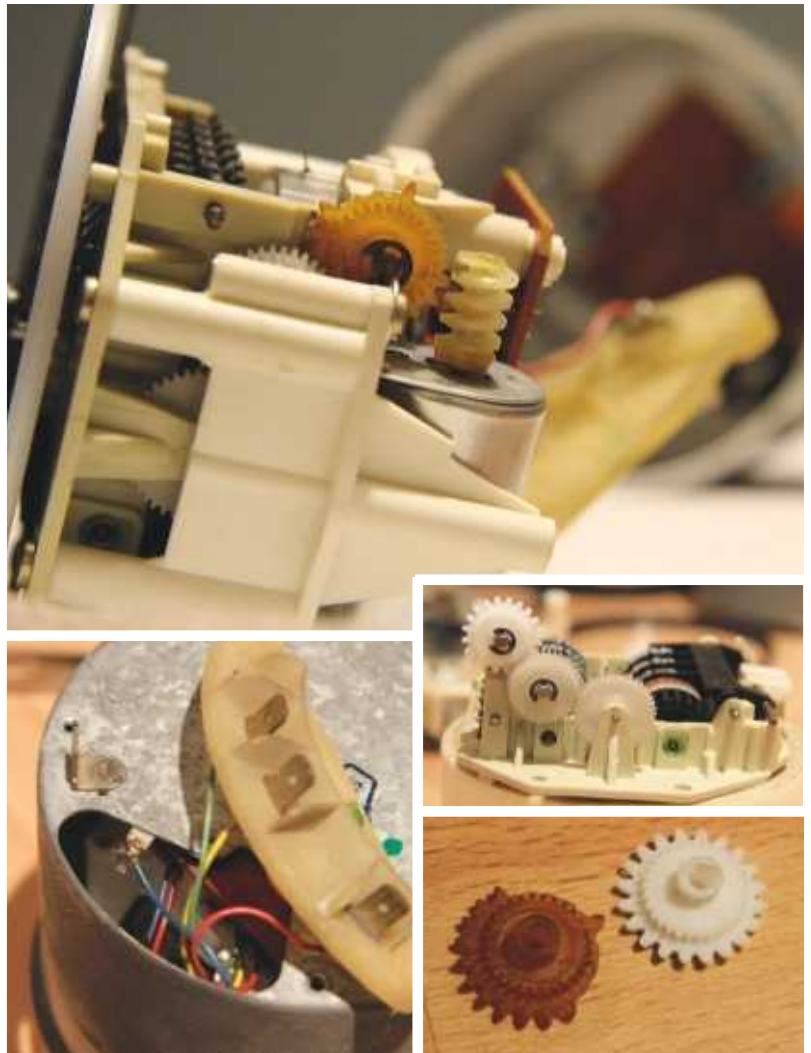
The speedo strip down is a fiddly job, but simple enough. I removed it from the car using a trim tool to ease it out of the dash; I love the fact the dials are push-fit and held in with a rubber ring. It's a really neat way of doing it and lets you rotate them for better visibility when you fit a smaller steering wheel, or to put the higher RPMs at the top for easy-reading at full-chat; something you often see on old race cars. I disconnected the bulbs and wires photographing them for later so I remembered where they all went. The unit was out in minutes aided by the fact the electric speedo drive on the SC means no cumbersome

cable to disconnect.

With the speedo out on the kitchen table I started stripping it down. The first challenge was releasing the outer retaining ring which secures the glass. This part is peened over from the factory so you have to carefully work around it with a screwdriver to release it. Next was unsoldering the blue earth that runs to the case and removing the three retaining screws allowing the internals to be removed. At this point it was clear my odo plastic gear drive had failed. This was good because it meant I didn't have to dig into the mechanics too far and risk messing up the mileage (to re-fit the pressed-on gear you have to dismantle the number barrel). In order to release the gear I had to remove the delicate speedo face







itself, which in-turn required the even more delicate speedo needle to be removed. This was tricky and welded onto the stem. Not wanting to apply too much force and break it, I put some protective masking tape on the dial face and used a fork (technical, I know) to lever it off. With that removed it was a case of two screws to remove the face and three more to remove the gear cage before removing the old gear.

At this point I hit a brick wall on replacement parts... there aren't any. I'd found a site in the US advertising one for about £75, which seemed steep for such a small, cheap part. And one at that I wasn't sure would fit. At a loss I turned to the forums and found a post from 2014 from a guy called Russ Mehta. He was talking about 3D printing the gears and offered to share a CAD file he'd created. At this point I called my brother, Steven. You see, where as I grew up taking engines

apart and building old cars, he's always been into computers and electronics. Where my hobby has grown to having two old Porsches and a Toyota 1000, his has led him to have among other things, a laser cutter and a home-built 3D printer. Steven got in touch with Rus, he happily shared the gear file requiring in return nothing more than feedback on how it worked out. Using the file Steven was able to program it into his printer and, using some form of magic, it created four gears for me to try.

They came out of the printer pretty well, needing only fine fettling to the centre-bore to take it out to the correct dimensions. Unfortunately I broke two of them; luckily the third was a success and fitted perfectly leaving me with one spare. In terms of finish, the smaller gear is remarkably well defined and meshes well with the original gears. However, the larger's outer teeth


are coarser and engagement with the worm drive is on the crude side, but that's all it needs due to the nature of the wide mesh. Manually driving the worm gear I was able to ensure it all worked perfectly before reassembling. Now, I'm not sure how long it'll last, but it's only under light load and I made sure the rest of the unit was friction free and running smoothly so it shouldn't have to work too hard. On the flip side, even if it only lasts 6,000 miles that's about four years driving for me. We're already planning version 2.0 just in case and now I've had it in bits once, it's easy to do again.

During the reassembly I gave the dial face, glass and needle a good clean. The needle installation was tricky, to ensure it goes back in the same place as it came off requires a delicate touch ensuring you avoid any float in the mechanism as soon as you apply even the slightest of loads. By rights the speedo needs

re-calibrating once the needle has been removed, but when I get chance for a decent run I'll see where it reads verses a GPS, if it's miles out I'll look into getting it fixed.

So, thanks to the Porsche community, forums, specifically Russ and my brother, I've got a fully functioning odometer at a total cost of nothing to me. But more importantly another aspect of this car has been maintained and kept going. I'm a self-professed technophobe, but in this case even I'll admit technology saved the day.

Rob Richardson
911 SC

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2007 987 CAYMAN S

When you sit in your car, there's three really important points of contact; the seat, pedals and steering wheel. Of course if you have a manual car the gearstick is also on that list, get these right and the driving experience becomes a whole lot more fun.

Having already altered the seats, wheel and replaced the entire gear selection tower with a CAE Ultrashifter, you could argue I should have stopped fiddling. I did however spec my Personal Grinta wheel way before any of the other mods took place. At the time a zero dish 330mm wheel was perfect to avoid my long legs and also put my hands in the right position with the stock seats. Now, Recaro Pole Position seats are mounted much lower

in the car so there is much more legroom to play with. I also felt like the wheel could come closer to me to avoid over extending my arms, that and I'm a sucker for steering nice wheels.

I've got a fair few wheels already, but none of my existing items seemed to fit the bill. A happy coincidence perhaps but this set me out trawling the internet for a new wheel. Then I remembered the Speedhunters 100 wheel, produced in collaboration with Renown. I had sampled it already in the Speedhunters Spirit of 147 just before the SEMA show last year. I only drove the Bisimoto turbocharged, RWB-kitted 964 a short distance, but I thought the chunky, deep dished wheel in a subtle black finish would fit the bill perfectly in my car.

Already having a Renown 130R wheel in my collection I knew the quality would be on point and with design influence from the Speedhunters team it would certainly give excellent driving feel. Renown is a young company, established in 2014, but already it has a huge following by those wanting a hand finished retro-styled wheel for their car. This means Renown can be found in plenty of backdate 911 builds, plus a ton of track orientated modern ones too, so I'm in good company. The Speedhunters 100 wheel is limited to 100 units, so I knew I had to be on the list, by whatever means.

The wheel itself comes in at 350mm in diameter, 100mm dish with a triple-colour stitched all-leather rim. The colours of the stitching are chosen to represent

the reflections of the clouds in Stockholm and San Fransico, Speedhunters and Renown's respective hometowns. While that may be a little abstract for some, I think it's pretty cool. The details all over the wheel are awesome, from the Speedhunters engraving in the Renown script, to the hand-stitching itself, it's a joy to hold, looks great in the cabin, and I can't wait to use it in anger at a track day soon.

Ryan Stewart
Cayman S

[@RyanStewart](#)





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2005 987 BOXSTER S

My last update ended with mixed feelings, on the one hand I had a freshly serviced Boxster, on the other the catalysis needed replacing and the A/C was system leaking. The A/C would be easy enough, it needed a pair of condensers and a re-gas. I had the option of leaving the cats and hoping for the best, but that's not a philosophy that I like.

When I looked at the costs involved, the condensers were relatively cheap, I bought aftermarket ones. The costs of the cats were slightly eye-watering, though. I assume that it is due to the limited space around the engine but the catalyst is a single-piece that includes the exhaust manifold, so one goes and you must replace it

all, it came in at about £900 a side. I likely needed both. For a car that's worth £9,000, that's a lot... When I looked for the cats, eBay didn't turn anything up, but I did find a seller that was dismantling a car that had covered about half the miles mine had. Some email exchanges later and we agreed a price, near enough £350 for the pair, delivered. Even if the cats needed replacing again in a few years it was a strategy that could be repeated many times and still be in credit.

For expedience, I booked the car in with Wrighttune. I planned to fit the condensers myself and get them to re-gas the system, and then fit the cats. The condensers arrived quickly, but due to bad weather I only had a day to get them fitted. As it turned out, that was not long

enough. I had a couple small jobs to sort and then I set about removing the front bumper. I spent so long trying to get all the bolts out, and figuring how to remove the bumper from the section by the headlights, that I realised it was going to be dark before I could get the job finished. So I refitted the bumper and loaded the parts ready for someone else to finish the work for me.

I dropped the car off first thing and, apparently, the cats arrived shortly after. One of the sensor cables had been cut, which I knew about, I hadn't appreciated that it would be a lot of work to remove the same sensors from the outgoing units, rust will do that. But, fitted they were, and the A/C was sorted. More expense than I wanted, but it was good to get the Boxster in

good order once again. Unlike the previous work there was little difference from before to after the work was done, there was some noticeable cold air from the air-conditioning, but it would have been colder just letting the air in from the outside! Next on my list is the heater blower, it has been making noise for some time, but that was a job that I felt I could handle myself. Of which I am thankful.

Matt Biggs
987 Boxster S
@PawnSacrifice





1986 944

I'm down to the last few bits of maintenance on the 944 before I put it into active service, and this month I've been doing a couple of jobs I couldn't put off any longer; brake and clutch fluid. I say 'put off', but it's only my OCD that made me investigate this issue rather than there being any fault with the car. The 944 has a thickly stamped history detailing brake fluid changes, but no mention of the clutch. On investigating the respective reservoirs it was clear the fluid was due for a change, especially in the clutch; it was more like muddy water than the golden liquid it should be.

I did the brakes first having already already added a few drops of penetrating oil to the bleed nipples, pre-empting needing to open them. All but one came loose but the remaining one was soon loosened with a bit of heat and gentle persuasion. I used a Gunson Ezibleed system making it a one-man job and avoiding all the up-down, up-down pedal pumping. It's a really useful bit of kit, especially when changing fluid when you need to get a decent amount through the system. With fluid pushed through each corner until it ran clean with a firm pedal, I moved onto the clutch.

In order to get access to the slave cylinder bleed nipple on the bellhousing you have to remove the starter motor. Reading in the

workshop manual caused a sharp intake of breath imagining nightmare access, seized inaccessible bolts and aching arms. All of this was unfounded as, working under the car, it's all right there and the starter comes off in about five minutes. Thank you Porsche! I checked the bleed nipple could be opened and then moved the Ezibleed over to the clutch reservoir and applied air pressure. Back under the car I opened the nipple and... nothing. Not a drop of fluid came out. So, I upped the pressure in the tyre attached to the Ezibleed to about 20psi (not recommended if you value your surrounding paint, but I was feeling brave and desperate) and still nothing. So I wound the bleed nipple all the way out and removed it to check if it was blocked, but no, it was clear. I gave the clutch a few pumps while the system was under pressure and the bleed nipple removed but still nothing. As a last resort I released the fluid pipe and finally got some fluid out the joint. It was clear the cylinder was going to have to come off so I removed the bleeding kit, finished removing the hose and then I removed the two bolts holding it to the bellhousing.

On removing the cylinder I could see damage to the seals and fluid starting to weep out. With it stripped down on the bench I found the





cylinder to be full of dirty, silty horrible brown gunk which had blocked the bleed nipple hole in the body, hence preventing any bleeding. Having cleaned up the cylinder it was clear the bore was also badly corroded and beyond me wanting to risk trying to hone and rebuild it, so I opted for a brand new cylinder from Design 911 for £69. As always this came quickly and I was able to get on with the job. Having the new parts made life a lot easier and removed the risk of me rebuilding it only to find it still leaked; money well spent. I reassembled it with thread locked fixings and a bit of grease on the fork to keep things tight and running smoothly. I cleaned out the gunk from the reservoir and then bled it up with no issues. I adjusted the pedal to the correct specification of 3mm of free play before actuating the master cylinder to complete the system refresh. Unbelievably the clutch operated perfectly before this, but with a leaking slave cylinder it was only going to be a matter of time before it gave up. With a fresh cylinder, fluid and adjusted pedal the clutch feels even better and now I know the hydraulic system will last the car another 30 years.

Having spent a couple of days rolling around under the car covered in brake fluid I thought I'd treat myself to a bit of work on the top

to improve the day-to-day usage of the car by replacing the glass tailgate struts. The struts already fitted were still strong enough to support the glass when open, but when you operated the internal release in the driver's foot well they wouldn't lift its mass. Two fixings and a heated window connection (per side) later and I had a fully remotely opening glass tailgate that, it has to said, makes a very satisfying 'whooshing' noise as it opens. It feels suitable '80s playboy executive. I can't wait to use it outside a posh hotel (or more-likely the supermarket when loading my shopping).

So, another successful couple of weekends spanning the 944 is nearly where I want it to be. Hopefully the pictures on these pages will encourage you to not ignore your brake and clutch fluid next time it's due a service (every two-to-three years is normal dependant on the vehicle). It's a good investment, even if it isn't a particularly pleasant job.

Rob Richardson
944

[@Racereightysix](#)





1986 924 S

I go through phases with car tinkering where I have very little patience, mostly when I don't have specialist tools and the job is more difficult than it needs to be. This was the case for the 924 S in 2016, several times I had been to the garage only to return a short time and minor hissy fit later, frustrated.

The best strategy for getting the 924 back on track was to start with something easy. I went for fixing the leak from the centre section of the exhaust, again; it was one of the MoT failure points. The problem was due to the design of the Dansk middle section, unlike the factory exhaust that bolts onto the manifold it uses a sleeve, which is a little too wide. Rather than trying to patch the leaks I felt it would be better to strip everything off and begin again. The other note with the exhaust, an advisory rather than a fail, was the pipe for the back section snagging on the rear anti-roll bar. I suspect this is due to a combination of using a non-standard exhaust and having fitted a thicker 968 ARB.

Once under the car the nuts and bolts from the exhaust were all coming off easily, it paid off to replace them all when I did the engine work the other year. With the centre section off the car and on the bench I cleaned the join, removing all of the GunGum paste that I'd caked-on last time. I used a brush and then some wet and dry to take it back to the metal, assuming it was best to start afresh. Slotting it all back together I was then faced with the problem of having to get it to set – this

isn't usually an issue as I'd take the car out up and down the local 60mph limit, but it was on axle stands with no brakes and, more importantly, no MoT or tax. So, I cut a surplus section of hose from my tumble dryer and used tin foil to make something to vent the exhaust fumes. This didn't work too well so I left the door open and went inside for a cup of tea.

The paste appeared to have set after that, but I am not sure how well it will all hold together once the car is on the move and things are twisting, I may add some heat wrap, or something similar, to help keep it all in one piece.

For the clunking of the pipe against the roll bar, I looked and couldn't find any suitable larger rubber hangers. Instead I bought a metal strip hanger that wasn't suitable for the job, but it was something that I could cut and use to lower the exhaust box a little. It seems to have done the trick but I will not know for certain until I get the car out on the road, or track. There are a few leaks and service items to do, and as much as I want to get the SC in the garage I should get these jobs on the 944 done now while I am so inclined.

Matt Biggs
924 S

[@PawnSacrifice](#)



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1994 968 SPORT

It had to go. A financial spit-roasting from HMRC and my ex-wife meant I had to sell it. After many years of reliable service my 968 went to a chap in Kent who turned up and paid a deposit before I'd even cleaned and advertised the car properly. Such is the market appeal of Porsche's once-overlooked coupé. Regrets? None, really.

The car was used in all weathers, for all types of journey, and never let me down. There were a few quirks; the slow action of the starter motor

made me wonder if the battery was on its way out, when in fact those four big cylinders do need quite a churn to get going. I have never enjoyed cleaning cars and, in black, mine was a schweinhund to keep clean in winter. The only creature comfort that it really lacked was air-con. It got a bit toasty in the height of summer and the heat eventually corrupted the LCD display. It threw up a few little bills, but none particularly painful. An engine mount being the biggest single cost during

my ownership, the fault manifesting itself as an annoying rattle behind the dash, traced back to those fluid filled lumps holding the engine up. I had insisted on a top-end rebuild when I originally bought the car from a specialist, back when they were a little harder to sell than they are now, I am sure that choosing a well-maintained and well-loved example meant for easy ownership.

What might be termed faults, in ordinary cars, are considered merely quirks in those you love. The 968

did have a few quirks. The door handles got a bit sticky, the black vinyl interior was tough but ugly, the rear seats were not much use, the ground clearance pretty skimpy and anyone other than the most educated of German sports car fans will have no idea what it was. It took ten minutes in a petrol station to convince one chap who previously owned a 928 that it wasn't a 928. The Sport model being short on badges to back up the fact. Still he approved, and it gets waved out of



junctions unlike many of its modern descendants. Living with a modern classic was easy.

To drive it was wonderful. I would deliberately park at the top of the airport multi-storey so on my return I had some extra twisties to enjoy on the way to the exit. The car made a great GT, high speeds for long distances were never a problem, in true Porsche fashion. The Sport spec meant it was pretty good on track, although the trade-off from that superb feeling of solidity on the road meant you felt the weight when hefting round tighter circuits. Sport spec means a few kilos lighter than the standard car but you'd be hard pressed to notice. It performed well doing some historic rallying, too, per a previous report here in GT Porsche. For a car over twenty years

old, to deliver motorsport enjoyment at the weekend followed by reliable service during the working week is very impressive and exactly what I had hoped for all those years ago when I first collected it.

It will be replaced. I have sensible (diesel Ford Galaxy) and fun (Mk1 Mazda MX-5) already covered, but I need another interesting modern classic in my fleet. 944s look good value, but I can't help but feel the driving experience would be less meaty than that of my 968. The 924 has always appealed (fellow contributor Matt Bigg's car being one of the most entertaining cars I have driven on track, when I filmed a history of the family tree for CBS's XCar), but again, I feel it's too close to home. I have been fortunate enough to have owned many unusual machines in

my time (did I mention the Sinclair C5?) but never an Italian car. Does GT Porsche have a sister title for flaky '80s Maseratis? If so, perhaps you'll find me on those pages.

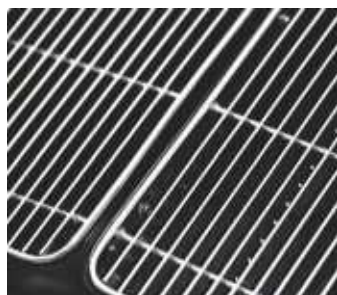
If you've enjoyed my contribution to GT Porsche you may be interested in my two recent books; 'Confessions from Quality Control', available on Amazon, and the soon to be published; 'Nothing Handles Like a Rental Car'.

Rich Duisberg
968 Sport

[@TheDuisbergKid](#)



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Manual Gearboxes

Jesse Crosse looks into all there is to know about the manual gearbox...



If you're old enough to remember vinyl records the first time around, you'll remember how they were superseded by the CD in the 1980s and in turn, online digital music. Digital has obvious advantages, but something was missing, the tactile aspect of buying an appealing product, handling it, enjoying the cover art and reading the sleeve notes. Now vinyl has made such a resounding comeback sales are outstripping digital and vinyl records are being manufactured once again.

The same has happened to a lesser extent with manual gearboxes. It was expected at one point that the conventional gearshift would disappear forever, especially on premium sports cars like Porsches. But that hasn't happened and the manual is still alive and well delivering that tactile connection with the car that only a manual gearbox can. The gearshift quality can vary enormously from gearbox to gearbox but it doesn't necessarily follow that a great gearshift is the slickest one.

Take the Porsche 911 SC and earlier 3.2 Carrera. They were fitted with the famous (some say infamous) 915 gearbox which required some technique to use well. The 915 has a lengthy gate and gear engagement requires the driver to make slow, deliberate shifts, especially when the transmission oil is cold. Rushing it can prematurely wear the synchromesh and make the problem worse. But the satisfaction of using one for the keen driver is immense. It's a challenge but one that's easy to master once you know how. Received wisdom has it that the later Getrag G50 is better because it has a light modern feel to it and presents no challenge. But many think it detracts from the character of a 911, that the gear changing experience is much like that of a Ford Sierra from the same era; good but unremarkable.

Manual gearboxes are simple in one sense and complex in another. The concept remains similar from one design to another in that manual gearboxes are of

the constant mesh type with two or more rows of gears running parallel with one another and in constant mesh. The gears on one shaft can rotate freely and the gears on the second shaft are locked to it.

All the gears and the second shaft (usually called a 'layshaft') can rotate but the first shaft does not. Similarly, the first shaft can rotate while all the gears and the second shaft do not. This is what happens when a gearbox is in neutral and the engine is idling. When a gear is engaged, one of the gears on the first shaft is locked to it when a selection is made. Then, drive is transmitted from the first shaft into the second. This is the basic principle of how a constant mesh manual gearbox works. Each pair of gears provides a different ratio, plus one for reverse.

A gear is selected each time one of those freely rotating gears on the first shaft is locked to it by a sliding collar called a 'dog clutch' keyed to the shaft. When the dog clutch is moved against a gear by the action of the gear lever, the two become locked together by castellations

called 'dogs' and the gear also becomes locked to the shaft. The first shaft (connected to the engine) drives the second shaft which in turn transmits drive out of the gearbox to the drivetrain.

There are many different configurations and layouts of manual gearbox but the principle remains the same. The transaxle gearbox of a 911 has a different configuration to a front engine, front mounted gearbox in a rear wheel-drive car. To make the gearbox shorter, transverse engine configurations with six-speed gearboxes can have four shafts stacked one above the other. So manual gearboxes are constant mesh, with all gears spinning but only one pair or set transmitting drive at a time. Gears are not selected by moving one gear into mesh with another.

Only one ratio can be selected at a time otherwise the gearbox would lock up. That is prevented by the gear selector mechanism which in the many traditional gearboxes comprises a set of rods (or 'rails') and yokes. The rods slide to and

fro in the gearbox casing when the driver moves the gear lever. A simple but fool-proof mechanism of spring-loaded pins restricts the movement of the selector rods and prevents multiple gear selection.

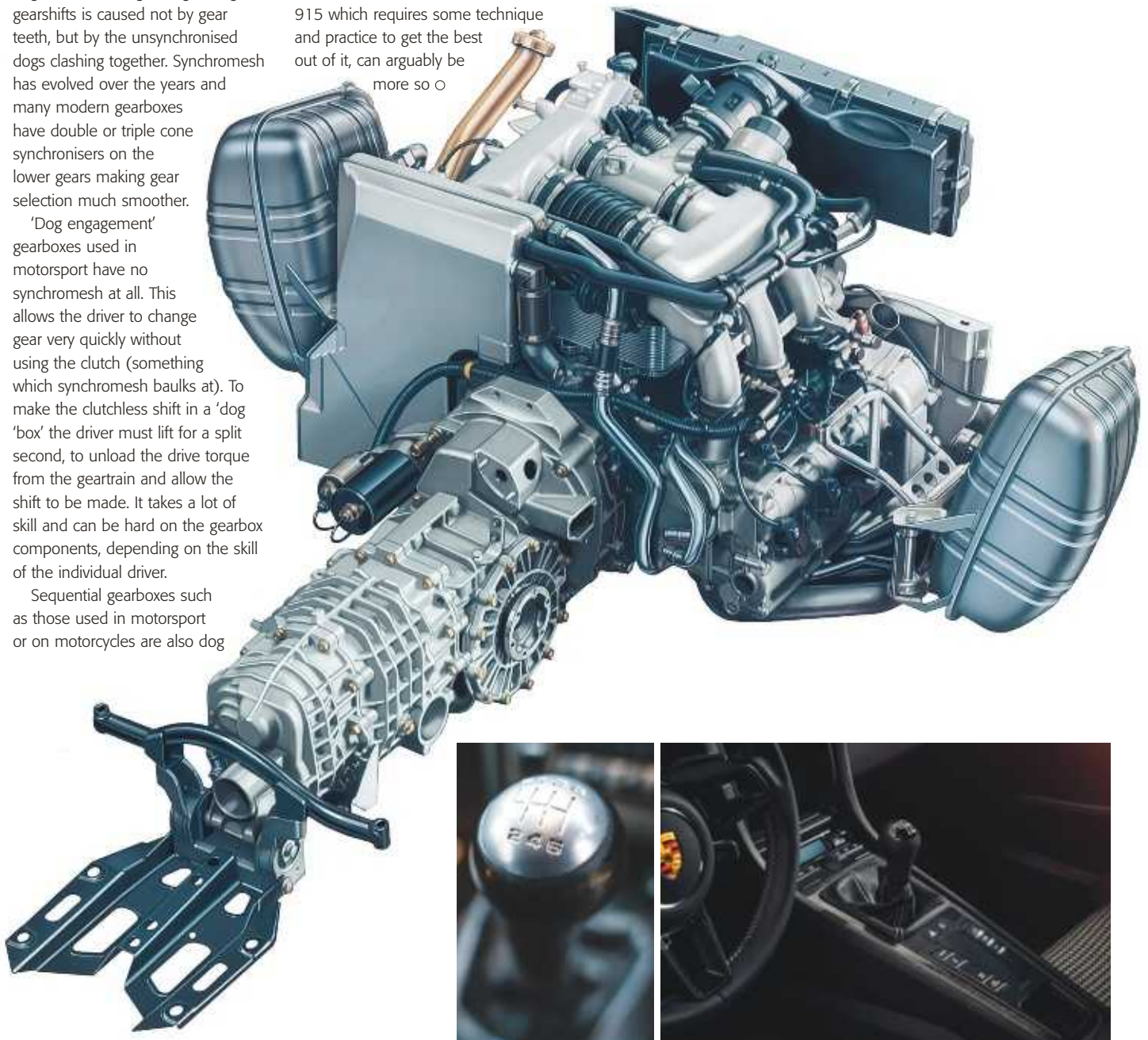
All modern road car gearboxes have synchromesh which synchronises the speed of the dog clutch on the shaft with the gear it is about to engage. Synchromesh allows the dogs on the collar to engage with the dogs on the gear allowing a smooth, quiet gear selection. When synchromesh begins to fail, the grinding during gearshifts is caused not by gear teeth, but by the unsynchronised dogs clashing together. Synchromesh has evolved over the years and many modern gearboxes have double or triple cone synchronisers on the lower gears making gear selection much smoother.

'Dog engagement' gearboxes used in motorsport have no synchromesh at all. This allows the driver to change gear very quickly without using the clutch (something which synchromesh baulks at). To make the clutchless shift in a 'dog box' the driver must lift for a split second, to unload the drive torque from the geartrain and allow the shift to be made. It takes a lot of skill and can be hard on the gearbox components, depending on the skill of the individual driver.

Sequential gearboxes such as those used in motorsport or on motorcycles are also dog

engagement gearboxes. They too are constant mesh, but the selector mechanism design is different. Instead of the sliding rod selectors used in many 'H'-pattern gearboxes, there's a rotating barrel selector mechanism instead.

So manual gearboxes provide a direct link between the driver and a car's innermost character and give the driver direct control through linkages or cables of one of the car's key elements. A sophisticated modern gearbox can be compelling enough if the shift mechanism is precise and free of play, but an old 915 which requires some technique and practice to get the best out of it, can arguably be more so ○



Prepping A Car For Summer

Jesse Crosse looks at how to best remove that winter dirt...

Now that the decent weather is in sight you may be thinking of unleashing the toy that you've had tucked up in the garage over winter. It may be that you quite rightly don't want to use your pride and joy in winter conditions or it may be that you have a Boxster or a rarer rag top Porsche that you only keep for the summer months. Either way, there will be a few things you'll need to do if the car hasn't had much, if any, use for a while.

The first consideration is salt. If you have an older Porsche, maybe a 944 or older 911 and you have been using it on winter roads, it's crucial to do as much as you can to get salt off it. It's easy to think that road salt doesn't have that much impact on a car and that it will soon go away. In fact, it's present in very high concentrations and if a wet car is left to dry out, those white deposits in the nooks and crannies of the engine bay or bonnet area are pure salt.

Road salt is incredibly invasive stuff and it manages to penetrate into joints and fissures doing immense damage. Zinc plate on fresh nuts and bolts is quickly taken out and if it penetrates into hidden areas of the steel structure the effects can be catastrophic. Components like heat exchangers on the exhaust manifolds of air-cooled 911s are particularly vulnerable to salt corrosion.

If an older car must be used on salted roads the best bet is to give it a thorough wash on top and underneath soon after use. If not, it's an ideal way to start prepping a car for some summer motoring. The best way to do that is with a

pressure washer. There are several brands available but we'll use Karcher as an example because it's for sale in the high street and there are lots of accessories available.

One useful tool is a lance with a right-angled bend on the end that is ideal for getting under the car and in and around wheelarches, it costs around £20. A second is the chassis cleaner, an elaborate thing with little wheels on it and a large spray head that can be raised and lowered. It also comes with a soap dispenser for blasting soapy foam onto the underside of the car. Karcher is listing this as discontinued at the time of writing but they are still available on eBay.

Road salt is sticky stuff so the use of soap underneath is a good idea before a good dousing with the spray head. The snow foam spray bottle attachments are good for the upper surfaces, but it's not possible to connect an angled lance to the outlet and get underneath. Afterwards, if you have an older car that may not be entirely waterproof, check inside for wet floors and remove carpets for drying if they have become soggy.

Once the underside is thoroughly cleaned, the engine bay of a front or rear engined Porsche should get a more cautious treatment. Letting rip with a pressure washer indiscriminately in this area is not a good idea. The pressure is high enough that water may penetrate the intake or electrical system so use with care and common sense. The other option is a bucket of hot soapy water and a domestic nylon washing-up brush. First though, use Gunk water-soluble concentrated degreaser on any oily areas using a paint brush. Kitchen surface cleaner is great stuff



for following up the gunk to get surfaces clean and also to get rid of the stink of degreaser, then rinse by hand using an old sponge or the trusty washing-up brush. Re-using the brush for the dishes afterwards isn't recommended though!

Top surfaces are best started with a plain pressure wash to get any heavy dirt off, followed by snow foam, then a soft lance brush on the end of the hose with the pressure turned down low. Soft brushes

reduce the chance of abrading the paint as long as they are stored away from any grit. If using sponges, use the tried and tested two bucket system, one full of water and detergent and a separate one for rinsing the sponge in between sweeps. Once that's done, a wipe over with a microfiber cloth will leave it dry and free of water marks (as well as any salt) and ready for the next step of preparation for summer. We'll look at that next time o



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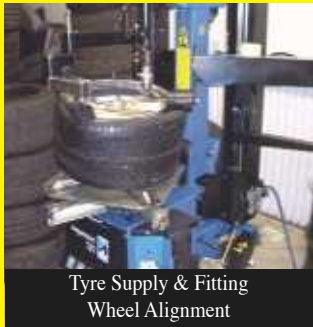
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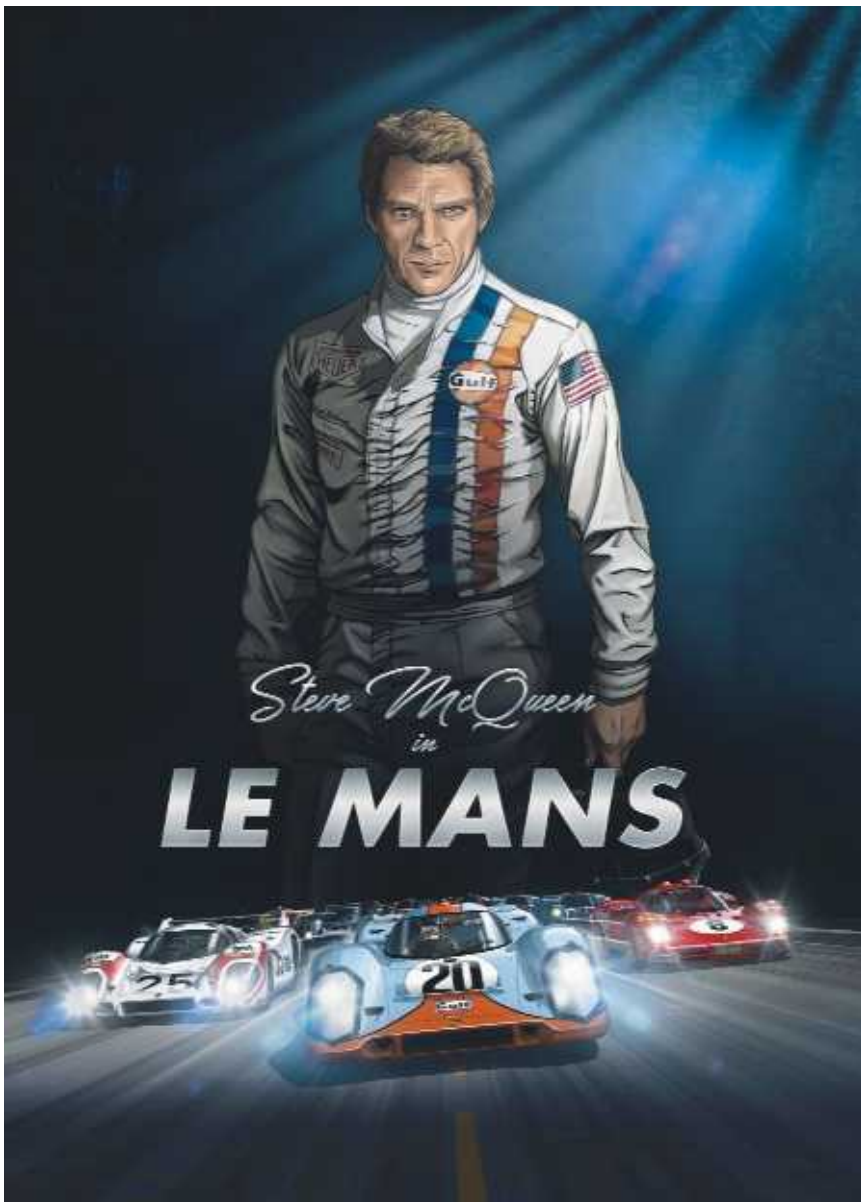


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Where from? www.mcqueenlemans.com

Sandro Garbo is a car enthusiast and an artist. As a huge fan of the Porsche brand and Steve McQueen, he decided to create a graphic novel honouring the legendary film. Sandro and his team have invested hundreds of hours into crafting the perfect novel, and they are currently working with partners around the world, including the CBS network and the McQueen family themselves, to promote it.

The tribute was three years in the making, and it was carefully constructed down to the finest detail to ensure it depicted the story of the film in the best fashion possible. At 64 pages and with a luxury hard cover, Tribute Edition Part One measures 35x26cm and you can purchase a version in English now. Part Two is set for release in 2018. There's a preview of this visually stunning work on YouTube, we'd highly recommend that you check it out.





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MINICHAMPS 1:18 911 GT3 R

How much? £70.00

Where from? www.racingmodels.com

The De Lorenzi Racing Porsche 911 GT3 R was driven in the 2011 Spa-Francorchamps 24-hour race by Gianluca de Lorenzi, Alessandro Bonetti, Benamino Caccia and Lorenzo Bontempelli. This fine Minichamps model replicates the car in 1:18 scale. Add code GTPOR010 to your shopping cart during checkout to receive a 10% discount exclusive to *GT Porsche* readers.



PAC-MAN LAMP

How much? £29.99

Where from? www.firebox.com

This officially licensed Pac-Man lamp has absolutely nothing to do with Porsches, but we thought it was a bit of fun all the same. Honouring the world's most recognised video game character in history, the lamp comes with a remote control dimmer and features 12 iconic Pac-Man sound effects. Measuring approximately 21cm (W) x 21cm (H) x 21cm (D), the lamp comes with a UK mains 240V three-pin plug, but it will work in other territories with a simple travel adaptor thanks to its low wattage.



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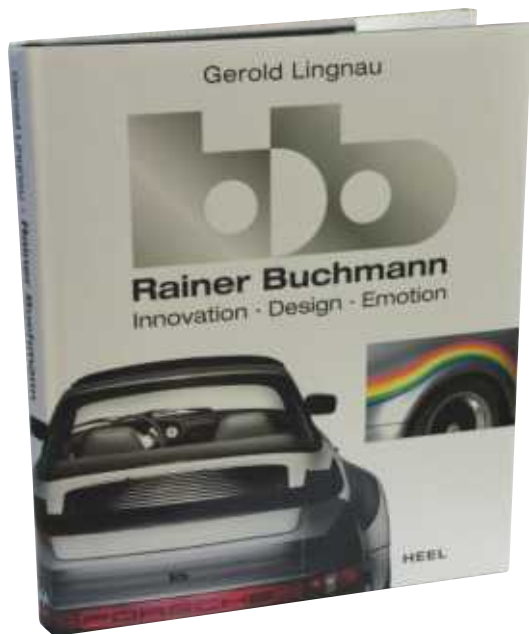
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How much? €39.95
Where from? www.heel-verlag.de

In the 1980s Rainer Buchmann and his firm, bb, caused a stir in the automotive world. The company became best known for its 'rainbow' Porsche and its CW 311 sports car. This book, *Rainer Buchmann: Innovation, Design, Emotion*, was published two years ago when the company was restarted, now it is available for the first time in English. At over 200-pages, this hardback publication charts the fascinating story of bb, including the development of revolutionary car innovations such as the first computer controlled information system, and multi-function steering wheels designed by the firm. ISBN: 978-3-95843-393-9.



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How much? £288.00
Where from? www.karmannkonnektion.com

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How much? £62.00
Where from? www.racingmodels.com

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Where from? www.caraudiosecurity.com



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SPARK 1:43 935/78

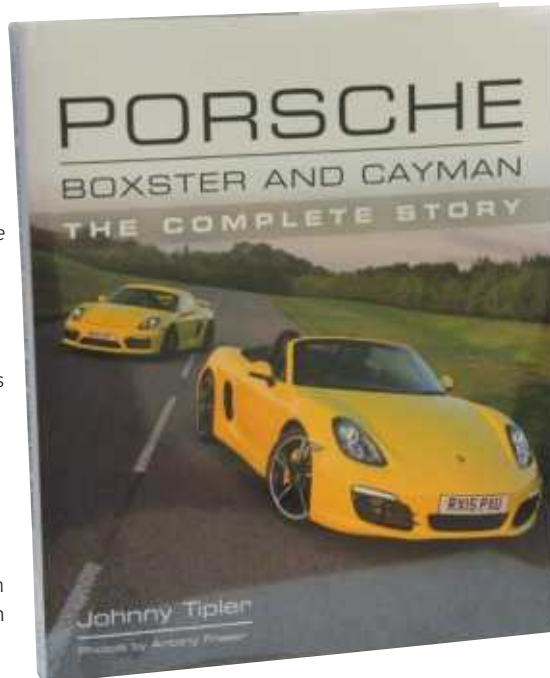
How much? £50.50
Where from? www.racingmodels.com

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How much? £25.00
Where from? www.crowood.com

This new book, *Porsche Boxster and Cayman*, has been written by *GT Porsche* contributor Johnny Tipler, and illustrated by photographer Antony Fraser. The 192 page hardback follows the design and development of the mid-engined sports cars, from their origins in Porsche's racing activities in the 1950s and 1960s, and beyond. Johnny guides the reader through the drawing board stage, launch and systematic evolution of the cars via successive model ranges between 1996 and 2016; 986, 987, 981 and 718. An interview with Porsche design chief Harm Lagaij, and road trips across Europe with both cars are highlights. ISBN: 978-1-78500-211-3.



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Where from? www.porsche.com/Drivers_Selection

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Where from? www.barbour.com

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CLASSIC PORSCHE A/C SYSTEM

How much? ETBC

Where from? www.classicretrofit.com

East Sussex-based electronics company, Classic Retrofit, has designed and tested a new air-conditioning system for classic cars with Electrocooler. Aimed primarily at the classic car market, in particular classic Porsche 911 owners, the new system takes advantage of recent revolutions in air-conditioning technology. Tuthill Porsche, has fitted one into its latest bespoke 911 project. The system was a matter of weeks away from launch at the time of going to press, so further details and prices were yet to be announced, visit the Classic Retrofit website for more information.



CODECLEAN CLAY MITT

How much? Clay mitt £30, lubricant £6.94
Where from? www.codeclean.co.uk

CodeClean has released a Luxury Clay Mitt, which it describes as a 'revolutionary prep mitten that replaces the traditional clay bar and claying process'. It has a deep-pile micro fibre coating on one side and an advanced polymer rubber layer bonded to the other. The company claims all you need to do is wet the vehicle or use the associated Clay Mitt Lubricant and you can remove all surface-embedded contamination faster and more effectively than you would be able to with a clay bar. It reportedly lasts long enough to clay 30 cars, too.



OMP RACE SUIT

How much? From £529.00
Where from? www.ompracing.com

This Classic race suit from OMP has been influenced by suits of the 1970s, in particular those worn by Gulf-sponsored drivers. Two vertical stripes sit over a choice of two base colours, either cream or blue. The suit incorporates two layers of modern Nomex material, conforming with FIA regulations (FIA 8856-2000 Approved). It features a highly durable exterior material, while the inner layer incorporates a soft knitted fabric for increased comfort levels. Naturally there are a range of sizes available.

SPARK 1:43 993 GT2

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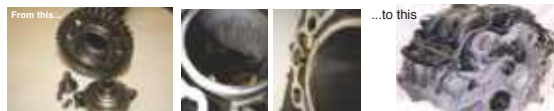
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APRIL 2016

Cover Story: New 911 meets 3.2 Carrera
Inside: 991.2 first UK drive, 2.7 Carrera RS, 718 Boxster explored, 991.2 Targa and 991.2 4S driven, RUF 964 Carrera RS RCT versus 964 3.6 Turbo, 9ff 997 Turbo, Mezger engines (part one), London Classic Car Show, Dutchmann profile



MAY 2016

Cover Story: 911S at 50
Inside: Andreas Preuninger on the 911 R, Eiva Porsche, Monte Carlo Historique, KLASSIKER 911 SC, original 718s, PS Works 911 3.2 Carrera, Cayman GT4 Clubsport, 908 remembered, Mezger engines (part two)



JUNE 2016

Cover Story: 718s: new Cayman revealed, new Boxster driven.
Inside: Restored 911 2.7 Carrera RS, Cayenne Turbo S vs 911S, 968 Clubsport, 993 backdate, 996 4S vs 996 50 Year Edition, Below Zero ice driving, forged Porsche IDs



JULY 2016

Cover Story: 911 R driven
Inside: 924 Carrera GT vs Cayman GT4, 924 at 40 shootout, 924 prototype, 997 C2S Cabriolet vs 991.2 C2S Cabriolet, Ultimate Drives, 997 GT3 RS vs 930 Turbo, transaxle Porsches, Market Place: 996 GT3 RS, LED laser headlamps



AUGUST 2016

Cover Story: 918 Spyder vs 968
Inside: 997 C2S vs 911S, Panamera Development (part one), 991 Turbo S First UK Drive, 911 Turbo No.1, 993 Targas, Steve McQueen, 2.7 RS Replica, 986 Boxster vs 718 Boxster, Players Classic, Porsche wins at Le Mans



SEPTEMBER 2016

Cover Story: 997 vs 991 GT3 RS
Inside: 718 Cayman first drive, restored Le Mans 924 GTP, 911 Targa 4S first UK drive, Panamera Development (part two), GT Porsche track evening 2016, 911 vs 912, history: Porsche at Le Mans, Kremer Racing 3.0 Carrera RS



OCTOBER 2016

Cover Story: Bespoke Ninemeister 964
Inside: 3.2 Carreras: Targa vs Coupé, track driving tuition in a 991, 901 tackles Le Mans Classic, 356 A 1600 Super, mildly uprated 944 S2, all-new Panamera first drive, 935 history, Long Term fleet, Market Place: Cayenne



NOVEMBER 2016

Cover Story: 944 vs Boxster
Inside: 2.7 RS vs 964 RS vs 964 RS 3.8, Jean Behra, 1000km 997 racer, PS Works 911T, 914 2.0-litre, modified 991 Carrera, rebuilt 997 Turbo, Long Term fleet, Market Place: 912, All You Need To Know: heat, and free 20-page RS supplement



DECEMBER 2016

Cover Story: 981 Cayman vs 997 Carrera
Inside: Ninemeister 911 SC, prototype Porsches (911 Speedster, 928 Cabriolet, 984), Gijis van Lennep, Sebring 911 RSR, restored 924 S, 919 Hybrid in London, 959 road trip, Market Place: Carrera 3.2 Supersport, All You Need To Know: sound



JANUARY 2017

Cover Story: Greatest Porsches of 2016
Inside: 911 R, 718 Cayman vs Boxster, Cayman GT4 Clubsport, RUF 964, 911 2.7 RS, restored 356 vs 356 Outlaw, Ninemeister profile, GT Porsche track day, Market Place: Investment Porsches



FEBRUARY 2017

Cover Story: 911 2.2
Inside: TechArt 991 GTstreet R, 904 GTS, Al Hobert remembered, RAC Rally of the Tests, 911 RSR, 964 3.3-litre vs 3.6-litre Turbo, Lufttechnik 911 SC, Market Place: 356 Speedster, All You Need To Know: Adaptive Cylinder Control



MARCH 2017

Cover Story: New 911 GTS
Inside: Autofarm 911 2.7 RS, 944 S2 Cabriolet, TechArt 718 Boxster S, 964 Carrera, 910 at 50, Macan Turbo with Performance Pack, Macan GTS, Market Place: Cayman, All You Need To Know: brakes, GT Infographic: GTS

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Pelican Parts

Wayne Dempsey co-founded Pelican Parts in 1997, he tells us everything there is to know about the Porsche specialist...

How long have you been established and how did you get started?

It was 20 years ago now, I started Pelican with my partner Tom Gould, in Tom's garage. We lugged our packages to the local UPS store daily. Our vendors sometimes had a difficult time finding us, our website looked so professional, but when people came by, all they saw was Tom's garage!

Who is in charge and what is their background?

A few years ago, I stepped back from day-to-day operations and brought in Bryan Handlen, he currently has the reigns as Pelican's CEO. My role is now more of a 'official mascot', but I'm also one of the chief computer coders for the website – working on making it easier to locate, research, find and buy the more than one million parts in our catalogue.

Tell us a little about the products and services you offer?

Our goal is to provide everything someone who is passionate about cars like us could possibly need - we have the largest catalogue of parts and accessories for European cars out there – 1,956,486 parts last time I counted. And we have over 4,400 tech articles that provide step-by-step guidance. In addition, our popular forum community currently gets over 40,000 visits a day, it's full of helpful advice.

What do you think your potential customers are looking for in an independent specialist such as yourselves?

Our customers tell us they value the expert knowledge we bring to the table when it comes to our selection of quality parts and the DIY-related tech advice we give them. They appreciate the community we foster. Our customers should be able to get everything they need for their Porsche, that's our goal.

What facilities do you currently have on site?

We have our own warehouse on site so we can stock our most popular products and get them to the customer fast. We also have a dedicated customer service team. Our Marketing, IT, and Catalogue groups are all on site as well since we are still very 'home grown'. We have the 'Pelican Garage' on site where we are constantly working on different vehicles so we can provide a steady flow of DIY technical guidance.

What is your USP?

My marketing lead likes to say we have 'Everything You Need to DIY'. We have the largest and most comprehensive parts catalogue out there so you know if you come to us, you should be able to find what you need, and you know it's going to be high quality because we personally vet all of the products we bring on.

Which Porsches do you cater for?

Anything and everything Porsche. The bread and butter for years used to be the 1974-1989 911, and it

still is very strong, but we're seeing a lot of enthusiasts move towards the Boxster and 996/997 cars. The amount of knowledge and tools for these models has exploded, and there's now a huge following.

What is your background with the Porsche brand?

A girl I was dating back in college – her father had an old 1970s Porsche 914-4 that we used to drive around the back roads of upstate New York. That's what got me hooked on Porsches, for the driving experience.

How many staff do you employ?

Between our warehouse, customer service, sales, catalogue, marketing, tech and operations teams, I think we are just shy of 50 staff members.

What exciting new products or services should we expect from you soon?

Last year we were really excited to bring on QuickJack's portable vehicle lifts, Hunziker shoes, GuardsRed watches, a custom 'GarageGuard' cover with Coverking and more new products. And we just launched a refreshed look to our site

homepages right at the end of the year. We look forward to doing even more this year.

Lastly, what is your opinion on the current state of the Porsche market and how have things changed since your business was founded?

Back in the old days early 90s were just old used cars. People could pick one up fairly cheaply and work on them on the weekends without fear of modifying them from original. Hence was born the 'R Gruppe' of Southern California. Unfortunately, a lot of those free-spirited modifications have disappeared as collectors look for originality. Today many cars are being converted back to original, which is a shame. Any cars made in 1973 or earlier have gone through the roof, driving up the rest of the market. The good news is that the enthusiast crowd lives on with the Boxster and 996 as they are truly affordable and fun cars.

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A motoring journalist for over 25 years, Colin has contributed to GT Porsche for a decade

This month Colin Goodwin wants to reinvent the Bergspyder, using a Boxster...



Let me introduce you to a new Porsche model: the Bergster. Inspired by the incredible cars that Porsche built throughout the 1960s to compete in the European hillclimb championships, known as Bergspyders after the German word 'berg' for hill and the oft used term for roadsters. I was recently poring over the 550 Spyder that is currently on show at Porsche's experience centre at Silverstone and thinking how sad it is that cars like this are now millions of pounds when an idea occurred to me. The one Porsche model that is exceptionally cheap these days, apart from a rotting 924, is the Boxster.

How about, I wondered, buying a cheap Boxster S and turning it into a hillclimb car? Road legal so to avoid having to use a trailer, but stripped as lean as possible. Autotrader and other sites are full of 986 Boxster S models for sale with dozens available around £5,000 and even less. Most likely they are pretty ratty

but that's not really a problem. The suspension will need to be rebuilt anyway using adjustable dampers from someone like Bilstein and the springs will need changing due to the change in weight and the emphasis on cornering over comfort. Bushes will be replaced, too.

If the interior is tatty, which it will be, this won't matter much either because both seats will be replaced with lightweight buckets. That'll save loads of kilogrammes. I once built a souped-up Fiesta XR2 for a story (and fitted nitrous oxide to beat a rival hack's Lancia Thema turbo) and removed all the sound deadening and even the door cards. It

How about buying a cheap Boxster S and turning it into a hillclimb car?

made the car undriveable. For the Bergster I will simply remove some insulation and fit thin carpet.

The electric roof will go straight into a skip. Instead I'll have a lightweight tonneau made to clip on to stop the car turning into a bath tub if it rains. The air-conditioning compressor will follow the roof but I'll keep the heating system. The door windows can go and with them their electric motors.

Carbon or aluminium panels would cost a fortune, particularly the former, but I might look into some alloy skins being made in somewhere like Poland or the Czech Republic where there are many skilled tinsmiths left over from the aerospace industries. Or I might even borrow an English wheel and have a go myself. More weight can be saved using old Porsche techniques like throwing away the passenger's sun visor, the glovebox lid, using nylon straps instead of door handles and simply removing anything unnecessary.

Now to the radical bit: removing the windscreen. I've had a look and there are Boxsters in America used for sprints and autotests with no windscreens. They don't look too bad, either. The trouble is that to remain legal for competition you are most likely going to have to fit a pretty substantial rollcage and that might put back in most of the weight saved by junking the windscreen. Mind you, the car will need a cage anyway.

The engine I would leave. The car will be fast enough if the diet is successful. It'll need a limited slip diff though, which is easy as Quaife makes one for the 986 that costs under £1000. That's about it. Oh, and a nice and loud exhaust.

Despite Porsche's grand history in hillclimbing, most think about circuit racing today. I've a friend who for years competed on the famous British hills in a 911, its rear-engined traction a real boon. Old 911s are almost too valuable today but an old Boxster, that's different ○

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

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