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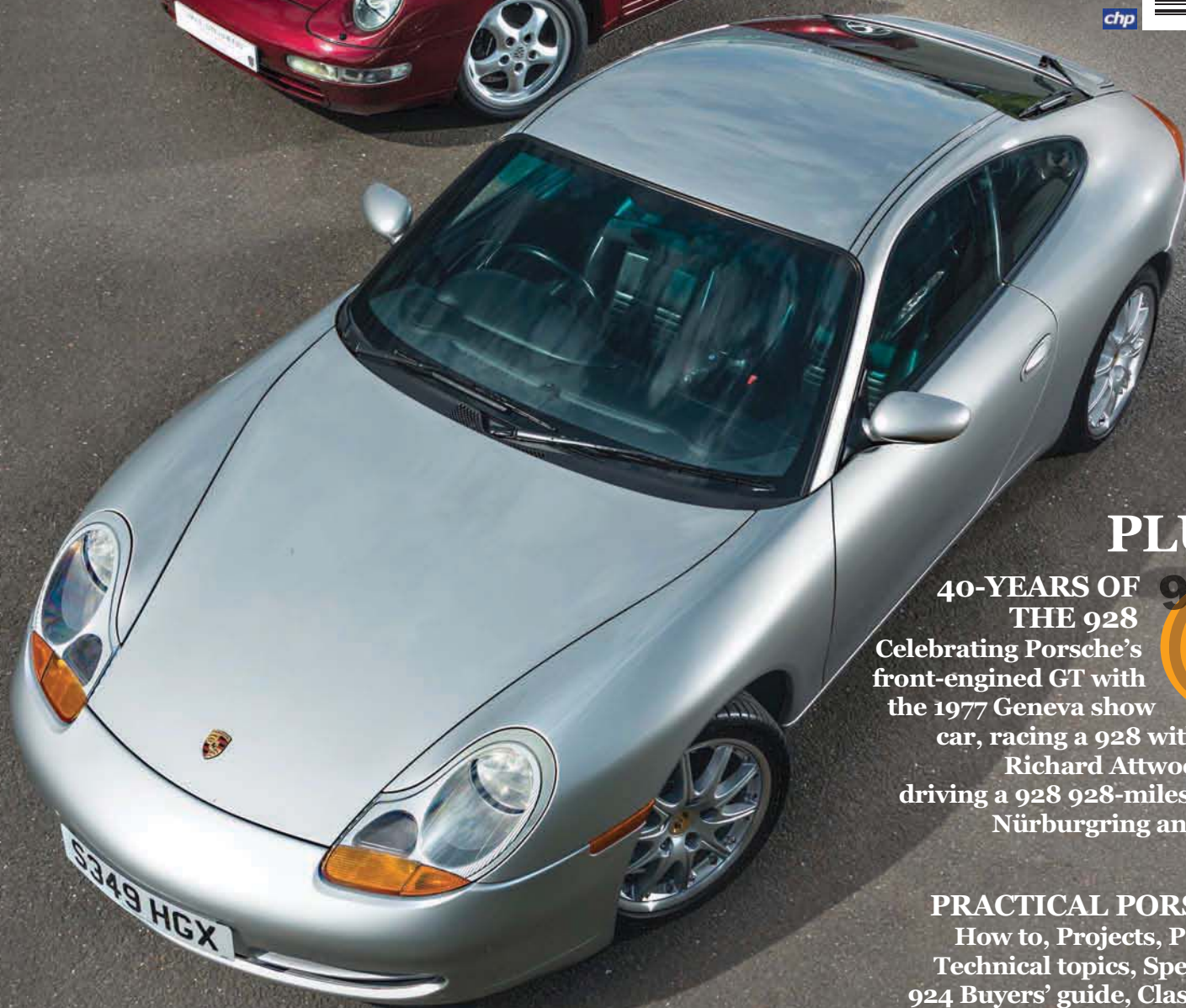


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UP FRONT

The 928 and 996 are 40- and 20-years old respectively and both were cars that Porsche had to make

There's nothing like an anniversary to make you feel old and we've got a couple in this issue. Now, I can cope with the 928 being 40-years old. 1977 does feel like an awfully long time ago, after all. But, can the 996 really be 20-years old? That just doesn't seem possible – it's a modern, water-cooled 911. But there we are and I can't be alone in noticing that 996s, and Boxsters for that matter, are starting to appear in classic car magazines.

Both these milestones are important for their own reasons. The 928 was Porsche's car of the future when it was launched. It was going to lead Porsche into a brave new world, which didn't include the 911. It was a brave move alright, but very soon the 928 was sidelined,

“ It would take another 20-years before the 911 was effectively replaced ”

playing the part of the grand tourer to the 911's sports car. It would actually take another 20-years before the 911 was effectively replaced. That is to say that the modernised, water-cooled 996 was so radically changed from the classic air-cooled old-timer, that it was a new car in all but name only.

When the 996 was launched, some more hostile traditionalists likened it to the 'Bastard child of the Boxster and the 928.' Seems a bit harsh. The 928 connotation was a nod to the 996's GT prowess, but compared to the current 991 generation of 911, the 996 seems like a snake-hipped sports star. Both the 928 and 996 were cars that Porsche had to build in order to move forward, but of the two, the 996 is the car that completely changed Porsche's fortunes, along with the Boxster that it shared so much with. In time history will catch up with its importance.

STEVE BENNETT
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ALL THE PORSCHE NEWS AND VIEWS

NEWS

We didn't see that one coming: Porsche quits the WEC and signs up for Formula E. Singer join forces with Williams to create a new air-cooled flat six. Jagermeister 934 replica to auction



PORSCHE'S SHOCK RACING PLANS: LMP1 OUT, FORMULA E IN

Porsche announces plans to pull out of top-flight endurance racing in favour of pure-electric series

Goodbye Le Mans. Hello Formula E. Porsche has announced a major overhaul of its motorsport activities and the big news is an end to its outrageously successful LMP1 WEC and Le Mans programme in favour of participation in the pure-electric Formula E series. That's right, the 919 Hybrid is hanging up its slicks and it will not be replaced.

The decision is effective from the end of the current 2017 World Endurance Championship season, though Porsche will not enter Formula E until 2019. Just in time for the launch of Mission E, in other words, its first pure-electric road car. However, the decision does not spell the end of Porsche's WEC and Le Mans

competition activities. Instead, the focus will now be on the GT class and the 911 RSR racer, which has recently been subject to a massive overhaul and a shift to mid-engine configuration for the first time in the 911's history.

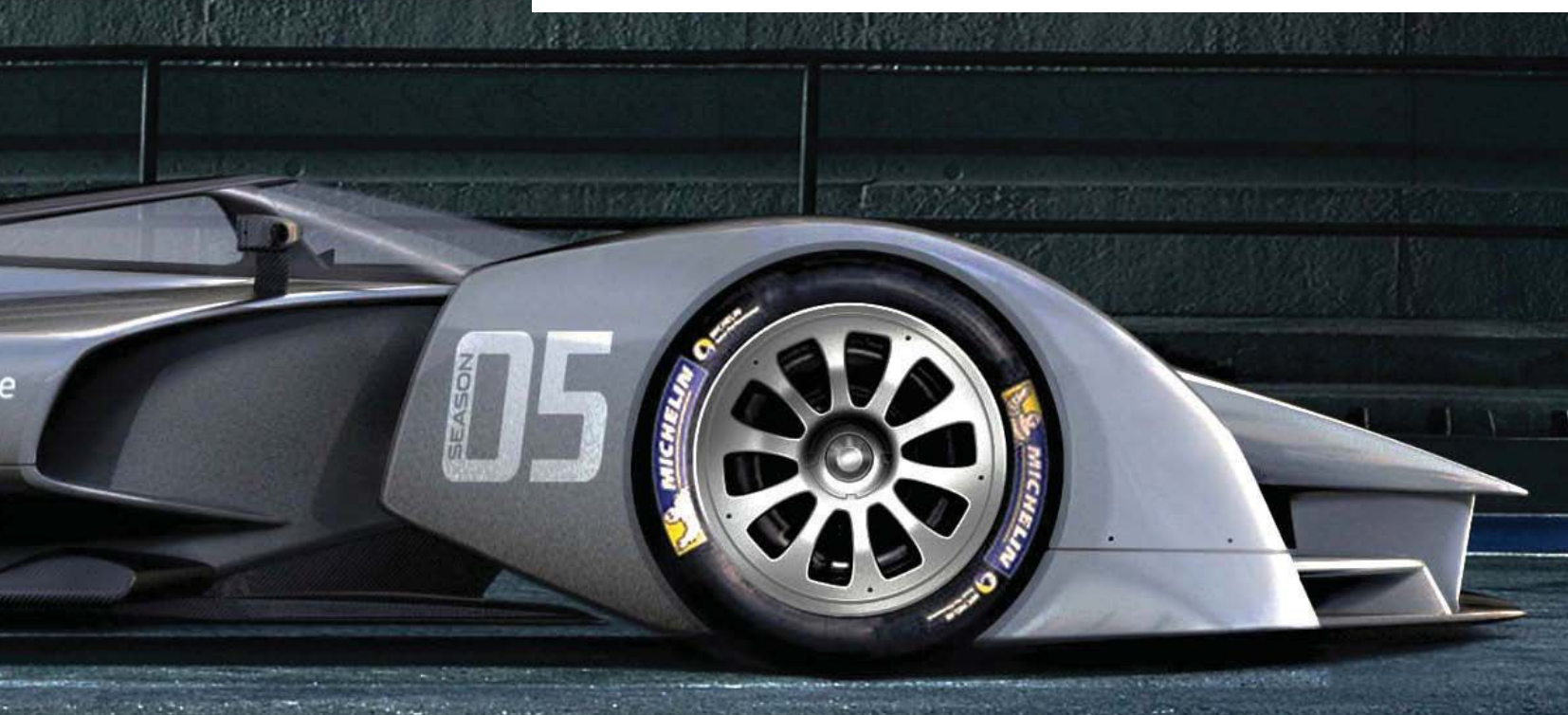
Porsche says the decision reflects the broader direction dictated by the official Porsche Strategy 2025, which will see Porsche develop a combination of pure GT vehicles and fully electric sports cars, such as the first fully battery-powered Mission E road car. Porsche says its own Formula E racer is already in development.

"Entering Formula E and achieving success in this category are the logical outcomes of our Mission E. The growing

freedom for in-house technology developments makes Formula E attractive to us. Porsche is working with alternative, innovative drive concepts. For us, Formula E is the ultimate competitive environment for driving forward the development of high-performance vehicles in areas such as environmental friendliness, efficiency and sustainability", reckons Michael Steiner, Member of the Executive Board for Research and Development at Porsche AG.

For the uninitiated, Formula E is the world's first pure-electric race series and was launched in September 2014. The FIA, which is also the governing body of Formula 1, says it created the series to make a statement in favour of

Above: While this isn't actually Porsche's Formula E machine for 2019, this is the future look for FE in line with new regs released by the series organisers. Above right: Porsche will continue to race the 911 RSR in the WEC and other series as a customer car



electromobility and to get more young people excited about motorsport. Race venues centre on street courses in major world cities. Currently, Formula E begins in autumn and ends in the summer, effectively filling the gap between most traditional race series including both the WEC and F1. Eventually, that may change as the category gains in stature.

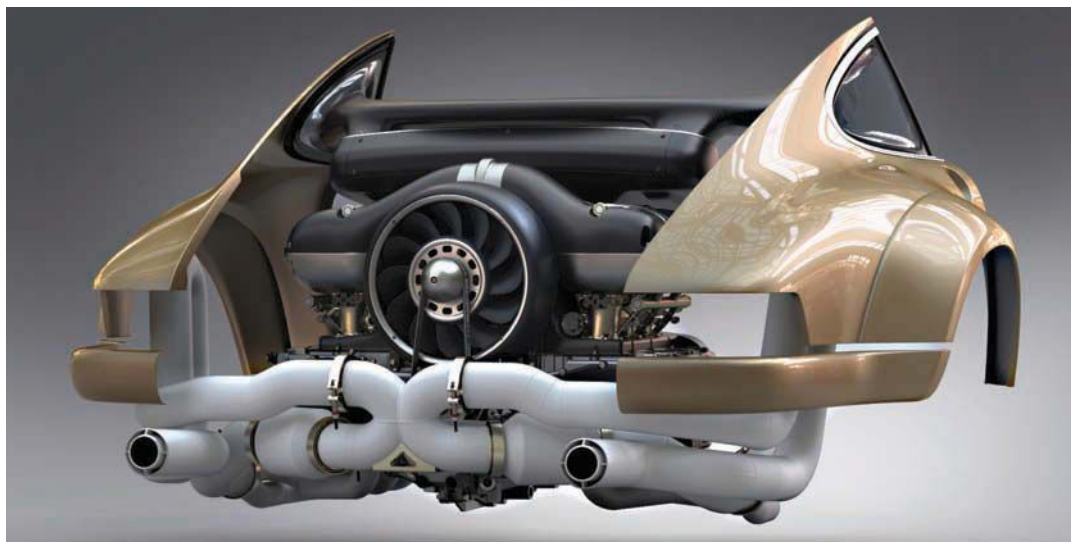
Indeed, gaining stature is precisely what Formula E is doing right now in spades. In the weeks before Porsche's announcement, Audi, BMW and Mercedes all revealed plans to participate in Formula E. If there is a catch to all this, it's the limited impact manufacturers can make on the series in technical terms. Formula E is effectively a single-chassis series. For the 2018 and 2019 series, for instance, the chassis will be made

by specialist competition outfit Spark while McLaren's engineering wing has managed to pinch the contract for the battery from the equivalent division at Williams. In effect, it's just the electric motor that Porsche will be able to do in-house. For 2019 and 2020, however, it's expected that teams will be free to engineer their own batteries.

Quite what the impact the announcement will have on the WEC, Le Mans and the LMP1 class in particular is unclear. Porsche's exit from LMP1 comes a year after sister brand Audi's departure, leaving Toyota as the only major manufacturer in the class. Moreover, Toyota has said its commitment for 2018 was made under the assumption that Porsche would also be competing. One could also argue that Porsche's shift in direction is simply

symptomatic of a rapidly changing motorsport scene. Formula 1 has an ongoing battle maintaining its relevance without losing its unique character, meanwhile Mercedes is pulling out of the showpiece DTM series and even Australia's V8 Supercar series is now testing V6s.

That said, while the end of the LMP1 programme and with it the demise of the 919 as a front-line racer may be a pity, the shift in focus does have an upside when it comes to traditional combustion-car racing. "A diversity of manufacturers and the quality of both WEC and IMSA have led us to strengthen our commitment and concentrate our energies on using the 911 RSR", says Steiner. "We want to be number one. To do that, we must invest accordingly".



SINGER AND WILLIAMS AIM FOR 500HP

Porsche restoration gurus team up with F1 to create the ultimate air-cooled flat-six

Singer Vehicle Design, those California-based restoration wizards with a line in what you might call the ultimate in resto-modded Porsche 911s, have announced a new collaboration with Williams Advanced Engineering to create what could be the last word in air-cooled flat-six power. What's more, the engine has been created with input from none other than Hans Mezger. Yes, that Hans Mezger, the brains behind the original Porsche flat-six.

The modified flat-sixes Singer already puts into its cars were already something special with capacities up to 4.0 litres and outputs around 400hp. But it seems the new engine will operate on another level altogether. For starters, an overall output of around 500hp or the same as Porsche's very finest water-cooled flat six with natural aspiration is being mooted.

The specifications are nothing if not utterly compelling. The most obvious change to the engine itself involves the introduction of four-valve heads, something Porsche never managed to achieve without the addition of water cooling. Other details include titanium con-rods, aluminium throttle bodies, dual oil circuits and an enlarged fan. The net result is that epic 500hp output along with a stunning 9000rpm rev limit.

But that's just the beginning. A further intriguing design tweak involves a new carbon-fibre air box and resonator solution. This assembly sits atop the engine and connects to a pair of seriously slick intakes that are integrated into the rear side windows. Singer says the exhaust system has also been thoroughly redesigned in titanium and the two central outlets have been replaced with a pair of much more widely spaced pipes.

Rob Dickinson, Founder of Singer Vehicle Design, said, "helping our clients realise their unique vision with the help of automotive royalty is very much a privilege. Singer is delighted to be working with Williams Advanced Engineering and Hans Mezger to offer our clients a 'next level' of restoration and modification services for their Porsche 911s. With careful and dedicated development, this iconic air-cooled engine has much to give both its existing devotees and a generation of new enthusiasts."

It's said the new engine will first be installed into a car for serial Singer customer Scott Blattner, who already owns two Singer-modified coupes and a Singer-modified Targa. More details of this latest Singer special should emerge in the next month or so. For now, pricing for the new engine is not quoted. Could be pricey, though!

Singer has joined forces with Williams Advanced Engineering to create a new air-cooled, 4-litre, flat-six engine. With 4-valve heads, titanium conrods, throttle bodies and a bespoke intake system. Power should be around 500bhp

OUR TAKE



NOT EXACTLY ELECTRIFYING

It's a tricky time for motor racing, right now. On the one hand, traditional combustion race cars face a serious relevance challenge. After several false starts, the road car market finally looks set to make a major move to alternative power.

If that really does transpire, then the connection to any combustion-powered racer will be comprehensively severed. Indeed, the state of F1 currently is likely a microcosm of this existential angst. On the one hand, introducing some kind of hybrid power was inevitable. But the loss of screaming naturally aspirated powerplants in favour of the dull warble of the turbo V6s is pretty grim.

It's into that context that Porsche moves its top flight competition efforts from the WEC and Le Mans to the pure-electric Formula series. Porsche is moving into electric cars, so we'd better all get used to the idea. However, there's probably also an argument for keeping combustion race cars for the foreseeable.

For starters, shipping race cars around the world is far from environmentally friendly, regardless of what powers them. That aspect – the idea of the sustainable race car – is just naive. The technological link is pretty tenuous too given it's road cars dictating the direction and not the other way round. Instead, perhaps the notion of the actual spectacle can help preserve combustion cars. Yes, let's have a bold new era of electric and maybe even autonomous race cars. But let's keep the old nags going, too. Because there's nothing quite like them.

JAGERMEISTER 'TRIBUTE' UP FOR SALE

1980 934 entered in late September Brooklands auction

With the classic Porsche market currently dominated by mega-money cars that play slavish heed to original factory specification, this '80s tribute creation is a refreshing alternative. Granted, with an estimated sale price of £70,000 to £90,000 at the upcoming auction at Historics of Brooklands on 23rd September it's not exactly shed money. But neither is it multi-million-pound unobtainium.

The core car is a 1980 911SC that was imported new into New Zealand as a right-hooker. In 1990 it was entered in the Nissan Mobil Street Race in Wellington in the hands of a local Porsche club member. It was then snagged by the well-known Gilmour family in Dunedin and developed into a wide-body rally car with a 3.6 litre engine, G50 gearbox, adjustable suspension and a Quaife limited slip differential. In this trim, it won its class in

Targa NZ for six years running.

Current owner Andy Tyler purchased the car in 2003 and further developed it as a track car with a 3.8-litre engine, close ratio gearbox, 54mm (high butterfly) inlet manifolds, JAE pistons and a MOTEC system for a total of 400bhp and weighing a little over 900kg. In that trim it ran in both the New Zealand Porsche series and subsequently in the New Zealand Super GT series, securing outright victories in the latter in both 2004 and 2006. In the process, he twice won the prestigious Bruce McLaren trophy for GT Racing.

After 10 years in storage, Tyler decided to reboot the car as a classic road machine and a replica of the 1970s Group 4 'Jagermeister' 934 Porsche. The cams were changed and power reduced for more tractable road driving. Both the original paint colour and the original

1970s 'Jagermeister' logos were researched and applied. Currently the car still develops close to twice the power of a standard SC and is said to have no rust as a consequence of never having been exposed to salted winter roads. It's also claimed the car has never been damaged in competition.

A full photographic history of both the body restoration and its most recent engine rebuild is available. It has travelled less than 100 miles since its restoration for the 2016 Porsche Festival in New Zealand. Head for historics.co.uk to find out more about the sale and other Porsche lots up on the block.

With classic Porsche prices as they are the £70,000–£90,000 estimate for this 934 replica in the classic Jagermeister livery seems pretty good value



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Practicality be damned, the Panamera Sport Turismo is a different take on an estate. We take a first drive in the 4 E-Hybrid variant

Words: Nic Maher

Photography: Porsche AG



Panamera Sport Turismo benefits from the Panamera's gen 2 styling tweaks. Credit, where credit is due, there's still nothing quite like it on the road, whether in standard or Sport Turismo form

Twenty litres. That's the sum total of the additional boot space that the Panamera Sport Turismo brings. Since when has boot capacity been a thing with Porsches? When the company decided to build an estate car, or at least its interpretation of one. Forget ultimate carrying capacity here, the Sport Turismo is more shooting brake than estate car proper, that new rear as much about style as it is anything else.

Ever since the Panamera Sport Turismo was previewed at the Paris motor show it's been a case of when rather than if it's coming. It's been a lengthy five years, but the execution from that Parisian concept to production car has been largely faithful. The showcar did, after all, debut the style that would define the second generation Panamera. The current Panamera is now far more comfortable in its skin, attractive even, and, depending on your viewpoint of course, the Sport Turismo's longer roof only accentuates the Panamera's new-found desirability and style.

There are some provisos, the car here wears the additional SportDesign package painted in body colour. It does little for the lines, making for a less sharply defined rear and deeper flanks. The Sport Turismo arguably works best when those elements are in the standard, contrasting form. Leave that particular option un-ticked, then.

While on the check-box ticking for

options, you'll want at least the 20-inch alloy option, or, the 21-inch here, to properly fill the wheel arches, the Panamera, any Panamera, looking underwheeled on the standard 19-inch wheels.

There are a few concessions to the Sport Turismo's role as a more practical luxury car. Porsche describes it as a 4+1, adding a third pew in the rear. That +1 space is tiny, it basically a seatbelt provided over the hump in the rear separating the two rear seats proper. It'd be a cruel parent who bought a Panamera Sport Turismo with the hope of genuinely carrying three in the back regularly, the +1 very much an occasional jump seat option.

numberplate. Those rear seats fold in a 40/20/40 split fold arrangement, unlocking with a push button in the boot. Porsche also offers the option of a load-retaining system complete with tie-downs and luggage nets.

Like the Paris concept our first acquaintance with the Sport Turismo is the hybrid. Not, sadly, the Turbo SE Hybrid flagship, it, like the base Panamera not currently offered in Sport Turismo guise, but the Panamera 4 E-Hybrid. Previous experience with this drivetrain hasn't exactly filled us with enthusiasm. In Sport Turismo guise it loses out on bootspace, too, the maximums lower thanks to the additional space required to house all the hybrid

“ Execution from Paris concept to production has been largely faithful ”

With two in the back the Sport Turismo's additional 5mm in height isn't too apparent, though the longer roofline does add space. The differing D-pillar profile also makes getting in and out of those rear seats easier. That ease is what defines the Sport Turismo's rear over its sports saloon relation, the access to the, ahem, larger boot eased by the more steeply raked rear tailgate that opens lower under the rear

technology. Dropping from 520 litres and 1390 litres to 425 litres and 1295 litres. Throwing the additional cables for charging its battery into the boot doesn't help, either.

What is clear is that since the Panamera's original launch Porsche has been finessing the 4 E-Hybrid's drivetrain. The sometimes unnerving, unnatural feel to the controls has been largely vanquished. The accelerator no longer feels like it's fighting your foot, which

PANAMERA 4 E-HYBRID

Price:	£79,715
Engine:	2.9 V6, twin-turbo, petrol, plus electric motor
Transmission:	8-speed PDK
Body style:	Saloon Coupe
Economy:	88mpg (combined)
Top speed:	173mph
0-62mph:	4.6secs
Power:	456bhp at 5800rpm
Torque:	516lb ft at 1100rpm
Weight:	2170kg



Rear end is where it's all happening with the Sport Turismo, but estate styling and practicality adds just an extra 20-litres of space. But that's not what it's about. The GT is an exercise in style over substance and very stylish it is too

is to the enormous benefit of driveability. That's true of the brake pedal, too. The initial unsettling slow response as the braking system managed retardation and recuperation isn't so obvious. No, it's still not as natural-feeling in both areas as its conventionally-powered Panamera relations, but it's much less obviously hybrid via those controls, which is notable compared to our first encounter with the 4 E-Hybrid drivetrain.

The various hybrid choices remain the same, plentiful enough to require more than merely the four choices on the standard Mode Switch dial on the steering wheel. Navigate the sub menus on in the touchscreen Porsche Communication Management module in the centre console and there's the opportunity to hold charge (E-Hold) or generate charge (E-Charge) in addition to those Mode Switch enabled Auto Hybrid, E-Power, Sport and Sport Plus choices.

With Sport Chrono as standard, there's launch control, allowing the Panamera 4 E-Hybrid Sport Turismo a 0-62mph time of

4.6 seconds, and a top speed of 170mph. Quick then. Like that 0-62mph time the fuel economy and CO2 figures are identical, too, at 113mpg and 56g/km – try getting anywhere near that consumption figure, though.

Defaulting to E-Power whenever possible, electric only propulsion via the 136hp motor is serene. Brisk, too, and possible up to and beyond UK speed limits. Do that and the 15-31 miles electric only range will plummet, though, it working at its best around town.

Escape the city's confines and the 4 E-Hybrid Sport Turismo demonstrates all that makes the Panamera a great executive choice. Crushing cruising pace, huge stability – that assisted by the pop-out rear roof-mounted spoiler – and Porsche's latest suite of driver aids. It's all very accomplished, the Sport Turismo feeling no different here to its saloon relation.


On tighter, more demanding roads the 4 E-Hybrid's additional bulk is more evident. It rides adeptly on PASM with three-chamber

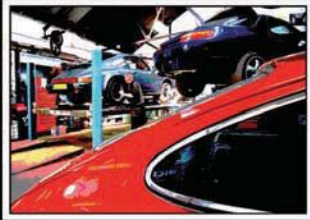

air suspension, and optionally here with rear-wheel steering, but pitch it into a bend and the chassis' ability to deal with the greater mass becomes less convincing. There's a tendency to push on earlier in a bend, the 4 E-Hybrid lacking the agility of its conventionally powered relations. That's something specific to the drivetrain and not the body, the Sport Turismo itself not making any difference to the drive.

What is clear is the hybrid's improved integration, the different motors, with their combined system output of 462hp feel like they're working in unison, that not always feeling the case on our first meeting with it. Not the powertrain we'd pick, admittedly, but there's no denying its increasing polish does bode well as the technology matures. So our Panamera would be conventionally powered for now and we'd have the Sport Turismo over the standard car, too. Not for the limited measured gains in practicality it brings, these so marginal to make them all but inconsequential, but simply because it looks sensational. **PW**



Mission control! Largely digital dash puts rev-counter centre stage as per Porsche tradition. Massive screen for infotainment system is a 'must have', while centre console has been de-cluttered of switchgear compared to previous Panamera, although most appear to have ended up on steering wheel. Right: Combined power of supercharged 2.9-litre V6, plus electric assistance is 456bhp







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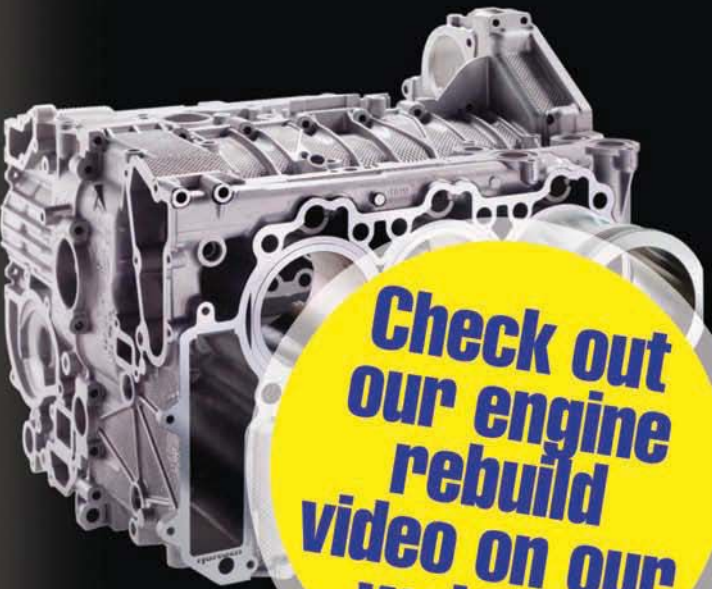
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PRODUCT BRIEFING

ESSENTIALS

The tempting trinkets that enhance Porsche ownership

OHLINS FOR PORSCHE

Top-end aftermarket suspension gurus, Ohlins, is expanding its Porsche range, with a specific focus on developing and testing new kits at its test centre in Meuspath, Germany. The company is using experience gained from motorsport, where it has been lifting trophies in Indy Car, Le Mans 24hr, WTCC, GT classes, rally and numerous Nürburgring events. Ohlins also developed the suspension for Singer's range of retro inspired cars.

Ohlins' Meuspath test centre is based right next to the Nürburgring, with its demanding twists, turns and surface challenges. Ohlins has teamed up with the renowned local Fricadel Racing squad to race a 991 GT3 in the VLN Endurance and Nürburgring 24hr race, with local 'Ring star, Sabine Schmitz, at the wheel. If you were at the recent Goodwood Festival of Speed, you might have seen both Sabine and her machine on the Ohlins stand.

Ohlins already have a wide range of suspension kits for Porsches. We'll be trying a Road and Track 996 kit on one of our projects and we're hoping for a set-up that will really work with UK roads. Ohlins has just launched kits for 981/991 models in its Road and Track range. As the name suggests, they are designed for both. Simple adjusters allow a car to be easily 'dialled-in' for focused circuit use, before driving home in bump-absorbing comfort, thanks to Ohlins' Dual Flow Valve and TTX (Twin Tube) technology.

For full info on Ohlins' Porsche range of dampers and kits for motorsport or road and track go to ohlins.eu. Ohlins' distributor in the UK is Design 911: design911.co.uk



TAIL-PIPE TUNES

Remember the days when good sound meant cavernous stand-alone speakers hooked up to heavy duty amp hardware? That may still be the choice of the hardcore audiophile, but you achieve some pretty remarkable room-filling results these days with tiny little all-in-one units. Like this new Bluetooth speaker from Porsche. Created from the twin exhaust outlets of the latest and greatest 911 GT3 model, it sports a full aluminium chassis and both Bluetooth 4.0 with apt-X high-fidelity streaming support and NFC near-field capability for super-simple syncing. Additional highlights include 60-watt total system performance and battery life up to 24 hours. The whole shebang weighs in at 3.3kg and measures 290 by 155 by 120 mm. Snag yours from porsche.com for £425 inc VAT.



PARTS FOR PERIOD PORK

JP Group Classic Line, the Danish outfit responsible for a wide range of quality parts for period Porsche including the Dansk and Jopex brands, has a whole hill of new clobber to help you polish up your old timer. Highlights include a range of aluminium race panels, such as a bonnet for 356 models and door skins for air-cooled 911s. Several new repair panels are also available, including a rear parcel shelf section for early short-wheelbase 911s. There's also a new Targa hoop cover, shown here, available in both black powder coated and brushed aluminium finishes and with and without side louvres. More modern models are also covered by JP Group and among the latest kit are drop links for 986 Boxsters and the Type-996 911. To find out more, you can browse the entire catalogue at jpgrouppclassic.com.



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MIRACLE MILE

What's the matter with the car you're driving? Can't you tell that it's out of style? Perhaps a set of whitewall tyres and cruise that miracle mile? Admittedly, whitewalls were probably already passé back in 1980 when Messr Joel made that observation. But everything comes back into fashion eventually, right? With that spirit of sunny sartorial optimism in mind, may we present European Classic Tyres' new boots. Sized 185/65 for 15-inch rims, they're optionally available with, that's right, whitewall cosmetic accoutrements. Technical details include a T speed rating and 86 load index and thus suitability for some very early Porsche models. Probably not the top choice for ultimate performance or banging in low lap times but it's all about the period panache. Pricing is around £75 a pop from classictires.dk.



TAKE A SEAT

Are you sitting comfortably? If not, why not solve that first-world snag with a Porsche-related twist courtesy of a Cabriolet Racing Inside armchair. Available in a wide range of colours, many of which recall classic Porsche racing liveries including Gulf and Martini war paints, the chairs are constructed internally from particleboard, padded with polyurethane foam and covered in a hard-wearing 82.5 per cent PVC and 17.5% polyester material. For the record, dimensions are length 70cm, height 80cm and depth 75cm. Each chair is hand made in the European Union and comes with a two-year warranty covering domestic use. And the price? That'll be €249.95 or precisely £222.74 at the time of writing in plummeting post-Brexit pounds. Choose from all the colours and liveries at selectionrs.com.

70 YEARS IN THE MAKING

Primo Porsche historian Randy Leffingwell has popped out another prize tome, this time chronicling the full history of the company and its wares. *Porsche 70 Years: There is No Substitute* combines in-depth analysis with both contemporary and archive photos to create a rich history of our favourite car maker. Created in co-operation with Porsche, the book showcases the engineering and design stories behind many of Stuttgart's most famous cars, including the 356, 904, 917, 911 and 956, not to mention several modern water-cooled models and more. It also profiles key players from throughout the marque's illustrious history. *Porsche 70 Years: There is No Substitute* is published by Motorbooks, an imprint of The Quarto group, and will be released in hardback on 28th September for £45.



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PERFORMANCE ON A DIFFERENT SCALE

It's newer than two extremely new things in a pod. It's faster than six extremely fast things in a crank case. Yes, it's the mighty new 700hp 911 GT2 RS, the one 911 to rule them all. Of course, at precisely £207,506 it's pretty pricey as 911s go. It's also a bit of a stretch to imagine you could just pop into your local Porsche dealer and pick one up, even if you have the cash burning a hole in your wallet. With all that in mind, why not go for second best with this bang-on 1/18th scale model from Spark. Available in both launch colours of silver and black and a bumble bee style yellow and black, the latter fitted with the Weissach pack, it's a supremely detailed effort, as well it should be for €349.95 including VAT from the fine fellows at selectionrs.com. That's the minor matter of £312, but then if you want the best it usually costs.



ARE YOU TEMPTED?

If that GT2 RS from Spark is a little rich for your wallet, how about this same-scale 1:18 rendition of the Type-991 911 GT3 R racer from Minichamps as a cut-price tempter. It's not quite as exquisitely fashioned as the Spark masterpiece. But at just €99.95 or around £89 including VAT, it's also less than one third the price. The car on which it's based is of course Porsche's racer for the GT3 category of the FIA World Championship. It may not quite be able to match the GT2 RS's turbocharged 700hp with its naturally aspirated 4.0-litre flat six. But it counters that with epic wheel arches and some fairly serious aero. This particular model is based on the 2015-vintage GT3 R and you can get yours from selectionrs.com.



TITILLATION

Remember the good old days? You know, when Porsches were Mezger powered and 500hp was a very large number indeed. What with Porsche now making a 700hp 911 and even naturally aspirated models hitting the 500hp mark, the second-generation 997 Turbo almost seems quaint. In reality, it was mighty in its day and it will still utterly obliterate virtually every other moving object on the public road. So why not ponder what surely qualifies as timeless performance courtesy of this 1/18th scale model from Norev. Finished in Macadamia metallic, it captures all the gen 2 Turbo's signature details, including those bad-ass vents, the wing and the monster centre-lock alloys. The price? A mere bagatelle at €64.95 including VAT or within spitting distance of £58. Get hold of your copy from selectionrs.com.





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LETTERS

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CONFIDENCE CORRODING

OK, where do I start? How about with my 18,000-mile 2006 997 Carrera 4S, price new in the region of £78,000.

So here I am one year into ownership and a regular reader of your life-saving mag. Sounds a bit over the top, but regular readers like me might want to cast their minds back to the August 2017 edition, where the issue of corroded wheel nuts was raised in the 'Technical Topics' section and a fortuitous advert for World Motorsports' rather smart looking titanium wheel lugs. I must confess to reading the piece about corroded wheel studs with an opinion somewhat along the lines of: 'Yeah, right. A car of this standard and price, with a problem like that. No way!' But, whatever, my wheel studs looked jaded and those titanium ones were calling to me, so I thought: 'OK, let's replace the old with these new babies.' You can probably see where this is going...

The first one to be undone left a pile of grey dust on the floor. Yes, completely corroded away. This happened on nine of the 20 studs – the collar that sits in the wheel was nothing but powdered crap. I'm still in shock, this is a 175mph car – which I've had my children in – fitted with deadly wheel nuts. For the first time in my life, I'm ashamed to own a Porsche.

For fear of losing the point here, this is as much a thank you to 911&PW for your technical articles and thank you to the super

technicians like World Motorsports for finding cures for the rubbish cost-cutting that Porsche are sometimes prone to resorting to. Porsche should be ashamed of this and it should be addressed, along with other well known issues.

Aside from replacing crumbling wheel studs, I have undertaken many other fixes to address some of the issues that the gen 1 997 has. To avoid the well-known bore scoring issues, I've fitted an extra centre rad, plus a lower temp thermostat and X-Pipe cats to take heat away from the cylinder heads, and now new wheel nuts to stop the wheels from falling off. Jesus, am I really sane?

Anyone who owns a water-cooled Porsche, don't even think about driving is again until you have replaced the wheel studs. A huge thank you, then, to 911&PW for undoubtedly saving me from a huge accident.

Mark Edwards, via email

Steve Bennett replies: *We pride ourselves on our technical content and we're not afraid to flag-up some of the more contentious issues. As Mark says, check your wheel studs, nuts, lugs or whatever else it is holding your wheels on.*



Check your wheel studs. Corrosion can set in and render them a bit useless

THANKS FOR THE INSPIRATION

Just a quick line to thank the crew at 911&PW for showing me the Porsche path. As the long-term owner of a 'classic' Carrera 3.2, I've enjoyed many years of 911 driving. Thing is, when I brought it 20-odd years ago, it wasn't really considered a classic and I didn't really use it like one. That remained true up until very recently when, like seemingly all air-cooled 911s, my car became rather valuable. It's not showing off to say that it was a good one. Mileage was a lowish 50,000, it was a late 3.2, with the G50 gearbox and in black, with black interior, it was the right colour combo.

But, as the value escalated, I started to get very precious about it, not wanting to drive it the rain, or put miles on it. Then the battery would be flat due to lack of use as months would go by. I concluded that this was getting silly so I sold it and put my money into a Cayman S and paid for half an extension on the house!

I couldn't be happier, and neither could my wife. I don't feel short-changed with

the Cayman. It is a wonderful thing to drive and makes the Carrera feel like the classic it now is. In fact I feel liberated from classic Porsche ownership and the stress that it was starting to create.

James Horner, via email

Steve Bennett replies: *You're not alone, James. Most of the 911&PW crew have followed a similar path in recent years. Mrs Tipler is very pleased with the new bathroom from the proceeds of JT's 964, and my own Carrera 3.2 became many more useful things. Or are we all just making a virtue from a necessity? Actually, let's not go there!*



924 DEFENCE

The 924 humble (911&PW Sept 2017, p72)? Come off it – it's one of the best Porsches ever made! Everywhere you look, there are features which show it's a well developed, sturdy, small GT. Look at the engine. It's a development from an Audi unit, with overhead valves, a billet case hardened steel camshaft, with a forged steel crank and enlarged bearings, with rotating exhaust valves, designed that way to prolong their life. A finned sump avoids the need for a separate oil-cooler and it's a non-interference, so no valve/piston collision if the cambelt snaps.

There's much more that letter space doesn't permit to be discussed, so let's move to the body. It's engineered so that in a frontal collision the engine isn't forced into the passenger compartment, but the forces are instead transmitted to the transaxle mountings. From 1980 the bodysells were totally galvanised to guard against corrosion.

Performance? In 1977, *Autocar* magazine gave the 40–60mph of a 911SC in 4th gear as 6.6 secs. *Motor* mag found the time for a 924 to be 6.9 secs. Under normal road conditions the 924 surely has enough power, and remember in both instances we're looking at cars which are about 40-years old. Oh, and no bore scoring, collapsing cylinder walls or bearings in the 924, either!

It's interesting, also, that you comment that the 924 is the rarest of all the front-engined transaxle cars. In my view, it's because the 924 has been the victim of endless, lazy journalistic onslaughts, with scant attention paid to what it really offers. 'Oh, yes, it's the one with the van engine', and more mindless drivel in the automotive

press. People believe, so no wonder the numbers have dwindled. For me it remains a strikingly elegant car which catches my eye whenever I see one. And it's genuinely affordable to maintain thanks to its relative simplicity compared to the later cars. If a 356 is worth preserving, so is a 924. The difference is that the 924 won't bankrupt you.

Like editor Steve Bennett, I currently whizz around in an old MX-5 (*that's supposed to be a secret, Erik! Ed*). The thing is, I've just cut out an advert for an allegedly good condition 924. I think I know which way things are heading...

Erik Kwiatkowski, via email

Steve Bennett replies: *I think you're giving us a bit of a hard time for prefacing the 924 with 'humble'! C'mon, Erik, you know we're big fans of the 924 on 911&PW, with a 924 constantly on the 'Projects' fleet in the tinkering hands of Chris Horton. In the past we've even run features exposing the 'van engine' nonsense as fiction over fact. If you do get yourself a 924, do let us know though...*

Erik reckons the 924 is a 'strikingly elegant looking car' and we wouldn't argue with him





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THE USUAL SUSPECTS



STEVE BENNETT
Editor,
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The times they are certainly a-changing. Bennett ponders Porsche's move from the World Endurance Championship to Formula E, and why by 2040 we'll be enjoying our fossil fuel-powered machines recreationally, plus front-engined Porsches on the up

PORSCHE TO ENTER FORMULA E? SHOULD HAVE SEEN THAT ONE COMING

So the shock news from Porsche isn't so much that it's quitting the World Endurance Championship, from the end of this season, but more that it's going to enter the Formula E Championship from 2019.

Without wishing to sound too smug, we predicted that 2017 would be Porsche's last in the WEC. Why? Well, the LMP1 class for hugely expensive hybrid prototypes is dying on its wheels and Audi had already started scribbling on the wall of its demise, by pulling out at the end of the 2016 season, leaving Porsche with just Toyota to play with.

Audi's decision was no great surprise. Since 1999, it had pretty much dominated WEC and Le Mans, introducing new tech like its FSI (direct fuel injection) engines and, of course, diesel. It was the diesel that spelt the end, hastened by the VW 'dieselgate' scandal, in which Audi was equally complicit. Now, racing a diesel powered LMP1 car didn't seem quite so green, hybrid assisted or not. Audi jumped and ran straight to Formula E, with a semi-works effort, with long time Audi tuners ABT. And Audi isn't alone. Mercedes has just announced that it will leave the DTM (German Touring Cars) championship in favour of Formula E, alongside just about every other major manufacturer (Jaguar, Honda, Renault, Toyota, Ford) it would appear. Call it motorsport virtue signalling.

Of course this is very much as sign of the times. Motorsport is marketing as far as manufacturers are concerned and they will stick around as long as it suits them, although in the case of Porsche a lack of competition is a pretty valid excuse to get out, albeit a pretty convenient one, too. It's highly unlikely that Toyota will hang about either. After all what's the point. Sure there are new LMP1 regs around the corner, designed to encourage increased manufacturer involvement, but it's all a bit late now. Formula E is the new big thing, it's fully green and it's a damn sight cheaper than developing a hugely complex hybrid power train.

So what does Porsche leave behind as a legacy from its four years back at the cutting-edge coal face of WEC, Le Mans and LMP1? Well, three further Le Mans victories and two overall WEC wins. That's not bad going, plus the V4 turbo, hybrid 919 was a pretty interesting piece of kit that resonated with Porsche's hybrid road car ambitions. In the great pantheon of Porsche's endurance heroes, it's no 917, but it was/is still a proper Porsche factory racer.

But hybrid is no longer the big new thing. Porsche is paving the way for the Mission E

concept and Formula E fits in with that strategy. For the time being, it's the future. And what exactly is Formula E? Well, it's effectively a spec single seater formula, where the chassis is pretty much identical, but the electric power trains are free, or at least free within a set of regs. Instigated by the FIA just three years ago, Formula E was looking distinctly shaky, until Renault and Jaguar climbed on board, which prompted a stampede from fellow manufacturers that didn't want to get left behind.

The cars are pure electric. They rely on battery power, but there's no means of topping up the batteries by converting braking energy etc. So, halfway through a race, drivers pit to change cars. Races take place almost entirely on city centre tracks all over the world, which is clever, because there's a captive audience. It's easy to jump through the various planning hoops, too, because there's no noise or emissions to get hung up about. Having said that, the British round, which was held in Battersea Park, was scuppered by a protest from local residents, leaving the UK currently without a race. Why not go to a purpose built track, like Silverstone? Well that defeats the object of taking Formula E to the people. Or to put it another way, how many folk would actually go out of their way to watch silent racing cars, that are not actually that fast? Not many, and the organisers and manufacturers know that.

Sounds like I'm moaning doesn't it? Well, yes and no. I'm all for different forms of motorsport, but when it comes to the really big stuff, which relies on manufacturers getting involved, I'm less than enthusiastic. It's all

super-duper when they're in spend, spend, spend mode, but soon the objectives will be met and they will move on to the next big thing, which right now is the manufacturers' race to distance themselves from polluting fossil fuels. Formula E is the perfect, fairly low-cost platform.

The problem, though, is that Formula E's massive manufacturer take up rate could be its undoing in the long run. Right now it's early days and manufacturers will give the series and its works teams a chance to find their feet. It's when they need to start winning that it becomes an issue, because eight into one podium does not go and eventually CEOs will start to look at the bottom line and pull the plug, or the next big thing will come along, like autonomous racing, or some such, and the whole process will start again. Sorry to sound negative, but history will back me up on this one time and time again.

So how will Porsche fair in Formula E come 2019? Pretty well I should think. It mastered LMP1 pretty quickly, which is rather more complex than developing an electric motor, which is not exactly cutting-edge. After all Porsche mastered electric tech with the Ferdinand Porsche designed Lohner of 117-years ago, and that was actually a hybrid!

And, is Porsche's involvement in Formula E something to get excited about? Hmm, not for me I'm afraid. For all the above reasons it smacks too much of simply getting on the bandwagon. LMP1 is a busted flush, what else can we do that will look good and meet our marketing aims? Maybe I'll be proved wrong, but electric racing cars? I mean it's just a giant Scalextric really.



Porsche's return to sports car racing can only be considered a qualified success, with two WEC titles and three Le Mans wins in four years. The right time to leave then? Yes, but would they if it wasn't for Audi jumping first and Formula E serving Porsche's marketing aims rather better?

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



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JOHNNY TIPLER

THE END OF THE WORLD AS WE KNOW IT? NAH!

As if Porsche abandoning LMP1 and sports car racing in favour of Formula E isn't bad enough, the news that the sale of fossil fuelled cars will be banned from 2040 (in the UK at least), is yet another nail in the coffin for us car folk.

Now, I'm not going to pick over this one, save to say that digging into the small print it's not quite as draconian as it sounds, or not quite as draconian as the sensationalist news feeds made it sound. And besides I have no doubt that led by the likes of Porsche, the car boffins can make it happen and are already working to make it happen anyway. And for many people it probably can't come soon enough. Internal combustion is a hassle and expensive. An electric future will be much cheaper and quieter and all those other green things.

What isn't going to happen is an outright ban on petrol powered cars, or perhaps even diesel. Us car folk will become recreational drivers and hobbyists, much as we are now in fact, but more so. Our electric or hybrid or even autonomous cars will tackle the drudgery. Driving a 'proper' living, breathing, car will become a

visceral thrill to be enjoyed, the environmental impact viewed as negligible. Sure, we won't be able to drive them into a town or city centre, but then who would want to anyway?

The countryside will still welcome car drivers. Pubs will be packed with classic

cars out for a run, circuits will buzz with activity and all those classic racing festivals will take on an even more important and cherished role as folk flock to see history and noise in action, preferably in their own classic.

2040? Bring it on!



This is what classic Porsche driving will look like in 2040. So, not that different then!

LEADING FROM THE FRONT

The top-end of the classic car market seems to have slowed somewhat, which in Porsche terms means that air-cooled 911s have probably peaked, and the shabby ones are falling back.

However, and this was always going to happen, the dormant and left behind front-engined cars, as in the 924s, 944s, 968s and 928s are catching up. No, they will never entirely get there – outright desirability will see to that, but those that keep a check on these things

report some serious increases. Leading the way is the 924 Turbo, which has seen its value climb by 200% in the past two years. The 928 GT has gone up 136% and the 944 Turbo is up by 136%. Dragged behind this increase are lesser front-engined cars, meaning that good examples from the 924 on are finally being appreciated for what they are: good classic Porsches.

Fortunately these percentage gains are on the back of a relatively low starting point value

wise, although that said a 200% increase of most figures can still make a for a large overall number. The relative scarcity of the front-engined cars has had an inevitable effect too in terms of supply and demand.

So am I regretting selling my 944 Lux? No, not just yet. And besides, I know that it's only a matter of time before the market wakes up to the siren call of the 996 C2, which I happen to have parked in my garage... **PW**



As surely as night follows day, the value of the rarer front-engined Porsches, like the 924 Turbo, has increased, dragging the lesser models along too

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“PORSCHE? I’VE HAD A FEW”

Whilst it hasn’t always been Porsches in Mike Calvert’s world, it’s safe to say that it’s mainly been cars from Stuttgart. Starting with a 924 in the ’80s he’s had the full gamut including a Carrera 3.2, 964 and even a 928. Today he owns a 924 Carrera GT replica and a wild TechArt 996 Turbo

Words and photography: Brett Fraser

Recently retired Mike Calvert hasn’t been exclusively faithful to Porsche over the years, but nevertheless he’s done more than his fair share to promote the Stuttgart marque. And besides, the cars he’s had as well as, or instead of, Porsches are models that mark him out as a true and inquisitive car enthusiast. His first ever car was a tuned Mini 850 that he shared with his mother and took hillclimbing.

There followed an MGB, Triumph GT6 and a Reliant Scimitar GTE. A limited edition TVR 3000M ‘Martin Lilley’ proved quick and wild and interesting. And his first two company cars were Ford Sierra RS Cosworths, of the ‘winged wonder’ variety. Mike wishes he’d kept his original Audi Quattro, and he worked his way through three generations of VW Golf GTI as well as a VR6 model. While living and working in the US he was the proud owner of a Chevrolet Corvette C5, a Jaguar XKR convertible and a supercharged modern

VW Beetle; his fleet over the years has also included an Audi TT, Mercedes-Benz SLK and a Citroën DS. His current everyday ride is a V8-engined and all-wheel-drive Audi S4. As you can see, Mike likes his cars – at the end of the 1970s and into the early ’80s, he even helped run a Formula 2 team.

And then there are the Porsches. Lots of Porsches. ‘I bought my first Porsche, a secondhand 924, registration JEO 924X, from Parker & Parker in 1985,’ Mike recalls. ‘It was a great car to drive and on the strength of that I soon signed up to Porsche Club GB – I’ve been a member ever since. While I was in the States I also joined Porsche Club America, and I remain a member of that, too.’

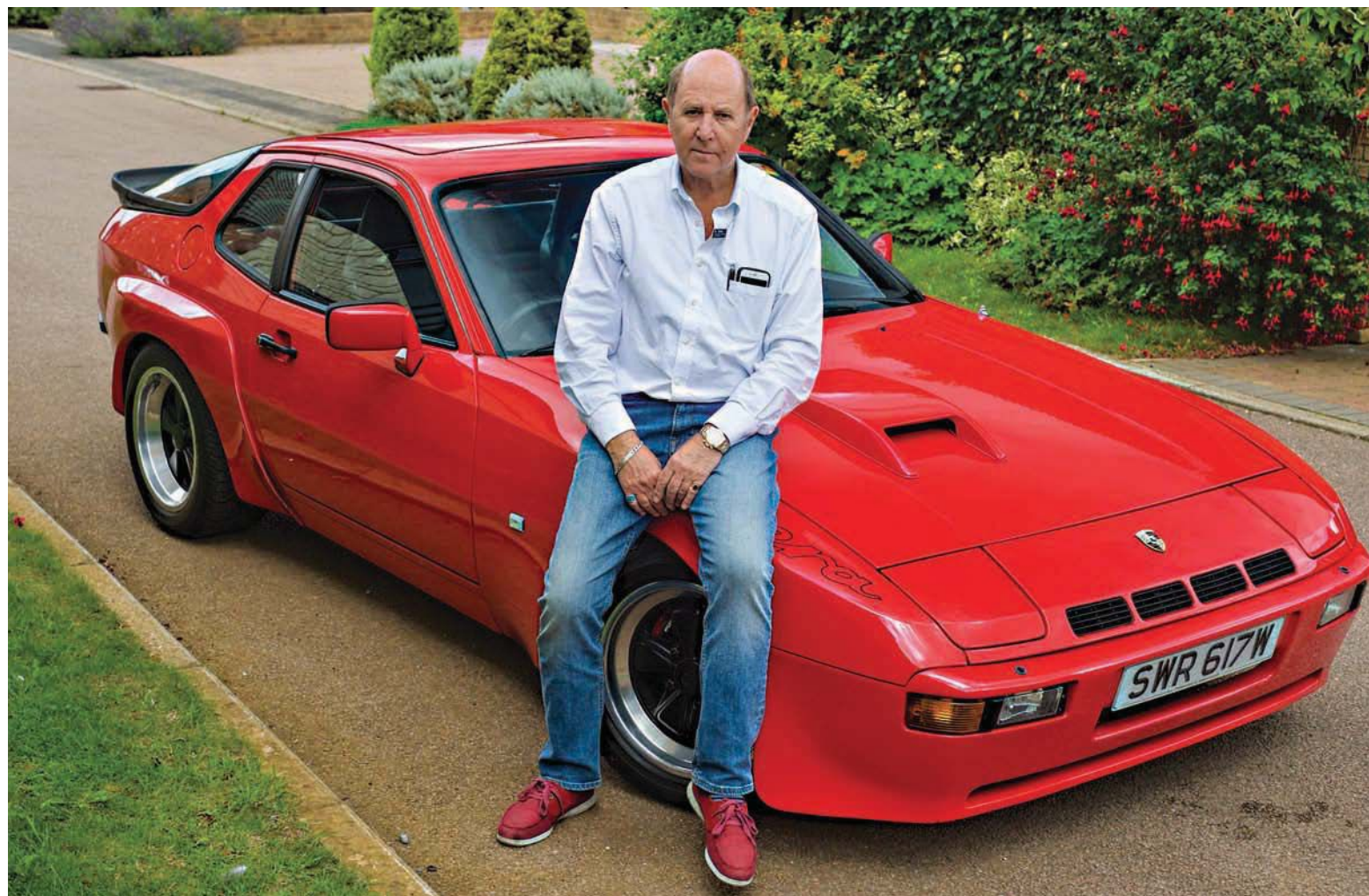
‘During the time that I had my 924 I also got to have the occasional drive in a friend’s 924 Turbo – that really was a fabulous car, but although I would really have loved to have one, at that stage its price was out of my league. By 1988 my 924 sadly had to go – our children were beginning to complain about the lack of legroom, so I

went for a Sierra Cosworth company car.’

As seductive as the RS Ford’s turbocharged wallop was, it didn’t stop Mike hankering after another Porsche. ‘In 1995 I bought my first 911, a white 1985 Carrera 3.2 that I got from Shirleys Garage in Solihull – I later sold it to Frank Nutt who *911 & Porsche World* interviewed for the You & Yours feature in issue 281. Following that was a red 964 Carrera 4 that I kept for five years: it was another of those cars that I regret selling. And during that time my wife also owned a (1986) Boxster.’

Having scratched the 911 itch, Mike swapped over to the 928 range, starting off with a rare 1988 Club Sport, and moving on to a 1991 GT. ‘The GT was a fantastic car,’ enthuses Mike, ‘and I held on to it for several years. Then in 2007 I moved to the States for work and put the GT into storage. But I didn’t like the idea of it not being used so in 2008 I sold it – yet another regret! Still, it was bought by a really great guy who I’ve stayed in touch with and uses the GT to this day. And it’s now worth about

Mike Calvert with one of his Porsche duo – an homage to the 924 Carrera GT



three times what he paid for it...'

With American (Corvette) and British (Jag XKR) muscle at his disposal in the US, you might imagine that Mike would have had no need for any more sports cars in his new life abroad. But that didn't stop him buying another Porsche. 'I found an 86,000-mile 996 Carrera 4S for good money and as a precaution had the IMS bearing changed – I needn't have bothered as there was nothing wrong with the original. When I left the US I sold the C4S to a police superintendent who still owns it: somehow I always manage to keep in touch with the people I sell my cars to.'

Anticipating his imminent return and retirement to the UK, early in 2015 Mike began putting in place a couple of Porsches for his homecoming. 'I bought a TechArt 996 Turbo from (specialist) Sterling and had it put into storage for when I got back that August. I bought it unseen, but had it inspected by a Porsche main dealer: I was therefore a little dismayed when I later had it checked over by Dove House Motors who discovered leaking dampers. Dove steered me towards the helpful chaps at Bilstein who not only refurbished the damper units but also fitted GT3 inserts. And all for half the price a main dealer would have charged.'

'Dove also informed me that the car's TechArt wheels were fakes. I wanted the genuine articles so got in touch directly with TechArt who were extremely helpful in sending me new ones. Meanwhile I'd seen that clever decorative dipping process on Wheeler Dealers on the telly: I managed to get in touch with Mike Brewer – a really nice bloke – who gave me the name of the company that did it. So I sent the wheels straight off to Wicked Coatings in Poole to have a carbon-fibre effect pattern applied.'

'I like spoilers and wings and big wheels and things, and what appealed about this TechArt car was that everything was already on it: even the interior had been stylishly reupholstered in two-tone quilted leather. But I have done a couple more things to it. I had Royal Steering Wheels re-cover and thicken the standard wheel; and I thought that the Tiptronic switches on the steering wheel spokes were nasty, so I converted the changers to aluminium paddles sourced through AMG. It's a popular conversion in the US and the paddles only cost about \$100 – I heard about them through the forums and downloaded a tutorial on how to fit them through 911UK. It was a really worthwhile thing to do, because they've changed the character of the car when you're driving it hard.'

Mike's second welcome home Porsche was a 924 Carrera GT replica, a car that belonged to a friend of his, Adrian Booth, and which he'd always admired. 'While I was in the States I liked to keep in touch with my mates back in Britain,' explains Mike, 'and when I learnt that Adrian and his father, Geoff, were planning to sell the Carrera GT tribute I bought it without hesitation. And the timing worked well with my plans to return home.'

'The car started life as a 1981 vintage 924 Turbo, with a genuine 81,000 miles and a full service history from Gordon Ramsey (no, not that one...) in Newcastle. Adrian sourced genuine Carrera GT front wings and rear arch extensions from a vandalised car; the

Big 16in Fuchs fill out the wide arches perfectly and look the business. Carrera script on the front wing all part of the Carrera GT look. Likewise bonnet scoop



“ Mike's second welcome home Porsche was a 924 Carrera GT replica bought from a friend ”



Southbound rejuvenated the interior, tackling carpets, headlining and retrimming the Recaro seats, which are electrically adjustable and heated, too. Very luxurious!



HISTORY

What can we say about Mike Calvert's eclectic duo history wise? Well, there is little to connect them, save for turbocharging. Back in 1981, when Porsche built a limited run of 924 Carrera GTs for homologation purposes, the Turbo was still something of a novelty and the Carrera GT, with its 210bhp, was a rare and exotic machine, completely changing the 924's image and paving the way for the 944.

The 996 Turbo was a gamechanger when launched in 2000, blending supercar performance with unrivalled practicality. Mike's car is further enhanced with TechArt goodies.

Compared to some of TechArt's conversions, Mike's 996 Turbo is one of the German co's more subtle makeovers

modifications were undertaken by a great family friend, Kim Mather at KSM Engineering in Haydock. (Mather also used to drive one of the F2 cars that Mike worked on in the '70s and '80s.) The original arches were reprofiled to accept the arch extensions, which you don't see on many reproductions.

'The car enjoyed a top quality respray, the underside was treated and resealed, all the suspension was refurbished, the engine was checked over and the head subjected to some light refurbishment and a new gasket, the carpets and headlining were renewed, and through Southbound Trimmers some rejuvenated Recaro seats were fitted, complete with electric adjustment, heating and cooling. And a set of 16-inch Fuchs were sourced with the correct offsets.

'It was a beautiful job and the car got its first MOT in October 2005. Unfortunately, after that it didn't really go anywhere and in 2009 was laid up. In June 2015 Adrian had a new project in mind and the Carrera GT

went up for sale: I took delivery in Nov that year and immediately had a new stainless steel exhaust fabricated for it by TW Tyres in Rugby to get it through the MOT.

'A recurring misfire and occasional

power on a rolling road, which I haven't yet had time to do.

'The only other issue with the car was a thumping from what I assumed was from a suspension component – after prolonged

“ Now I'm looking forward to getting out there and driving it hard ”

backfiring was eventually resolved with help from Paul at Woollies, Paul Hedges at the PCGB forum and Auto 2000 in Bedford – on their recommendation I bought a new programmable distributor and coil from Mittelmotor in Germany, which I had installed by Chris at Clarks Motors in Weedon. It wasn't cheap but it did the trick, and it also means the engine can now be tuned for more

investigation it turned out to be a worn steering rack, which I replaced. Adrian began converting the 924 Turbo into a Carrera GT tribute back in 2000, and I'd say the work is now largely complete. Adrian and (his dad) Geoff have been involved throughout the completion process and their help has been invaluable – I'm now really looking forward to getting out there and driving it hard.' **PW**



Left: Carbon effect on TechArt wheels is the result of a decorative dipping process by Wicked Wheels. Interior tastefully trimmed with quilted leather. Mike has had the steering wheel rim thickened as per his preference for improved steering feel

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GT Silver with ocean blue leather
53,000 miles.....**£56,990**



911 (997) Turbo 3.6 tip (57 - 2007)
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56,000 miles.....**£51,990**



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Basalt black with black leather
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29,000 miles.....**£47,990**



911 (997) "2S" 3.8 pdk cab (59 - 2009)
White with black leather
40,000 miles.....**£46,990**



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Basalt black with black leather
32,000 miles.....**£46,990**



911 (996) Turbo 3.6 tip (53 - 2003)
Silver with black leather
49,000 miles.....**£44,990**



911 (997) "2S" 3.8 (09 - 2009)
Silver with black leather
48,000 miles.....**£42,990**



911 (997) "2S" 3.8 pdk (58 - 2008)
Basalt black with black leather
48,000 miles.....**£42,990**



911 (997) "2S" 3.8 pdk (59 - 2010)
Basalt black with black leather
71,000 miles.....**£41,990**



911 (997) "4S" 3.8 tip cab (57 - 2007)
Basalt black with black leather
49,000 miles.....**£39,990**



911 (997) "4S" 3.8 Targa (56 - 2006)
Slate grey with black leather
32,000 miles.....**£39,990**



911 (997) "2S" 3.8 pdk (58 - 2008)
Atlas grey with black leather
61,000 miles.....**£38,990**



911 (997) "4S" 3.8 (08 - 2008)
Meteor grey with black leather
67,000 miles.....**£35,990**



911 (997) "2S" 3.8 (08 - 2008)
Midnight blue with grey leather
46,000 miles.....**£34,990**



911 (997) "4S" 3.8 tip (56 - 2006)
Silver with ocean blue leather
51,000 miles.....**£33,990**



911 (997) "4S" 3.8 tip cab (06 - 2006)
Lapis blue with grey leather
64,000 miles.....**£33,990**



911 (997) "4S" 3.8 tip (06 - 2006)
Silver with black leather
56,000 miles.....**£33,990**



911 (997) "2S" 3.8 tip (57 - 2007)
Red with black leather
57,000 miles.....**£32,990**



911 (997) "4S" 3.8 (56 - 2006)
Basalt black with black leather
63,000 miles.....**£32,990**



911 (997) "2S" 3.8 tip (06 - 2006)
GT Silver with black leather
42,000 miles.....**£31,990**



911 (997) "4S" 3.8 tip (56 - 2006)
Basalt black with black leather
65,000 miles.....**£31,990**



911 (997) "2S" 3.8 tip (05 - 2005)
Silver with ocean blue leather
66,000 miles.....**£26,990**



911 (996) Turbo 3.6 tip (03 - 2003)
Basalt black with black leather
71,000 miles.....**£39,990**



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White with black leather
29,000 miles.....**£41,990**



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Basalt black with black leather
13,000 miles.....**£44,990**



Cayenne 4.2 "S" diesel tip (15 - 2015)
White with black leather
5,000 miles.....**£49,990**



Cayenne 3.0 diesel tip (15 - 2015)
Meteor grey with sand leather
22,000 miles.....**£44,990**



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46,000 miles.....**£25,990**



Cayenne "GTS" 4.8 tip (59 - 2009)
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60,000 miles.....**£24,990**



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TURNING WATER: 20 THE



The 996 generation 911 is 20-years old this year. Maligned by many, it's time to acknowledge the 996 for its place in the 911 pantheon. The 996 is Porsche's line in the sand, which separates the old school, classic air-cooled 911 with the modernist water-cooled generation – a move that Porsche had to make or cease to be. In order to appreciate the giant-step involved in making that transition, it's worth looking back, so we've drafted in the last of the air-cooled 911s in the shape of the 993. This is how Porsche turned air into water and created the first modern 911 and rebooted the 911 concept into the new millennium

Words: Steve Bennett Photography: Antony Fraser

AIR INTO -YEARS OF 996



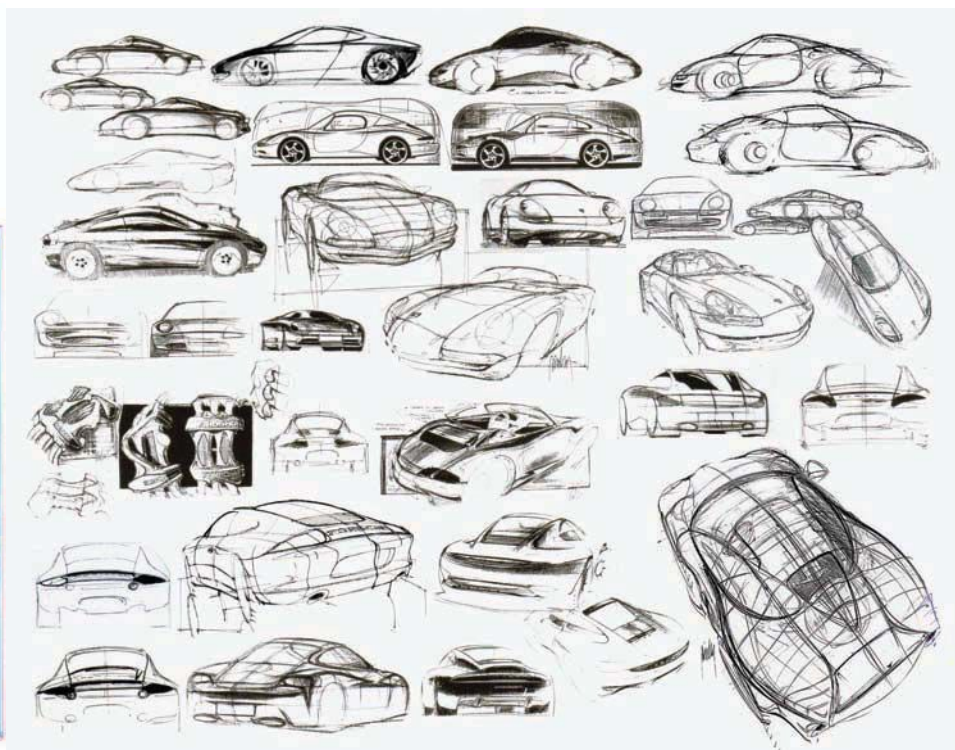
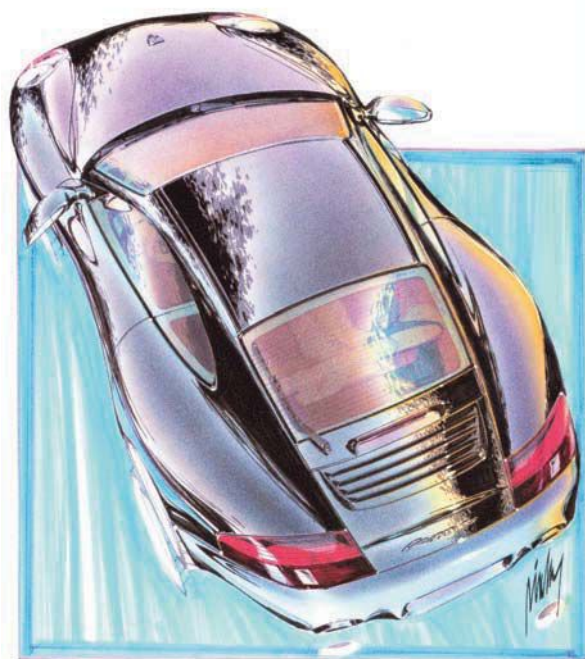
Separated by just two years in terms of manufacture, but a lifetime in terms of design and development. This 1995 993 is a direct descendant of the 1963 901. The 1997 996 is at the start of its journey

The 996 model 911 is 20-years old. Come again? How did that happen, I mean it doesn't even look 20-years old, it looks sort of modern, which it sort of is, even by today's madly technically progressive times. It was born into the digital era, it's familiar with the internet, it's got stability management and other modern stuff. It's based on the platform sharing concept with

the Boxster. I mean, how modern is that? Maybe it's because anything pre-2000 and the new millennium, now seems and sounds old, but 1997 does indeed feel old. Or maybe it's just me that's feeling old. I was, after all, a rather more youthful 31 when the 996 was launched. I know which has aged better!

Now to look at it another way. The 996 is a 911, so in that case in 1997 it was actually 34-years old, given that the 911 was launched

in 1963. Technically yes, but the 1997 996 was a clean-sheet design and so represents a return to ground zero. Aside from its engine location and styling cues, it shared nothing with the air-cooled cars that came before it. The 996 represents, then, the start of the modern 911 era and, along with the Boxster, the start of Porsche's modern day evolution into the world's most successful car manufacturer. Much was expected and much



more was delivered, even if there was the odd hiccup along the way.

It's easy to underestimate the challenge that Porsche faced in creating a new, modern 911. No other sports car had been evolved like the 911 had, and no other came with the mystique that surrounded the 911 either. A flawed concept to start, and one that had cheated its own demise at least twice. Even at its launch, the number of air-cooled, rear engined cars could be counted on one hand, and the majority of them had been designed by Porsche in the first place. Think Beetle, think 356, think Corvair (not a massive success) and Renault Alpine (but water-cooled) and that's about it, from a sports car perspective.

But the 911 had become the de facto sports car, using its arse-about-face layout as a positive, which in many ways it was.

However, the temptation for Porsche to abandon the 911 layout must have been pretty powerful, oh, for all of five minutes. The move to a water-cooled 911 would be a big enough challenge and sell to the 911 faithful, without a fundamental shift in layout and, besides, to what? Mid-engined? Er, that would be the Boxster and that had come first. The Boxster and the 911 were developed in tandem, two for the price of one.

The modern Porsche 911 had to happen for the company's survival. It had developed the air-cooled 911 into a corner and needed to turn air into water. It's testimony to Porsche that they kept it going for as long as they did, but then that is also to make a virtue out of a necessity and the 911's future was no longer in the past. Too small, too noisy, too expensive to make, too limited a market, by the early '90s, the writing was on the wall.

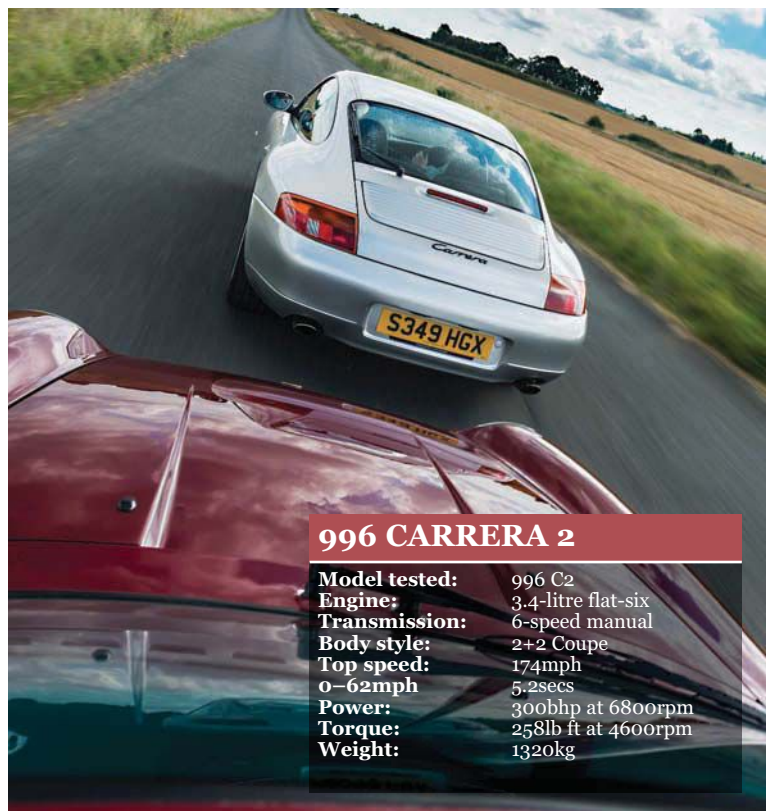
What could be seen as dithering and a lack of funds, was actually Porsche's desire to get it right. They reasoned that they would only have one shot at replacing the 911 and they were probably right. No pressure then...

The story is well documented and I'm not going to go into it in great detail here. The driving force to Porsche's revived fortunes and modernisation was Wendelin Wiedeking, recruited in the early '90s to turn Porsche around. New models were the only answer and Porsche would have to spend its way out of trouble. Referred to internally as 'The New Generation', two new models were proposed, one being the mid-engined Boxster, the other being a new 911 – the 996. The 'New' of 'New Generation' was as much a reference as to how the cars were to be manufactured as to their design, with the aforementioned shared platforms and components. The Boxster took

The 996 was a clean sheet of paper moment. Only the layout of the previous air-cooled 911s would remain.

Opportunities like that are few and far between for a manufacturer. The pressure to get it right huge

The figures don't point to a big difference between the two, but figures are black and white. The real difference is in the driving experience



996 CARRERA 2

Model tested:	996 C2
Engine:	3.4-litre flat-six
Transmission:	6-speed manual
Body style:	2+2 Coupe
Top speed:	174mph
0-62mph:	5.2secs
Power:	300bhp at 6800rpm
Torque:	258lb ft at 4600rpm
Weight:	1320kg



993 TARGA

Model tested:	993 Targa
Engine:	3.6-litre flat six
Transmission:	6-speed manual
Body style:	2+2 Targa
Top speed:	171mph
0-62mph:	5.4secs
Power:	285bhp at 6100rpm
Torque:	251lb ft at 5250rpm
Weight:	1400kg

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BRIAN'S 996

Many thanks to IT consultant, Brian Gunn, for pitching in with his lovely and early 1998 996 Carrera 2. In silver, it's the definitive launch colour and very much of its time. It's Brian's second Porsche, his first being a 986 Boxster.

Brian picked his 996 up last October and since then has put 10,000-miles on it. "It's pretty much my everyday car, he says. And how much? Well, you might want to make sure that you're seated at this point, but Brian paid just £11,000 for this two-owner car, which, at the time, had just 64,000-miles on the clock. Brian describes it as a "golf car" used mainly to transport owner and clubs to the golf club. Creaking suspension allowed Brian to whittle the price down and sure enough it required four new coffin arms and various other bushes and suspension arms, which just seem to wear out doing nothing. The result, though, is a perfect handling, standard 996.

"It's pretty much all I need from a car. It's simple, it's got an engine, a gearbox and some brakes. There's very little to go wrong." Brian does all his own spannering, changing the suspension and exhaust system himself. "It's pretty easy to work on, he says. "The only issues are corroded bolts. I had to cut a few off on the exhaust. The exhaust header studs have just turned into rusty blobs..."

These, of course, are the trials and tribulations on a car that in Brian's case is 19-years old. Yes, sure doesn't look it. How much again? A word to the wise then from the 911&PW camp. Don't let the 996 boat sale off into the sunset. Sure there's a lot of 996 dross out there right now, some strange colours, specs and too many Tiptronic's, but good manual C2s are going to become much sought after, just as any good manual, rear drive 911 has always been.

its inspiration from the '50s mid-engined race cars, like the 550 Spyder, while the 991 took its inspiration from, well, from the 911. Both models were launched within a year of each other and straight into a worldwide financial boom. They took Porsche from niche to mainstream in one hit. Right product, right place and right time and a testimony to Wiedeking's direction allied to senior designer, Harm Laagay's vision of what a modern Porsche should be and designer, Pinky Lai's nuanced take on upscaling the 911 for the fast approaching new millennium and beyond. The current 991 and the 997 before owes its

existence to Porsche getting it right first time with the 996.

So time to celebrate the 996, then. But how? How to really assess and analyse where the 996 really fits into the 911's 54 years? Well, in order to see how far something has come, you need to look back, which is why we've invited two cars along to this near coming of age 996 celebration. To really understand the 996, we first need to drive its predecessor – the 993 – and really get to grips with Porsche's air-to-water transformation.

The 993 was, of course, the ultimate

evolution of the air-cooled 911 and as such the most modern too, while still retaining all the 911's fundamental attributes. There was no mistaking where it had come from. Climb in blindfolded and just statically operating the controls would be enough for any 911 enthusiast to feel immediately familiar. Start it up and that unique whirring, air-cooled clatter is unmistakeable. Take the blindfold off and the interior is easily traced back to the 1963 original. From 1968 on the dimensions are pretty much the same, the doors, floorpan, roofline and windscreen all virtually interchangeable. All these virtues work both

Left: There's even less to see in the engine bay of a modern 911. Below: Interior an ergonomic revelation compared to 993. Instrument binnacle features classic 911 layout and shape





Final evolution of Porsche's flat-six develops 285bhp. Complex shaping of the inlet manifold indicates that this 993 is fitted with Varioram. Interior barely changed from 1963 original, save for plusher materials. Dimensionally its near identical

for and against. For the 911 diehards, it's charm and continuity, but to the non 911 believer it's all part of the 911 enigma.

Our 993 is a late 1995 car, with Varioram and a full 285bhp. It's been a while since I've driven one and as ever it's a struggle to get my 34in pins under the steering wheel and then skew them to line my feet up with the pedals. Instinctively I go to shove the seat back for a bit more room, but there is no more to be had. The upright windscreen is virtually in my face and, with my hand on the top of the steering wheel, I can extend my middle digit to touch it. The seating position is very upright for a sports car, but the visibility is all the better for it, although the 993's flattened front wings can't be relied upon as a reference for pointing the nose into a corner, unlike

every other 911 up to and including the 964. All in all it feels very compact and very 911.

Time for a drive. Twist the key in the ignition – which as per tradition sits between the steering and the door on the right – and the motor churns, whirs and catches. The clutch and brake pedal sprout from the floor, as does the throttle. They feel weird to start with, as does having to lift your heel from the footwell to operate the clutch, but it's all part of that 911 thing. The gearchange is long, but smooth, with a slight rubbery twang to its movements. Getting both first and third involves a slight physical dipping of the left shoulder. Co-ordinating the clutch and working up though the gears requires positive co-ordination and deliberate input. It's not difficult to drive as such, but it's not a car to be

driven on autopilot. It demands interaction.

The steering is power-assisted, but not as we know it in modern terms. It's heavy and damped at the dead ahead, with just enough response to make turning into a corner a less physical effort. Turn in? It's surprisingly slow to be honest, reminding you to give the upright wheel more of a turn next time. Even so, the nose is not one for turning with great vigour, a legacy of the rear engine layout. All this, of course, is a rather analytical description of what's going on. What's missing here is the built in drama and noise of the air-cooled 911 experience. Even in the 993, with its advanced rear suspension, there's a whole lot of moving going on and a whole lot of chatter and feedback through the wheel.

There's a sense of involvement and

YES IT'S A TARGA!

Of course we wanted to use a 993 C2 Coupe for this comparison. Stands to reason doesn't it? But such is the way with these things two candidates fell by the wayside at the 11th hour so we were on the blower to friend of *911&PW*, Paul Stephens. 'Paul', we begged, 'we need a 993 C2 Coupe, tomorrow...' Paul reeled off a long list of 993s in stock and about to come in. In short he had everything but a Coupe. 'Got a Targa. It's manual,' he said. My inner Porsche snob recoiled at the thought. 'Horrible, creaky, leaky things. And who needs a glass roof?' And those are the prejudices of a man who's never even driven a 993 Targa before. However, roof apparatus and a bit of added weight aside, it ticked the boxes.

So, ready for the moment of revelation, the clatter of the penny dropping? Maybe I'm just getting old, but I loved it. With the glass roof in place, the Targa was as snug, firm and rattle free as any other 993. Slid back it created a genuine open air experience, but without the racket that accompanies the current 991 Targa. You can really hear the wonderful flat-six howl, too. And to top it all, this 62,000-mile 993 was a good 'un and perfectly representative as to how a 993 should drive.

Sure, it's not £11k like our 996, but that's the market for you. However, it's for sale with Paul at £56,000, which in 993 terms is spot-on.





deliberation. There's little that's being done for you here. Want to go fast? You need to make it happen. The 993 won't take kindly to ham-fisted inputs and being needlessly thrown around. You need to be smooth or it will get scruffy, quickly. It's entirely analogue, with no safety systems to save you should it go wrong. That said, you have to be spectacularly violent to get it terminally out of

giant leap as opposed to the previous incremental steps. For us it's simply a matter of swapping seats. Here we go...

Of course it's impossible to wipe from memory the last 20-years, but imagine if this really was the first time you had made the transition from the old to the new? The 996 we have here is a lovely example. In default silver it's an early 1998 Carrera 2, modestly

The 996 had lost some of the 911s machismo. It was almost feminine. Now it looks almost timeless and usefully narrow compared to the current 991 generation 911. Of course it's dimensionally bigger than the 993, but then it had to be, not only to accommodate the water-cooling apparatus or radiators etc, but also because it was considered no longer acceptable to expect driver and passenger to literally rub shoulders. But still the 996 is by no means big, even if sliding behind the wheel after time spent with the 993 is like getting into the Tardis.

In the 996 you sit low, rather than perch. The windscreen slopes at 60deg rather than an upright 55deg. The pedals are perfectly located and hang rather than pivot from the floor. The gearlever can be operated via a flick of the wrist rather than a full shoulder input. There is no driving contortion required. That's progress and we haven't even got going. Oh, sure, some of the plastics are a bit disappointing and the frameless door clanks rather than clunks shut, but the overall feel is of a cohesive design rather than a rambling collection of parts and add-ons.

Twist the chunky key in the damped ignition and the 3.4-litre, 300bhp flat-six catches

It's a 911, but not as we know it. That's how the 996 felt when it was launched in 1997

“ For Porsche the 996 was an almost existential moment ”

shape. By the time the 993 came along, Porsche had well and truly mastered the swinging sixties design. The 993 is a wonderful thing, a truly living thing, but it had reached the end of the line in terms of what was possible. It could be traced back to 1963 and, by the mid '90s, it really felt like it.

So to make the step from developing the past to creating the future. For Porsche this was an almost existential moment, its one

spec'ed and all the better for it. It belongs to 911&PW reader, Brian Gunn, and aside from the GT3 wheels (which may have been an option, but we're not sure), it is as it was when it left the factory, right down to the fried egg headlamps. Perfect.

Viewed now and next to the 993, the 996 is very much a 911, albeit one that's been smoothed of its previous curves, which was the criticism that was applied at its launch.

Left: Bennett at the wheel of the 996, which is a comfortable place to be given its sports car/GT duality. Below: Brian Gunn brought along the 996. It cost him £11,000 and it's pretty much his every day car





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immediately. It's smoother and more refined than the air-cooled clatter of the 993, and sounds rather more sophisticated. Dip the light clutch, find a gear and crank the wheel, all in one fluid, intuitive and co-ordinated movement. Brush the throttle and the engine crackles and the revs leap. Compared to the 993, the 996 feels like it's got a lightweight flywheel.

To be comfortable behind the wheel and at one with the controls is half the battle. It's what makes a car inviting to drive, and that's how the 996 feels and on the road it's a revelation. Making the same leap 20-years ago must have been a real eye opener, and let's not forget, for all that it's fashionable to deride the 996 these days, there were very few movers and shakers in 1997 that didn't concede that the 996 was simply better in every way than its predecessor. Not for nothing did it win just about every magazine car of the year contest.

So how does it feel? Firstly, you can place the 996 exactly where and as you like. There is a progression and linearity to the steering that just isn't there with the 993, which you steer with your arms, rather than your wrists. The 996's steering is lighter, too, but much more delicate in terms of feel. The 996's longer wheelbase allows for a more neutral stance and you can feed in the power progressively to change its attitude. It hits apexes rather than avoids them and simply makes the 993 feel clumsy in the way that it flows and moves down a piece of road. Direction changes are instant, complex sequences of bends become thrilling, mixing some light oversteer with a corrective flick of

the wheel and a corresponding kick of the throttle, at which point the back end sits, the front goes light and the 996 rockets out of the bend. It's quite simply more fun, more satisfying and more consistent and consistently about 10mph faster in every situation.

And boy is it fast too. Back in the day, the only thing that would touch a 996 C2, was a Ferrari 355. It's a sub 5 second 0-60mph machine, with a top speed of 175mph and with a power delivery that is almost elastic in

happened to the 994 and the 995 is anyone's guess. The 996 isn't quite such a dramatic leap, that it feels like it's skipped three generations over the 993, but it certainly feels like it's skipped at least one, such is the huge improvement over the machine that it replaces. For years Porsche seemed almost paralysed into a make do and mend evolution of the 911, until finally it had no choice but to act. Modernising the 911 has been Porsche's single biggest achievement of the past 25-years, closely followed by the Boxster. They

Left: Rear guard. Styling might not have been entirely successful on the 996, but from the rear it was spot-on and unmistakably 911 in its curvature

“ The 996 is as much a GT as an outright sports car ”

its flexibility. Yes, the later 996 gen 2 had more torque from its 3.6-litre engine, but it didn't rev as savagely as the 3.4. Conversely, though, with its tall sixth gear, it's a supremely capable mile-muncher and will deliver an easy 30mpg. Porsche practicality. It was ever thus and the 996 is as much a GT as it is an outright sports car, although compared to the current 991, it's still small enough to be given a hard time on a typically ragged piece of British B road, with involuntarily breathing in every time something appears in the opposite direction. The quality of its passive suspension will have you questioning the iron fist control of the latest generation of 911, too.

In numeric terms the gap between the 993 and the 996 is exactly three. Quite what

are the foundations of Porsche's huge modern era success and both modern classics in their own right.

So, 20-years on and the 996 is in an odd place. Lauded at its launch and selling in huge numbers, largely to a non enthusiast base, its ubiquity has been its undoing. The 993, meanwhile, as the last of the air-cooled 911s, its future and status is assured. The 996's time will come, though. It's a 911 after all, and if there is one thing that we've learnt in recent years, that is pretty much enough. The market has yet to catch up with its significance, but surely as night follows day, it will and early models like this, with manual gearbox and plain old Carrera 2 spec, will be in demand. **PW**

CONTACT

Thanks to Paul Stephens for supplying the 993 Targa, and Brian Gunn the 996 C2. Brian's 996 isn't for sale, but the 993 Targa is. To view go to: paul-stephens.com

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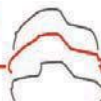


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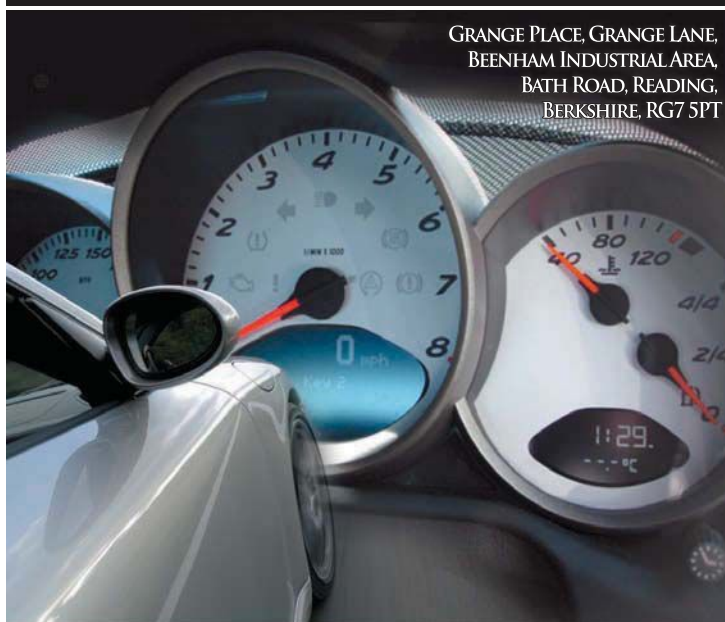
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Words: Johnny Tipler Photography: Antony Fraser

THE SPECIALS

Anniversaries come upon us thick and fast, and car manufacturers commemorate the most significant ones with limited editions. We pay due diligence to a special pair, the 997 Sport Classic and the 911 50th Anniversary 991

There's an element of self-indulgence here, because these two special edition coupés happen to be amongst my favourite 911s; slightly quirky, somewhat idiosyncratic, and they are a nice fit for a back-to-back feature. I'm talking about the 997 Sport Classic, inspiration for much dalliance and heart searching (shall I, shan't I) as to what to do with my own 996, and the 991 50th Anniversary model, celebrating half-a-century of the 911. For a closer appraisal, we've come to visit the JFD collection at Kontich, Antwerp where they currently reside.

Patron of the collection is BBB, our Best Belgian Buddy, aka Johan Dirickx, the tail-out king. But, given his appetite for classic 911 RSs and penchant for travelling sideways in them around sundry racetracks and rally stages, these two cars are a strange choice. We'll discover what the

attraction is in the course of our conversations, but first up, let's pin down the specs.

Starting with the slightly older of the two, the 997 Sport Classic deliberately set out to evoke, if not recreate, the company's illustrious history, rather like the 991R. Johan's is one of just 250 cars built, introduced at Frankfurt in 2009, on sale from January 2010 and priced at £140K in GB. Most obvious references to an era that's by no means bygone are the ducktail engine-lid spoiler, the pair of retro racing stripes over the roof and front lid, Zagato-style double-bubble roof, while the front panel is bereft of splitter, but retains minimal lower air scoops sculpted from the valence, plus black grilles. Is it Two-Tone? It's certainly one of The Specials as far as limited editions go. The aerodynamic profile of the sills is different from standard, and there are vents behind the rear wheelarches to disburse hot air from the brakes. Lights are subtly different front

and rear, while the stone guards on the leading edges of the rear wheel arches are in matching grey. The fuel cap purports to be classic alloy, and the doors are also in aluminium. The Sport Classic runs on 19in factory-made Fuchs alloys, shod with Pirelli P-Zeroes, 235/35 ZR19 on the front and 305/30 ZR19 on the back, and the offset of the front rims manages not to look too shallow. The Carrera S 3.8-litre flat-six develops 23bhp more than standard, giving 403bhp, achieved via mods to the intake manifold, airflow and special exhaust system with split twin tailpipes. It's coupled to a short-shift six-speed manual gearbox rather than an overly modern PDK 'box, enabling top speed of 187mph, while 0–62mph takes 4.6sec. Under the ducktail lives a carbon air-intake box that's described as a Porsche Exclusive Power Kit, and it's refreshing to see something a bit different inside a modern Porsche engine bay. Anachronisms are all very well, but not at the expense of safety





911 SPORT CLASSIC

Model tested:	911 Sport Classic
Engine:	3.8-litre flat six
Transmission:	6-speed manual
Body style:	2+2 Coupe
Top speed:	187mph
0-62mph	4.6secs
Power:	403bhp at 7300rpm
Torque:	310lb ft at 4200-5600rpm
Weight:	1425kg

Super subtle does it. Sport Classic is finished in Sport Classic Grey, with pale grey stripes. So pale you can barely make them out! Bodysell is from Carrera 4S but Sport Classic is rear drive only

It's very brown inside, and perhaps what you can't entirely tell from the picture is that it's almost entirely leather clad. Even the coat hangers on the rear of the seats are covered in the stuff. Power kit equipped engine puts out 403bhp

and efficiency, so the 997 Sport Classic is fitted with decidedly non-classic ceramic composite brakes. It's also equipped with a limited-slip diff, and suspension consist of PASM with 20mm lower ride-height and wider rear track. The body is 44mm broader-beamed, and finished in Sport Classic Grey with pale grey stripes that deliberately underplay the racing allusion, so pale in certain lights that you can only just make them out. It may be wilfully retro, but it's certainly nothing like as ostentatious as the early '70s RSs it aims to celebrate. The Espresso brown leather and tweed cabin is also agreeably different to standard fare, and the Recaro seats are comfortable and supportive, while the basket weave upholstery is echoed in the door panels, so the impression is of a largely brown interior. It's also got a proper handbrake lever. The paired grey racing stripes are echoed on the gear lever knob and the rev counter too.

Surprisingly, the dinky rear seats are present as well, and the 911 Sport Classic legend is embossed in the head rests, scripted in chrome on the door sills, while on the glovebox it reveals that this car is number 069 of the 250-off limited edition run.

Johan's fancy was captivated by this entire package: 'the day the Sport Classic was announced, I thought, "what a beautiful looking car," the colour combination, the different interior, and the double-bubble, the ducktail, the Fuchs wheels, so it was the whole picture that pleased me. At the time Porsche did a publicity shoot putting the Sport Classic together with a '73 2.7RS which was kind of amazing because the Sport Classic didn't have anything to do with an RS. It was contrived, because in the brochure and publicity stuff you have the Sport Classic and the 2.7 RS side-by-side. But I thought it was a fabulous looking car and so I thought I would order one. Then I heard about the price and it

was over E200,000 euros, so about E60- or E70,000 euros more than a normal Carrera 2 even, so I let it go, but as time passed the more and more I thought it was a beautiful car. It was one of the Exclusive Department's first experiments to make a short run series. Then a friend told me about a Sport Classic for sale at the Porsche Centre in Stuttgart with 15,000km, which means it's a car you can use, and that's what I wanted to have, and the value was at its lowest level, a huge drop from the new price.' Having bought the car, Johan had the factory's Exclusive Department buff out a couple of flaws in the paintwork to get it back to pristine condition, and reproduce a "Genesis" book about the car which the original owner had ordered but had become separated from the car. This factory visit proved even more fruitful when an artwork of the car emerged which had been done when the first owner bought the car.

Johan now owns both examples of the 997



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911 50TH ANNIVERSARY

Model tested:	911 50th Anniversary
Engine:	3.8-litre flat-six
Transmission:	7-speed manual
Body style:	2+2 Coupe
Top speed:	186mph
0-62mph:	4.5secs
Power:	394bhp at 7400rpm
Torque:	324lb ft at 5600rpm
Weight:	1410kg

Like the 997 Sport Classic, the 50th Anniversary 911 is based on a C4S chassis, but with power going to the rear wheels only

that he aspired to: the Sport Classic and the 4.0 RS. 'In my opinion, the 4.0 RS and the Sport Classic are the two 997s you want to have, and I'll keep both because they are beautiful and distinctive. The Sport Classic is the touring car, the car to go to the South of France in, whereas the 4.0-litre RS is the track car, the one you're going to take to Francorchamps to enjoy yourself and drive back on the road. That's the way I look at the Sport Classic, it's more the bourgeois car compared to the racing bias of the 4.0 RS.'

The 991 50th Anniversary is another story. It's preceded in the pantheon of 911 birthday honours cars by the 25th Anniversary 3.2 Carrera of 1989, the 964 wide-body 30th Anniversary from 1993, and the Turbo-fronted 40-Years 996 Celebration of 2003. It's also a little bit outside the normal realm of what Johan would go for, not having the RS suffix that embodies the majority of cars in the JFD Collection. The 394bhp 3.8-litre flat-six is carried over unchanged from the Carrera 2, augmented by an optional power-kit. It's based on the broader Carrera 4S body with wider track and consequent suspension

changes, including re-programmed PASM, styling tweaks include Sport Design mirrors, 20in Fuchs-inspired wheels – and they are the brashest aspect of this party girl, which is, otherwise, rather understated; cue darkened headlight bezels and chrome highlights across the engine cover, and that covers the external birthday gift trappings. Whereas the Sport Classic retains the 997's more rotund front wing contours, those of the 991 Anniversary are suppressed, and that tends to support the Sport Classic's retro aspiration. The 911 50th Anniversary cabin features special stitching and hounds-tooth check, with "50" logo on the headrests and dashboard, and a limited-edition plaque confirming it is number 1678. Dials are black with green numbers, and I note it's done just 5536kms. It was registered to Johan on May 19th, 2014, with a scant 8km on the odometer. He was originally considering buying just one special edition 991 for the JFD Collection, and the 911 50th anniversary seemed like a sound idea. 'Fifty years of 911 was a sensible choice, and when I bought it I also ordered the Genesis book so the car is complete. It's got the power

kit and 7-speed manual gearbox and ceramic brakes.' With 1963 examples built, representing the first year of 911 production, that was quite a big number compared with 250 Sport Classics, though the 996 Celebration model offered in 2003 was also limited to 1963 cars, in the same way that the 986 Boxster S 550 Spyder 50th Anniversary model from 2003 spawned 1953 examples. Johan believes Anniversary 911s are becoming quite sought after: 'I think all the cars found customers, and now, people are starting to search for them, especially when they have a power kit and a manual gearbox. At the time when I was going to buy one, everybody said, "you need a PDK," but I didn't want a PDK, and that's why I ordered the manual gearbox, and there are very few cars built with that combination of manual gearbox and power kit, especially in Europe. In the US, every car had a power kit, but then again, they almost all had a PDK, too, but European buyers at least had the option.' Now, a couple of years on, Johan has also bought a 991R as well. That says much for Porsche marketing acumen, when this

Power kit liberates 394bhp from the 3.8-litre, flat-six. Interior is a step up from 997, despite lacking leather quotient. Hound's tooth seat inserts and retro dials a nod to early days of the 911





classic RS connoisseur par excellence, who brooks no nonsense in matters 911, can be tempted by modern special editions. He bought the car through Porsche Centre Gelderland. 'Basically, they ordered the car and I had a factory delivery, and that was pretty easy to arrange in Holland, with no fuss at all, and no delivery charge, whereas in Belgium everything is complicated.' And now, does he feel the same degree of attachment to the 991 Anniversary car as he does the 997 Sport Classic? 'The thing is, as I bought

Conny von Bühler slotted winners of a local newspaper competition into the driving seat – most appeared to be non-drivers, let alone familiar with the controls of a 911. But I digress – here's possibly the ultimate special edition – the one-off Millionth car. In Irish Green, too. Amazingly, they let them drive it, and people were revving the hell out of the engine. Johan is sceptical. Badged as the 1,000,000th 911, he observes, 'we will never know whether that was the millionth or the millionth-and-one car; I'm sure they have four

have had enough of them. 'You remember that last December they made the Le Mans 991, a red, white and black car with the red stripe in the Le Mans livery of the 919? You might as well buy yourself a white car and put on the decals yourself and get the wheels painted black. But with the Sport Classic you have something a bit special: at least you have new pieces of bodywork like ducktail and double-bubble roof, and that makes it different, but I don't see the point of having a Le Mans edition, unless you are totally obsessed with Le Mans or you have a taste for Martini! We've come a long way since the Martini striped 924 of the '70s, and I think that Porsche should make a little bit more effort than just putting some decals on a car and saying it's a limited edition. It's too easy.'

Perhaps, but on the other hand they have been diligent when it comes to creating standout models. Apart from strands of engine capacity, body types, trim levels and technical specifications, they have gone for the bullseye when making special versions of the 911 – the RSs, the Jubilee cars, the GT2 and GT3, and it's feasible that without these tantalising short runs and the publicity they generated that Porsche might not yet have reached a million 911s. As Johan says, 'you do need those limited series, be it for racing or to sell, to make people feel they want to have something special, and all those things put together are very seductive.' And the upgrades that create special editions do

The 911 Sport Classic saw the return of the Fuchs wheel

“ Johan believes that too many special editions devalues the concept ”

it new I have a kind of commitment not to sell it, but actually, if somebody came by and wanted to buy it, I would sell it, because now I have the R, I don't actually need another special edition 991.'

Johan believes that too many special editions devalue the concept of what they are meant to be celebrating, and make them seem trite. When Ant and I were photographing 928s at the Porsche Museum recently, another special edition – the Millionth 911, no less – was doing duty on the concourse where Porsche marketing exec

or five cars like that lined up, just in case they smack one up. It will be in the region of the millionth 911, that's for sure, but I'm not convinced that it is exactly the millionth car off the production line. But I like that colour combo and interior with the wood veneer and hound's tooth seats. It's a good PR stunt, and I wouldn't be surprised if they made a small series of Millionth cars – about 20 of them, like they did a green one with a ducktail for the presidents of the Porsche clubs.' Porsche is very creative with special editions, but he thinks the moment will come when people

Ducktail a classic nod to the past and a styling tweak that works in the present. The Editor would like it said – because he's writing the captions for this feature – that the 911 Sport Classic is one of the best handling modern 911s he's ever driven





Size of the 991 over the 997 is apparent in this rear view. We know which we prefer. Below: 50th Anniversary 911 got Fuchs style wheels rather than real thing

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provide targets for one's own personal modifications.

We cruise out into the arable countryside south of Antwerp. The Sport Classic has now logged 32,000kms. How does Johan rate its handling? 'I never actually put this one on a track, so I never drove it sideways, but it's a good street suspension set-up; I don't think it's a great track suspension because it will be way too soft. I see this car a little bit like the evening opera tour: you go to the opera and have something to eat and drive back home. A car for special occasions, and it's very well suited for that; it's got the beautiful almost bespoke interior that's only made for one series.' It's a superb driving position, arms bent and close to the wheel, a taut ride, though not bouncing overly on the bumps, and secure handling. From the outset, it's beautifully responsive on the throttle, accelerating without drama but still going hard, and there's a different exhaust note as I ease through the gears. Johan believes the exhaust note changes over time: 'after 10,000km, some things in the exhaust start to burn in, then you have a different sound

to what it started off as, and I'm almost sure that you would not get away with the sound restrictions that you have now when the exhaust is open.'

Time to try the 991/911 Anniversary. At idle, the soundtrack is soporific. Does it stand comparison with the GT3? 'The GT3 is much peakier, though this has a much more usable power band, whereas the GT3 you have to really go into the higher revs. So, it's like a touring car.' Some touring car, though it does have decent air-con. At 3500rpm the power kicks in, bringing with it a different exhaust note, and it emits a lovely popping on the over-run in Sport Plus. The chassis is a bit stiffer and the throttle response is a bit faster and dropping down to a lower gear it blips the rpm, faking a heel-and-toe double de-clutch. The 991 is smoother, and you sense the evolution logic of the 911 better in the 991 model than you do in the 997, which is closer to the 996 than it is to the 991. The Sport Classic is more challenging because it's livelier than the Anniversary. The 991 suspension manifests itself at different levels depending on the road surface, and is very efficient. There's not a lot to choose between

the two cars, engine-wise; it's more to do with the feel of the brakes and the chassis, and it's clear that the Sport Classic is the sportier model – still more Grand Touring than track car, though.

We chase up and down the country lane for the cameraman's benefit, and I conclude that the Sport Classic is the one with the sexier personality. Johan concurs, up to a point: 'so it should be, the wilder exterior, yes, the interior, probably; but driving, I would say the 991 Anniversary is a bit more efficient, more planted. Brake horsepower wise the Sport Classic scores with 403bhp over the 50s 394bhp, while the Sport Classic is slightly lower-geared than the 991 too. So, the car that evokes the classic 911 is the more raucous party animal than the one that's actually celebrating its anniversary. For me, lost as I am in the imagery of RS ducktails and Zagato double-bubble roofs, the choice is clear: I'd have the Sport Classic. But maybe in the real-life drivability stakes, the 991 has the more valid claim to celebrate the 911's birthday. Still, any excuse for a party: so, many happy returns to the specials. **PW**





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ROARING FORTIES

Sing it loud: “Happy Birthday!” Launched in 1977, the 928 design masterpiece is 40-years old

Words: Johnny Tipler

Photography: Antony Fraser



Welcome to Nirvana! We're at the Porsche Museum, Zuffenhausen, where every other passing vehicle is...a Porsche, of course. Like an intergalactic space vessel that's landed randomly in the heart of a German industrial conurbation, the vast cuboid Museum building faces factory and showroom, a conurbation of silver and white, while the soaring tripod monument silhouetted against the blue sky, topped with three generations of heaven-bound 911s, bestrides the traffic intersection. And, appropriately enough, the pair of 928 space rockets we've come to photograph are as interplanetary modules descended to earth.

We've bookended this appraisal of the birthday basher by showcasing the earliest Geneva show car and the late-model GTS. We should be down on our knees at this

point, hands raised in supplication, because, appropriately enough, the '77 Geneva car belonged to Ferry Porsche till 1979, and the dark blue GTS was CEO Wendelin Wiedeking's car in the mid-'90s till it fetched up in the Collection here, so both cars have been steered by the hands of greatness.

It's a Monday, and the Museum's not officially open to the public, making it easier to conduct our shoot on the spacious sloping concourse outside the monumental edifice. We're greeted by museum PR Jessica Fritsch who's extricated the 928 GTS from the collection for us. It's all go, and people constantly sidle up to discuss these 928s. As my colleague busies himself with lights, camera, action – smoke and mirrors, some might say – groups of schoolchildren crocodile by, while bemused winners of a newspaper competition that's put them in the seat of the One-Millionth 911 are earnestly pursued by a film crew shepherded by bustling Porsche

marketing exec Conny von Bühler.

Given the passing of four decades, it's incumbent upon us to revisit the history of the 928. The global automotive industry, not to mention Porsche itself, has moved on immeasurably since the decision in the early '70s to create a “conventional” front-engined, rear-drive Grand Tourer that could replace the 911. Porsche's foray into the world of front-engined sports GTs lasted 19 years, beginning with the 924 in 1975 and ending with the cessation of the 928 and 968 in the 1995 model year. There's the reality check: that's over 20 years ago, and while the 928 may be a design masterpiece, it is also a museum piece.

So, it's winter '76/'77, and Porsche has built 20 pre-production 928 models for the press presentation at Le Mas D'Artigny hotel, St-Paul-de-Vence in the foothills of the Alpes-Maritimes in February '77. From this cache they select a couple of cars for the world

What's this old scrapper in the foreground? Well, it's actually the 1977 Geneva show car, which also belonged to Ferry Porsche till 1979. In the background is the late model 928 GTS that was Porsche CEO, Wendelin Wiedeking's company car in the mid-'90s

Shark like front end characteristic of the 928. Wheel sizes a sign of the different eras: 17s for the GTS and 15s for the 1977 car





Interior architecture largely the same and each displaying accessories of a bygone age. It's not hard to imagine Wiedeking on the car phone doing a deal. Wood trim is restrained, though, and grey very '90s. The '77 car, meanwhile, is wonderfully '70s with white Pasha trimmed Recaros. Check out the electric control panels on the seat bolsters

premiere at the Geneva Salon on March 17th 1977. Our Guards Red car, chassis 928 810 0030, is the one chosen to be displayed most prominently at the Salon. The other 928, in white, is flanked by a 924 clad in Martini racing stripes, and the front-engined trio brusquely relegates the air-cooled 911s to the back of the stand.

After the Geneva Salon the red 928 returned to the factory, where it had a new interior fitted by special request from Ferry Porsche himself. There are three well-known portraits of him: with the 356, the 901 and the 928, always in the same pose, leaning on the bonnet. Ferry kept the 928 until 1979 when it was sold to a Czech customer. Four owners and 125,000kms later, a project awaits. Today, it belongs to Christophe Schmidt, who's busy amassing a collection of early 928s via his Munich-based business, Weekend Heroes, renting out exotic classic cars. The paint is peeling badly on the bonnet and passenger door, the legacy of being parked under a dripping Portuguese irrigation system, where it stood for 20 years, till rescued three years ago by 928 connoisseur Pedro Diogo.

The 928's gestation was lengthy: almost as soon as the stylists and engineers got to work on the fresh design study in 1971, Type number 928 was delayed by US environmental legislation and recessionary fuel crises. But, with an eye on the most lucrative market, Porsche persisted with its front-engined V8, which would fit in a treat with the American market. The benchmark GT at the time was the Ferrari 365 GTB/4 Daytona (1968-'73), a sleek, muscular front-engined bruiser and, conceptually, not so dissimilar to what emerged from the Zuffenhausen drawing board. Ernst Fuhrmann's vision of a trans-continental express, unfettered by pressures to achieve competition success, was also intended to take on similar products from Mercedes-Benz, BMW, Jaguar and Aston Martin. It was not quite as powerful as the 930 Turbo, but it was a great deal easier – blander? – to drive, and calculated to appeal to a quite different character of driver.

There'd never been anything quite like the 928 'Landshark'. Sure, Citroën had come up with the sleek and sloping Maserati-powered

SM V6 in 1974, and the Chevrolet Corvette Stingray was, similarly, a long and languid coupé with bumpers incorporated into the bodywork, although the Porsche offered two-plus-two seating, which never existed in the 'Vette. It wasn't just the 928 styling that excited car buffs; the engineering was cutting-edge, too. To save weight as well as explore the possibilities of deformable structures, the doors, bonnet and front wings were fashioned in aluminium, while the bumpers were hidden underneath plastic aprons that wrapped imperceptibly around the nose and stern, calculated to retain their profile after a minor impact. Porsche was no stranger to (horizontally opposed) eight-cylinder engines, but this was a brand new all-alloy 4474cc SOHC V8, owing nothing to any other manufacturer or previous Porsche powerplant, and it was also the first engine to feature Bosch K-Jetronic injection as a specific component. The front-engine, rear-mounted gearbox transaxle concept also featured in the Ferrari Daytona, but, equally, made a lot of sense in the 928, evening out the balance front-to-rear. It was available as five-speed

FATHER'S FOOTSTEPS

Main man on the 928 project was Anatole 'Tony' Lapine, head of styling at Zuffenhausen from '69 to '88, making the 928 possibly his greatest legacy. He died in 2012, so I spoke to his Camarillo, California-based son Hans, who followed in his footsteps as prototype designer at Weissach from 1980 to '85, and owns and races a cross-section of Porsche young-timer classics – including a 944 Turbo Cup and 914/6 GT. He recalls being in the studio from childhood as his father drew and modelled car designs.

I was very exposed to that whole thing. I was born in Detroit in 1962 when Dad was running the studio for GM-Opel, and as a kid we were often in the studio with my father on weekends. Going to the studio growing up I always saw these clay models there and that's actually what made me go into the business. My dad was very busy on the weekends, and used the studio to fulfil certain tasks on his MG or his Lotus race cars. He had a 356 Carrera, and we would go into the studio to do car restoration work. I saw the first clay model of the 928, and as a kid I was always very disappointed about that car; it only grew on me decades later when I started appreciating them, when I saw how far forward-thinking the whole car was. It matched up with what my dad always taught me, being my mentor in the design world. He always said, "if people immediately like something, throw it away and start over again. It has to spark a discussion or an argument, whether you like it or hate it." For example, (race driver) Peter Gregg was often in the race department, but had absolutely nothing to do with design, but he was a car guy, and they were close friends, and Dad said, "come on in, have a look at this," and if Gregg liked what he was showing him he'd snap it and start all over again: weird but true.

Hans considers the 928's outstanding styling cues to be around the back of the car: 'the rear end is so unique that it sparks a discussion instantly – from the B-posts backwards, the fact that the B-posts are unconventionally angled, and the graphics behind the B-pillar flow into the C-pillar, and his renderings show how that whole area was treated: there are multiple variations of that, and it was stunning that they actually put the Easter Egg on the rear end of the car. The V8 engine might have been an oddball for Europeans, of course, but we were lucky enough to grow up in the States and in Europe, so V8s were completely normal. He was obliged to incorporate that into the styling of the



928, and it's an incredibly compact set up, and that is to be credited to the studio engineers at Porsche styling, because he was always avid about having engineering support in the studio – his background was engineering, don't forget; an automotive studio had usually one or two engineers, and Porsche in those days had four or five, ensuring that they could advocate for the styling of the car, and my dad always referred to the engineers that were working for him as his "lawyers" when he went up against R&D.'

During this period, his talented design team included Walter Mobius, Richard Soderberg and Harm Laagaj. 'Although he was running the show, as chief designer you don't really participate in sketch programmes for what the next car will be, you use your expertise to guide the other guys doing the designs. He always thought that the 928 was his biggest contribution to the car world; he loved that car, he drove it religiously, and it was either a 924 or a 928 that he was driving. Up to '77 of course we were just driving 911s in our household, but after the 928 was released he had one every year. As for evolutions like the 'S' and the GTS, as far as I remember he always liked the first variation best because in his eyes it was the purest. He didn't like wings much, even though he's the godfather of the Ducktail and the Whale-tail. He believed that you can achieve effective aerodynamics with a good body flow, which actually contradicts the

928 shape, because in the wind tunnel the 928 is faster going backwards than forwards. I worked in Weissach from 1980 to '85 as a prototype builder on the 956 and 959, and I was involved in a lot of wind tunnel testing, and one day, just for laughs, we turned the 928 around in the tunnel, and we noticed the airflow was so much better with it pointing backwards than going forwards. Close your eyes a little, and the 928 looks like a water drop, and there is nothing more aerodynamically perfect than a drop of water as it falls through the sky, so in essence the 928 is a water drop.'

Hans believes the status of the 928 has turned a corner. 'People are starting to notice them, and the 928 is on a good path now in terms of appreciation within the Porsche community, though the days of the 924 are still to come. The 928 is 40-years old now, but it still stands the test of time, and actually I have a 928 in the studio right now as a reference for timeless design.' Does Hans run a 928 himself? You bet: 'a 928 S, of course, in black, like the old man would have wanted.'



manual or Mercedes-sourced three-speed automatic, which Porsche re-programmed. Front suspension consisted of double wishbones and anti-roll bars, but at the rear Porsche broke new ground again and introduced the oversteer-reducing Weissach axle. That was sufficiently innovative in '77 for the 928 to scoop the European Car of the Year award for 1978, the only sports car to win that accolade. Cynics might say, the automotive version of the Eurovision Song Contest: an event for people not that au-fait with contemporary pop.

Chronologically, then, the 4.7-litre 928 S appeared in 1980, and matched the 930 Turbo's 300bhp power output. Transmission was either five-speed manual or three-speed Daimler-Benz automatic, with cruise control and climate monitoring also dovetailed into the luxury spec. The base model went out of production in 1983, with just the 928 S available till 1986, after which the highly revised and facelifted 5.0-litre 928 S4 arrived, joined a year later by the S4 Club Sport. That was followed in 1989 by the 928 GT, available only with manual transmission, though as I've

said elsewhere, a manual 'box is rather lost in a 928. As for our second subject car, the S4 and GT were phased out in 1992, ushering in the 'N Programme' 928 GTS as the final evolution of the V8 supercar. The bodyshell was broadened at the rear with wider wings, and marked out by a continuous red-light reflector strip, body-coloured rear spoiler and Cup-design external mirrors, with side mouldings positively (from an aesthetic viewpoint) absent. New 17in diameter Cup alloy wheels were introduced, bearing 225/45 ZR 17 tyres on 7.5in rims at the front and 255/40 ZR 17s on 9in rims at the rear, complete with tyre pressure monitoring system. The V8 engine was redesigned with a longer stroke crank, raising capacity to 5397cc, with four-valve heads, LH Jetronic fuel injection and electronic ignition. A five-speed manual was standard issue, with four-speed automatic optional. As an indication of performance, the GTS developed 350bhp @5700rpm, giving a top speed of 171mph (275kph) and 0 to 62mph (100kph) in 5.7s for the manual and 5.9s for the auto. Production of the 928 GTS concluded in 1995, with 2831

units built, and in total, Porsche made 61,056 examples of the 928 between 1978 and 1995.

My initial impression on getting into the Museum's GTS is the solidity of it, and I feel cosseted and down low in the cabin. It's done 29,000km (in the hands of the CEO) and naturally it's in tip-top condition. The ruffled leather chairs feel very firm, even though the texture of the leather suggests otherwise. The deep pile carpet and switchgear on the console and the instrument gauge binnacle are all stylistically typical early '90s, well finished, and a period AEG telephone dates the look. On a baking hot day in Stuttgart the air conditioning in the blue GTS is extremely efficient, if fairly noisy.

Like a pair of errant Easter Eggs juxtaposed against this gargantuan '50s TV set, their bitmapped reflections projected overhead, the Eagles' contemporaneous ditty, mirrors on the ceiling, pink champagne on ice comes to mind; the 928 encapsulated exactly that Sunset Strip aura in '77. Actually, it's an apt enough metaphor for Porsche ownership, period: you can check out any time you like; but you can never leave. I'm locked in. **PW**

The 928 still looks pretty futuristic even today. The early '77 car has a purity of shape that the later GTS can't match, with its flared arches and rear wing

CONTACT

Christophe Schmidt's
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weekendheroes.com
The Porsche Museum:
porsche.com/museum
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240bhp v 350bhp is the measure of progress from the 928's 1977 launch to it bowing out in 1995. Along the way the V8 increased in capacity from 4.4-litres to 5.4-litres and gained two extra camshafts and 16-valve heads



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Le Mans winner Richard Attwood never really stopped racing, while his current mount, a 39-year-old 928 S, never saw a circuit – till now. We watch the ace in action at Croft

Words: Johnny Tipler

Photography: Antony Fraser



The 928 never had a particularly long or exalted racing record: a singleton French car placed 22nd overall at Le Mans in 1983 and 20th in '84, but the model was just not cut out for track action like its 911 sibling – or its four-cylinder 924 GT/R sisters, either.

On the other hand, our man Richard Attwood, who we've come to watch racing a 928 in the HSCC's Road Sports event at Croft, has had an extraordinarily long career in top-line motor sport. He began racing Formula Junior Lolas in 1961, graduated to Formula 2 in 1964, and entered F1 with BRM the same year, as well as driving the works Ford GT40 and Ferrari P330-P3/4s from the mid-'60s onwards. He was a member of the works Porsche team from 1969 to 1971, helming Martini-Salzburg and Gulf-JW-Automotive 917s and 908s. In the midst of top-line successes, his sparkling career culminated in the legendary 1970 Le Mans win alongside Hans Herrmann in the famous red 917/023, and he retired (temporarily) in 1972. In the Croft paddock I notice a neat legacy from his crowded past, a Formula 2 Lola T60 he drove for BRP in the mid-'60s, waiting its turn for another historic race.

Richard has campaigned a 928 once before: at the 1984 Daytona 24 Hours, sharing a Brumos-entered car with 'Quick'

Vic Elford and a couple of American drivers, placing 15th overall. More recently he's been instructing punters at the Porsche Experience Centres at Silverstone and Millbrook, where he once mentored me aboard a Cayenne on the off-road course for *911&PW*. This season he's campaigning a freshly-fettled 928, a 4.5-litre 1978 car, in the eight-round HSCC Road Sports series. He's enjoyed mixed fortunes. Round 1 at Silverstone was wet, and he brought the 928 home in 3rd place – on its race debut. Circuit knowledge doubtless enabled him to log 3rd at Brands Hatch, while Cadwell Park was not a great success due to the tightness of the Lincolnshire track's twists and turns.

And so to Croft, England's northernmost racetrack, run by the BARC, and one circuit Richard hasn't raced on before, not even in the early years, probably because it's always been more of a club racing venue that never hosted the more international events he competed in during the halcyon days. The irony is not lost on the chief marshal – who lets us shoot from the pit-lane gantry – is that in our midst we have a star of the Monaco GP and Le Mans, participating as a Croft virgin in an HSCC clubbie. 'We don't stand on ceremony here,' he chuckles.

Resplendent in livery referencing the '84 Brumos Daytona car, the 928 has arrived at Croft fresh from fettling at PC Leeds, and

Jonathan Mannell from Porsche Cars GB explains the plan: 'this car is being raced to celebrate the 40th anniversary of the 928. We have four classic specialist centres at Glasgow, Swindon, Hatfield and Leeds, and they are tasked with getting the car through the season, and we're rotating it so this weekend it's Glasgow's turn to crew it.' The Road Sports series allows only minimal modifications, so the 928 is limited to a front strut-brace, stiffer dampers, straight-through exhaust and limited-slip diff, while the cabin is stripped out and equipped with roll-cage, fire extinguisher and race seat. 'We're running Pirelli Trofeos at the moment, but I think we probably need a slightly stiffer tyre so we may trial some other brands; Pirelli agreed to sponsor us, but even they've agreed the tyres are a little bit soft for the 928.'

It's a big 47-car grid for the Road Sports race, and the 928's opposition ranges from Elans and Lotus 47s to TVRs, TR4s, MGBs, a singleton 924 (Chris Baines), and Italian exotica like an Alfetta GT and Lancia Beta Monte Carlo. There are long, fast straights and demanding technical corners, including Tower, Complex and Hairpin, and Richard qualifies the 928 relatively well up in 16th slot. It's also Croft's Nostalgia-themed weekend, with a veritable army of military and vintage vehicles lining the infield access roads, plus a majestic Avro Lancaster fly-past, and that's what many

What goes around comes around: Racing legend, Richard Attwood, took Porsche's first Le Mans 24hr win in a 917, with Hans Herrmann, as well as numerous other Porsche wins in a distinguished career. Now he's celebrating 40-years of the 928, with a season of racing in a lovely 1978 example



"It's a bit of a square peg in a round hole," says Attwood of the 928 as a race car. Didn't stop him from bagging third place first time out at Silverstone, though, in the wet

The white, red and blue livery is a homage to the Brumos 928 that Attwood raced at Daytona in 1984, with Vic Elford

spectators are here for, though a few fans realise who they're dealing with and cluster for autographs.

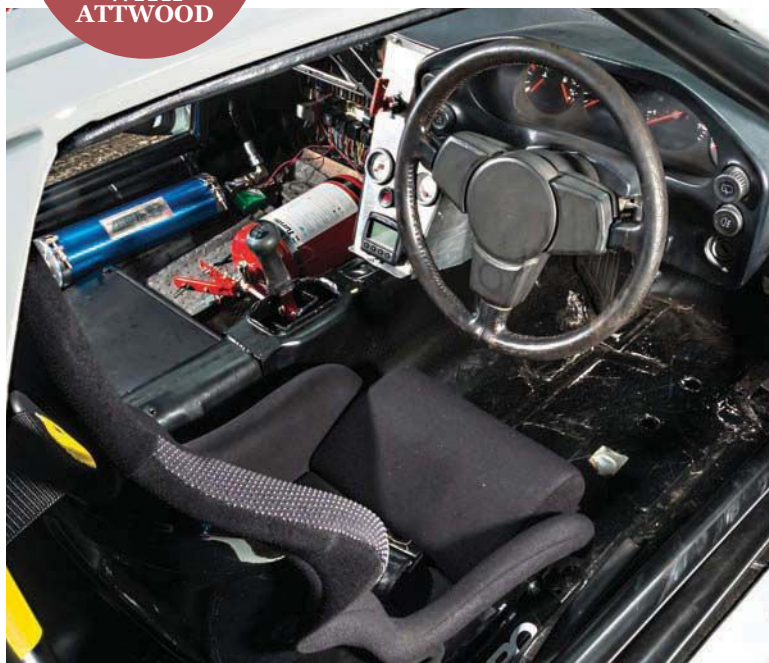
Richard and I sit down at a paddock nosherie during the lunch break, and we discuss his prospects for the two heats. 'At least the corners are open here, so if you look ahead you can see the corners coming up, whereas Cadwell Park, which I didn't know either, was narrower and tighter, and you couldn't see the corners, so it took me a lot longer to get a handle on that. But even here at Croft I'm about 5- to 7-seconds a lap down on the front runners, so we're not going to be challenging for the win. This is only my third time in the car, but we had an instant result in the first round at Silverstone because it was really wet, and a big, heavy car ploughs through the water better than the lighter cars, and we finished 3rd. But in the dry, these other nippy little

cars with glassfibre bodywork – the Lotuses, TVRs and Datsuns, and much smaller cars like the Lotus 7 – will be snapping at our heels. There's a curve into the chicane onto the straight and, well, I'm really struggling to get round that long right-hand bit (Hawthorn); it's not that fast, but it's so big – the weight of the car just wants to take it out of the side of the corner, while all the other cars seem to be just driving round normally. So, it's a bit of a square peg in a round hole, really, because the car's so big. But we do quite well in the class, though we're limited overall.' I remind him of his outing in '84 in the Daytona 24-Hours. 'That was good, though I don't know who else raced them in that period; when you look at a 911, by comparison a 928 is completely not the right car for the job. This is not really what I'd call a serious attack on the championship; they're running the car to

show that it could race if somebody got down to it. I did one or two track days in 928s with Porsche dealers on different circuits; at Donington in an S4 you could drive round the corners on the throttle, and that was a fantastic drive because it had an excess amount of power for the grip, but for what we're doing now, it's difficult unless the conditions are bad, in which case we can make progress because we've effectively got downforce all the way under the car.' Back in the day, Richard and his Porsche works teammates received 911s as their road cars – he recalls the 2.0 S from 1969 affectionately; 'the others tended to swap theirs every year for the latest evolution, but I kept mine as I was rather fond of it.' As for the 928, 'I used to call the 928 the armchair Porsche, because it was a really fast, lazy cruiser.'

Come race time, Richard holds his own





as the field surges down the main straight and into turn one, Clervaux. There are individual challenges throughout the pack, and he emerges from the chicane wheel-to-wheel with a TR5, Lancia Monte Carlo and Lotus Éclat. The V8 power soon dispatches them, but a nimble-through-the-turns Lotus Seven S4 proves a tricky customer. 'He'd got a cross on his back, so he was a novice

little Lotus 7 again in a David-and-Goliath scenario. At the front, a pair of Elans duke it out for the win, followed by a couple of Europa 47s, and a 240Z door-handling with another Europa. Then, all too soon, there are full course yellows, and after a couple of laps the race is red flagged. A Sunbeam Alpine has crashed and can't be safely recovered by the marshals. Back in the

played their respective parts satisfactorily.

There are more Road Sport rounds scheduled: firstly Oulton Park, then two at Silverstone and, the pièce de résistance, a race at the Spa Six Hours meeting. Richard will surely bump into some of his old mates there. 'That will be two half-hour races, and Spa circuit will suit our car, being wide, and you've got the long Kemmel straight, and all the corners there are quite sweeping, and it's fast back up through Blanchimont to the Bus Stop. So, it should have a good chance, because the engine is alright, the brakes are alright, it's just that we never sorted out the ride. It handles, in that you can get it to point and oversteer, but we haven't done anything much with the dampers and we've only once played with the springs when it was just bouncing everywhere, so we sorted that out, but really, we need to go testing.'

Coincidentally, the 928 is then trailered to the Nürburgring for the Old Timer meeting – as a display car. Had we known, we could have driven it there for them on our 928-mile mission. A whizz around the Nordschleife? In a 928? Mmm...actually, we'd defer to Richard on that one. **PW**

The cabin is Attwood's working environment and features just the bare essentials required for racing. Freshly built engine should produce a full 240bhp

“ It handles, in that you can get it to point and oversteer ”

and I didn't want to upset him, but eventually I did get by on the straight, and I suppose I was being a bit too respectful because after that I galloped away from him, so I shouldn't have been messing about so much.' From 16th on the grid, the 928 is classified 10th overall. The scenario is remarkably similar in Race 2, with the Monte Carlo, Éclat and TVR 3000M pursuing the 928, which is itself mauling the

paddock Richard is philosophical: 'We were never going to make massive inroads, though at the start I overtook three or four cars, and I made about four or five places after that, so that's where I made most gains, and then I only overtook one more car, and that was it.' Once again, he's credited with 10th overall, and everyone from Porsche GB and PC Glasgow seems gratified that the car and its star driver have

From a massive grid, Attwood manages to coax a couple of 10th place finishes from the 928 racer



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STUCK, IN THE MIDDLE

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The 928 is a trans-continental express, and we cement its reputation by driving 928 miles from Silverstone to the Nürburgring and back in a 928 GT. There's a bonus ball: Hans Stuck gets reunited with his 928 CS, too

Words: Johnny Tipler
Photography: Antony Fraser



Would you believe it's 928 miles from Silverstone to the Nürburgring and back? Let's do the distance in a 928 and see if we can verify it! I've picked up this gleaming white 928 GT, courtesy of Gmund Cars of Knaresborough, and met up with my oppo at showery Silverstone, where we bookmark the circuit before heading for Dover. We check in with DFDS Seaways at Dover docks and ease the Great White Shark on board the good ship 'Dunkerque Seaways' for the two-hour crossing to Dunkirk. No evacuation procedure here – though I can't speak for my colleague in this instance – and we relax in the Premium lounge watching the yachts bobbing up and down on the briny. Dunkirk places us a few miles further east than Calais, and we set the compass for Spa-Francorchamps to bookmark the circuitous route to The 'Ring.

Our sleek steed has done around 91K, so it's already had a good life. Another 1000 or so isn't going to have a profound effect either on its value or condition. First registered in August 1989 and delivered to AFN Guildford, its early years were spent in Surrey and Berkshire before records seem

to peter out in 1995. As we purr eastwards, I can't help thinking that if any car merits an automatic shift, rather than the five-speed manual we're blessed with here in the GT, it is the 928. First, dog-leg left, is more or less redundant in most circumstances, except when I'm moving around in a parking situation, while 2nd to 5th are processed in short order, so torquey is the 5.0-litre V8, even though they are quite widely spaced. In fact, it pulls from virtually a standstill in

certain amount of pumping to get them up to scratch. The voluminous 19-gallon (86 litres) fuel tank demands £85 to brim it, which is a bit of a shocker, but then at a steady 70–80mph it does well to average 25–30mpg, and that does allow considerable intervals between refuelling stops. Nevertheless, I've seen the on-board computer monitor the fuel consumption from anything between 10mpg under hard acceleration, to 35mpg on a light-footed

Splashing around. As is so often the way, the weather at the 'Ring isn't exactly brilliant for enthusiastic 928 driving

“ We need to cover a bit of ground, so I turn up the wick ”

5th. Normally I appreciate a manual shift, but a car like this suits an automatic, and you expect the car to do the work for you. For a coupé, it is a roomy shell and I can stretch my left leg out behind the pedals which is welcome on a long run. The steering's nicely weighted, for the Autoroute/Autobahn, at any rate, while the brakes, secure as they are, do require a

60mph cruise, while shuffling along in a queue it's a depressing 22mpg.

I've got into the habit of running with headlights on, so I turn the 928's switch, and up pop the frog-eyes from their housings at the front of the car, spoiling the overall symmetry of the egg-shape, and yet they are a pair of eggs themselves. Running at night, they each have a nice

CONTACT

Thanks to DFDS Seaways for the calm cross Channel crossing: dfdsseaways.com.uk
Andrew Mearns at Gmund Cars for kindly lending us the 928 GT: gmundcars.com
Thanks to Mark Wegh, for transporting his ex Hans Stuck 928 to the Nürburgring for this feature



Apparently it's 928 miles from Silverstone to the Nürburgring and back. Well, that's how Tipler sold the trip to the editor, at least...

928 GT keeps a weather eye on some very brave classic Porsche owners

little light on the top of them so from the cockpit you can tell where the front corners of the car are. We need to cover a bit of ground, so I turn up the wick. At high speed, it's imperious and dominant of other traffic. At 100mph it is rock solid, and it's easy to see where the trans-continental express allusion comes from: it is up here at these sorts of speeds that the 928 comes into its own; no shilly-shallying with your national speed limits; this is the definitive Autobahn-stormer. Or, certainly was, back in the day, before its modern V8 counterparts came on the scene. But there's a paradox. It's tricky in tighter corners of the kind between, say, Höhe Acht and Adenau, requiring quite deft handiwork with the wheel. Speaking as someone who once owned a barge, I recognise a wallowing sensation when

I experience one, and on the back roads this certainly does have an inclination to do just that, and under these conditions it's not quite the relaxing experience that a grand touring car should be providing. Journeying through the Ardennes-Eifel mountain region, alongside grassy hill pastures dotted with cattle and hay-bale rolls, little villages of white houses with geranium pots on their windowsills, are some wonderful motoring roads, which I can attack with the 928 in a scruff of the neck kind of way, though it's stolid rather than lithe in the manner of a 911. A legacy of its 40-year-long history? Its successors are way more capable in the twisty bits.

Some other aspects date it, too. The dashboard and console paraphernalia are well co-ordinated, especially compared with a contemporary 911 from the 1980s, though

it's all very much of the Starship Enterprise persuasion. The Blaupunkt Bremen cassette player totally gives the game away; I mean, it must be 25 years since I last played a cassette tape. However, the 928 GT is a very efficient mode of express transportation, a proper grand touring car for crossing continents in considerable comfort and ease. And that is precisely why Porsche handed out a small number of 928 Club Sports to its star drivers during the late 1980s, so they could travel in style from circuit to circuit.

Which brings us to our Nürburgring noggin: lunch in the Porsche hospitality tent with none other than erstwhile F1, F2 and DTM star – and two-times Le Mans winner ('86 and '87), the ebullient Hans-Joachim Stuck. The Zuffenhausen promo girls usher us into the marquee beside the





There are worse ways to travel. The 928 may not be at its absolute best on the twisty bits, but it's far from disgraced and it's the consummate long-distance machine

Nordschleife, where Hans greets us warmly. He's here for the Porsche Driving Experience training day, just ahead of the fabulous Old Timer meeting, wearing his Volkswagen Motor Sport representative's hat, a role he's performed since 2008. We've got a surprise for him. Last year we spotted the very 928 CS he was given in 1987 in the private collection of PC Gelderland at Leiden, belonging to proprietor Mark Wegh, and Mark kindly agreed to have Hans's 928 trailered to The 'Ring for this rendezvous. Hans was overjoyed to be reunited with 'his' 928. In point of fact, he received a succession of 928s during his tenure as a works driver, and the first one he inherited from Stefan Bellof. 'I knew when I joined the Porsche factory team in '85 that all the drivers were allocated these cars, and Professor Bott said, "Hans, we want to give you a car, and Stefan (Bellof) just gave his car back yesterday," so I took Stefan's 928. He'd brought it up to Weissach the day before, it was washed, and they put some fresh tyres on it, but there were still loads of things in the car belonging to Stefan: I found a pair of shoes, some tickets for the

race track, all sorts; he must have lived in that car. I'd never driven a 928 before, but I found out in the first 10km going from Weissach to the motorway, the power, the sound – that V8 is a jewel – you have this long hood in front of your nose, perfect seating position, it was just great.'

Hans had five 928s in total. 'Year by year we regularly got new cars, and this was the second one. I loved it from the first day I got it. 'It's in mint condition, still perfect. Look at the quality of the leather – even the steering wheel, maybe a hundred people have touched it, but it's still like new! So cool, my little baby.' An original number plate amongst the toolkit under the hatchback confirms it's his car from '87. 'I had two white ones when the 962s were in Rothmans livery, and then when we had the Super Cup I had a dark blue one, then another white one, and the last one was a red 928 GTS, which was a real flyer: it had 350 horsepower, and for me the great thing was that it was a perfect car for driving long distances between the tracks for races and testing, but also you could go onto a track with it and it was a perfect track car as well. Don't forget this was a Club Sport and the Club Sport is set

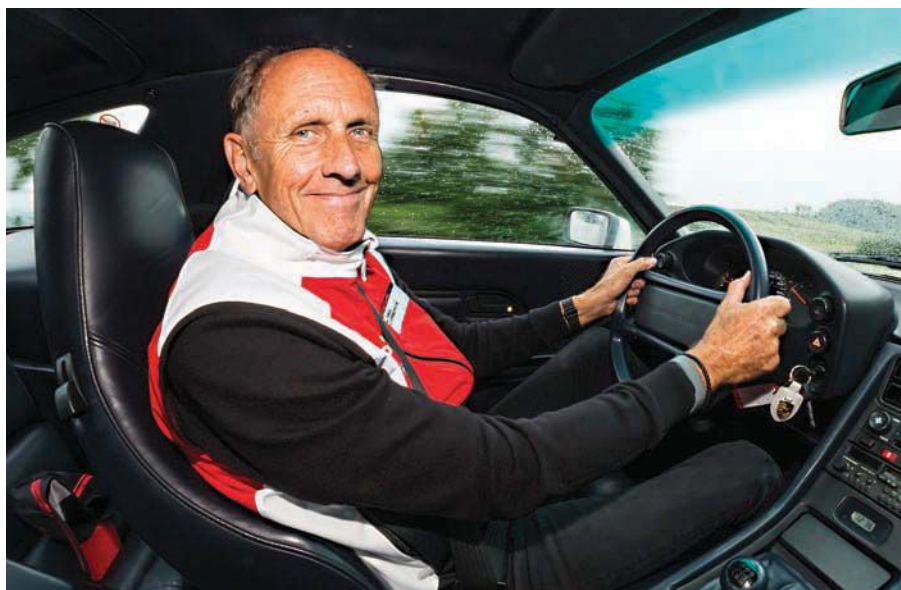
up precisely for that.' Indeed, the sound of the Club Sport V8 is a much stronger, more purposeful note than our GT's.

He waxes starry-eyed. 'This was a fantastic car to drive really fast, but it was still a relaxed drive. In '86 I drove my 928 to Le Mans and then I did the 24-Hours, and after the race I was still so fired up with adrenalin that I started to drive back home, but then I felt so tired I drove into a parking lot and fell asleep – and suddenly there was a policeman knocking on the window to see if I'm still alive! The longest journeys I did in the 928s were from Austria to Le Mans and Nardo in southern Italy. I live in the south of France now, which is about nine hours from my home in Austria, and I do it regularly, and I like that. I never have any problems getting tired. If I do sometimes, I stop, I run around the car five times this way and five times the other way, and it restores the blood circulation. What really makes me crazy is traffic jams; I hate that, and the German motorways at the moment have so many road works.'

Having viable back seats, the 928 could also serve as Stuck family transport: 'My son Johannes was carried around in there

Right: Tipler at the wheel. Note, as a 928 GT, this is a manual and so more driver focused than most 928s





The ever ebullient Hans Stuck is delighted to be reunited with his old 928. He's even pleased to see Tipler!

Below: Stuck's CS with our GT. Bottom right: PDK decal denotes this 928 as one of the development cars used for Porsche's early forays into PDK transmission. The system is not fitted now

as a baby, so it brings back really precious memories. Now I really regret I didn't buy it for a good price after I was supposed to hand it back, and now I probably couldn't afford it! Still, I'm happy to see it in such great condition here.' His personal 'old timer' collection includes a BMW 700 – 'from the years that my dad was driving; I also have a BMW 2002 Turbo, a '51 Beetle which is my year of birth, and I have a '79 convertible Beetle; I have an M3 CS, the one with the carbon roof, and my wife has an '83 Turbo-Look 3.2 Carrera Cabriolet. And I also have a 1936 Porsche tractor! Is there room for a 928? Who knows! Hans takes 'his' 928 CS up the road to Dottinger Höhe: 'do I really have to give it back? It runs perfectly, the gearbox is fine, there is

no rattling, great steering, good power; it's a big day for me. If Mr Wegh ever wants to run the car in a classic event and he needs a driver he should call me and we'll do it.'

Not on this occasion though. The Nordschleife startline is rammed with privateer punter Porsches, and it's wet, and not a day to be on track in this particular icon, at any rate. As Hans points out, 'today is the classic day, where people come with their really precious 911s, 914s and 356s, and they take the cars out with instructors to get to know the track. We (Hans and Walter Röhr) have a Panamera Turbo to give taxi rides, and the lucky ones draw a raffle ticket to get the ride.' We estimate at least 100 Porsches on track. It's raining on and off, and later when we drive around to

Brunnchen to watch, they are coming gingerly by in batches of half-a-dozen cars, led by an instructor in a 991. A Panamera swoops into view, going three times as fast: that'll be Hans!

We pay our respects, and on the way out we bump into Walter Röhr. I can't resist asking the question: was he ever offered a 928? 'Not exactly; they lent me one to drive home from the factory one evening, and next day on the phone they asked if I wanted to keep it, and I said, "no, and if you want this car back you will have to come and collect it!" It was just not my kind of car.' Each to his own. 928 miles in a 928, though? After the long haul back to Blighty in the Great White Shark I can't wait to get out in the flighty Boxster. **PW**



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A silver Porsche 964 RSR is shown from a side-rear perspective, driving on a paved road that curves through a lush green forest. The car's distinctive features, such as its wide body, gold wheels, and rear spoiler, are clearly visible. The background is filled with tall trees and dense foliage, creating a sense of speed and immersion in nature.

Words: Johnny Tipler Photography: Antony Fraser

ROAD RACER

Starting life as a Carrera 4 racecar, transformed into an RSR with 3.8 flat-six transplant, this wide-body 964 has seen action at Daytona, Sebring and Spa. And now, woodland glades in north Germany where we put it through its paces

This is a car with a very long story. It began life as a black, pre-production 3.6-litre 964 Carrera 4, and sold to photographer Klaus Treude (who also owned a genuine 964 C4 Leichtbau, in yellow) who raced it for two seasons in '90 and '91, notching up a couple of class wins and several podiums. Then, before the 1992 season, it was sold to Wolfgang Mathai, an industrialist and prominent amateur racing driver who ran it for himself and his son Oliver in the German national Porsche Club Championship, DTR club racing and VLN endurance racing.

Our storyteller for this remarkable tale is Thomas Schmitz, the car's long-time owner and proprietor of TJS German Sportscars. We've come to visit him at his premises in Telgte, near Münster in North Rhine-Westphalia. Like the Siren's beckoning call, it's an enticing Aladdin's Cave for 964 and 993 buffs, with a dozen gorgeous examples in the showroom and maybe a dozen more exotic Porsches of one sort or another in the workshop. And that includes our subject car, the broad-beamed silver 964 RSR, which

Thomas bought in 2007 and converted to RSR spec. Paradoxically, this is one 964 that's not for sale. Maybe.

So, meanwhile, back to the story: after Mathai acquired it, the car was first repaired, having been crashed by Klaus Treude, then prepped by Kremer Racing as a Class 6 Group 4 car, which included converting the bodyshell to a wide-arched RSR. Because there were not yet any tuning parts available for the 964, Kremer converted the engine to Group B-spec 3.8-litres, and since six individual throttle bodies were not allowed, it was equipped with one huge throttle body on top of a magnesium air intake. With the help of Porsche Weissach, specifically Jürgen Barth, Bernd Mueller and Roland Kussmaul, it was developed along the lines of a Carrera 4 Lightweight (Leichtbau), with the 953 drivetrain, aluminium doors, aluminium bonnet, a Kevlar rear wing, three-piece BBS magnesium rims, all acquired from Porsche Motor Sport. They also bought two sets of 953 transmission ratios, one set for the back and one for the front. Being wide-bodied it was more extreme than the Weissach-built narrow-bodied C4 Leichtbau, and was in fact

a unique car in the events it raced in; the C4 Leichtbau was never seriously raced at the time, and they didn't have the advantage of the strong Kremer-built engine. Father and son Mathai campaigned their C4 in endurance events under the Porsche Club Hildesheim banner, including Daytona and Sebring, and it did lots of the European long-distance races including Zolder, Nürburgring, Zandvoort, Dijon, Österreichring and Spa-Francorchamps, and Oliver also ran it in the Porsche-Ferrari Challenge, twice finishing the series runner-up in '92 and '93; the only car to beat him was a Ferrari F40 Michelotto. It was maintained by Kadach Tuning, for whom Oliver Mathai drove in the German Carrera Cup (2nd in 1995) and Supercup. In the 1992 Porsche Germany Trophy Series, Oliver won five out of six races, including Dijon on 20th September, and he recalls the round at the Österreichring very well: 'it was raining heavily, and in the course of the half-hour race I had lapped everybody else! I could brake really late with the four-wheel drive chassis, and it would turn in very nicely, so it was very competitive and a very good car to drive in the rain. It was a very fast

Looking immaculate in silver, with gorgeous split-rim BBS wheels, this 964 RSR lookalike is actually an ex-racer, with quite a history



circuit, the old Österreichring, and our 964 was much the fastest car on track that day.' The following year his results sheets show Oliver won the Porsche Club Championship round held at Zandvoort on 10/11th July, going on to win at Zolder on 20th July, and then father and son placing 2nd in race one of the round at Hockenheim on 31st July '93, and Oliver then winning the 2nd race outright, too. He won again at the Österreichring on 29th August '93 against a

strong field of RSRs and 964 Cup Cars. The Mathais used it in the national Porsche Langstrecken Trophy and the Castrol Hauke Cup series – which evolved into the VLN endurance series (Veranstaltergemeinschaft Langstreckenpokal Nürburgring), where Oliver sometimes finished in front of top names like Franz Conrad, Roland Asch, Hans-Jürgen Tiemann, Jürgen Alzen and Mike Hezemans. In '93 Oliver and his father teamed up with another well-known German

racer, Edgar Dören (at the time racing a 944 Turbo Cup) to contest endurance races, and one time at the Nordschleife they qualified ahead of Olaf Manthey who would normally have been up front, but it was part-wet, part-dry, and the four-wheel drive C4 chassis enabled them to take pole on a greasy track. That was as good as it got, though: 'Unfortunately, during the race, the gas pedal stuck open on the long straight, and we got marooned in the gravel trap!' The following



It's a long story but, somewhere back in the mists of time, this genuine RSR bodied 964 actually started life as a pre-production 964 Carrera 4

year Oliver ran it in the Porsche-Ferrari challenge again and won the Nürburgring round, but after that the car was retired and placed in storage. It wasn't long before Wolfgang Mathai bought a brand-new replacement RSR bodyshell for it from Porsche Weissach: 'It was a hard-fighting car, and it had quite a lot of accident damage during its race career, so a friend was able to help us buy shell production number 20, the last 3.8 RSR bodyshell left, and my father commissioned Kadach Racing to carry out a complete restoration, incorporating all the existing componentry.' Thereafter, Wolfgang Mathai only used it as a hobby road car for 1500km. Still, it had been a pretty successful racing car.

When Thomas Schmitz bought it, the driveline was still in 4x4 mode, but he had other plans. 'I converted it to two-wheel drive and reverted it to full 964 RSR spec including ABS instead of adjustable brake balance, with a fresh engine, and since then it's hardly been driven, sitting here most of the time; I did a track day on May Day this year, and it still runs wonderfully.' The current engine is not the Kremer-built 3.8 – which Thomas still has; rather, it's another 3.94-litre unit, built by APP Automotive, who are based at Weesp, just south of Amsterdam in Holland (www.appracingengines.com). Maximum torque is 434.8Nm at 5300rpm and maximum power is 375bhp at 6900rpm. Ready to race,

with 82kg on the driver's seat plus half a tank of fuel, it tips the scales at 1172kg, so it is quite light. It's a visual treat, too, its purpose absolutely unmistakable. Those bulging wheelarches wouldn't disgrace themselves on The World's Strongest Man, while the engine lid is resplendent with the better-proportioned smaller 3.8 RSR wing. The car sports brand-new gold-centred split-rim with billet aluminium centre 18in BBS wheels wearing 235/40 ZR18 Michelin Pilot Sport Cups on the front, and 295/30 ZR18s on the back.

Thomas walks me round the car. 'The normal RSR didn't have power steering, so

individual headers, and it's a very clever system, available with or without catalytic converter; this one is with a catalytic converter, and without it's even louder.' It's currently mated to a genuine six-speed 993 RS manual box, but Thomas also has a correct five-speed 'box from a 964 RSR as back-up. He's also switched glassfibre seats for Kevlar seats to save weight. 'It's very emotional to drive, because you are so involved with the handling of it and with the responses of the car, and when you look at it, it looks so sexy, and then when you fire up the engine the sound is amazing, the throttle

“ It's so much more visceral than a modern GT3 RS ”

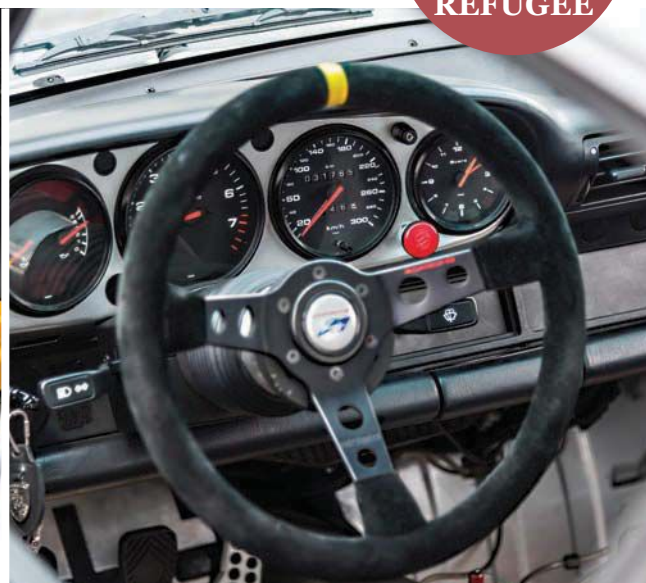
we fitted electric power steering so we didn't lose the horsepower from the cam-belt. There's a special wiring loom in the front with an electric motor with its own fuse. It works very nicely, especially on track with slicks on, because after a while it gets exhausting, especially in endurance racing. This exhaust system was developed for Le Mans by Mühlbauer Racing in 1991, and all the big teams copied the design. It's very light, with

response is unbelievable, and I just feel at home in these cars. Of course, when you drive very quickly then it gets tricky, because you don't have any electronic helpers but I love it, it's all so pure and very entertaining. It's so much more visceral than a modern GT3 RS. Creating emotion is very important for me, and I'm doing this for my pleasure and with this car I always have a smile.'

Nevertheless, Thomas is critical: 'it is a little

If you want a rare and very special 964 or 993, then Thomas Schmitz is your man





bit too stiff; I ordered a brand-new RSR suspension from Bilstein's race department and they advised me not to use the normal race springs because the cars always have problems with understeer because they are too stiff at the front, so instead you should have a softer spring rate; but I didn't listen, and I ought to swap the fronts for a bit more of a softer rate because I believe it will run much better then. We had some understeering problems at the beginning, but we sorted them out by making the car stiffer with the anti-roll bar at the rear and more negative camber at the front. But I love it, and the history is very interesting, and if you check the values of proper factory built 3.8 RSRs they are €1 million, €1.5 million even, and this car is a fraction of the money, and it can do exactly the same – and basically it is the same, but it doesn't have the correct VIN number of course, but it does have a nice racing history and a nice provenance.'

We gaze at the mighty 3.94 flat-six. Thomas points out the reservoir tank. 'This was something we put in recently; we call it a throw-up can, because when you have too much pressure in the crankcase or too much oil, it throws it into this can. The catch-tank is normally a separate one for when

you have excess oil, and if you have oil fumes there is a pipe going back into the air filter, but then it sucks in all the oil with the air, which is not good. In this case, this is like a proper race car breather tank. And you can see the solid engine mounts, and we have also mounted the engine a little bit lower in the engine bay, so there are spacers to make the engine sit a bit lower to set the centre of gravity a little bit lower.'

The 3.8 RSR engine has six individual throttle bodies with a big magnesium air intake system that looks really formidable. 'To gain a little bit more torque we extended the intake trumpet pipes, and because we wanted this car to be road legal and usable on the road we run it on a MAF hot wire air mass sensor system, while the normal race cars only run on the vane meter, and this makes it a little bit more usable on the road, provided you don't go full throttle all the time.'

Thomas has three thick folders of documentation recording the car's history and provenance, and he scrolls through the race history. 'I have a lot of results from the early-to mid-'90s, and it was a front runner. Wolfgang and Oliver Mathai had the car built up with parts sourced directly for Weissach. Here is a letter written by Wolfgang Mathai to

the key people at Weissach, which is something I like very much, because Mr Mathai was an industrialist, but he was one of the proper old German gentlemen; you see the old cartridge paper that he wrote on, with a proper ink fountain pen, and you can read what he says: "Dear Mr Barth, Dear Mr Mueller, Dear Mr Kussmaul, ...thank you very much for taking care of me on my visit on the 9th January 1991, following up again on my order (in written form) aluminium doors right and left, like Type 959, front bonnet in aluminium, thin glass, Carrera 4 Lightweight limited-slip differential transmission system, pedal system with double brake activator, strut-brace, Cup suspension complete with anti-roll bars, Cup version Matta roll-cage; all these parts are used to convert the Carrera 4 with the vin number 400325 to Class 6 race car. Please send all the parts in the next few days to Firma Mathai....." It also says, "The order form for the engine will be done shortly as we are considering whether it should be a turbo or a non-turbo engine; very best regards, Wolfgang Mathai."

Next document in the file is the invoice submitted to Wolfgang Mathai for the parts, dated 22nd January 1991. I scan though it, and my eyes alight on the whopping total: it's

Left: Engine built by Dutch outfit APP. At 3.94-litres, we might as well call it 4! It's dominated by huge magnesium air-intake system. Power is 375bhp

It's a pretty exciting road car, as you might expect. It's really better suited to the track, though, with its uncompromising suspension





Thomas Schmitz has fitted electric power steering, but even so, Tipler seems to be a long way from the apex here!

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Below: In racing
4WD spec in the '90s,
with Oliver Mathai at
the wheel

just short of DM9560, which back then would have been not far off £10,000. As Thomas admits, 'That was a lot of money at the time.' Indeed, but the Mathais were perceptive enough to see that the 964 configured with the four-wheel drive transmission had distinct potential as a competition car, especially in poor weather conditions, and it was probably a cheaper route than stumping up for a Weissach-built 964 C4 Leichtbau.

Wolfgang Mathai is no longer with us, as Thomas points out: 'the father unfortunately passed away two years ago, but the son Oliver (49) is very much active.' True enough, I spoke to him recently about the car's early days, and he provided us with photos from back in the day. I've also seen him in action at a number of venues over the years, ranging from Le Mans Classic in a 911ST to the N-24 in a 996 GT3RS, and the Nürburgring Old Timer and Tour Auto in a 906. His career in the 964 RSR pre-dates those appearances, though he is keen to share his experiences, as I've already reported.

Time to put it to the test. This is a racing car and no mistake. Sure, it's road registered, but there the synchronicity ends and the urge to be doing this on a circuit takes over. On narrow country lanes, it's going to be nigh-on impossible to truly discern its capabilities, but it's a thrill to be let loose in any

circumstances. It's a pretty exciting car, a very harsh drive and very loud, and it's on proper RSR suspension so it's very stiff, and on a bumpy road it probably wouldn't be a lot of fun because you'd always have a wheel in the air, but here on the forest back-lanes it's good enough, though the width of blacktop leaves something to be desired. Surprisingly, it is road-legal, even in Germany. The view in the rear-view mirror is of a substantial wing filling the space. I'm six-point harnessed into a Kevlar Recaro race seat, surrounded by a

the perfect race position, and it's simple enough hauling on the wheel to bring it around the bends – thanks to the electric power steering, then accelerating hard on the straight bits where its true storming performance potential reveals itself. Brakes are as powerful as its acceleration, and it's as well-balanced gaining speed as it is slowing down, though actually we're barely scratching the surface here. The throttle response is fantastic and the turn-in is supremely accurate. It's compliant, it goes where I want it

“ It's a pretty exciting car, a very harsh drive and very loud ”

comprehensive silver painted roll cage, imparting that inviolable feeling once installed inside the cabin. The clutch is race-sharp, and I welcome the muscle-building challenge it presents, and to get it off the line I'm revving it rather harder than normal. On the other hand, the electrically assisted steering makes light work of wheel twirling. Shifts come easily enough, though it's not a swift motion through the gate. I'm good and close up to the wheel,

to go, and the power is right there. It's a proper job, and I relish the fact that it's done its time on important circuits in the hands of some of the top pro-am drivers. Or rather, its former bodyshell did, along with its other engine. Nevertheless, it would be so nice to emulate them on a track next time. For now, I stand back and appreciate the glorious lines of one of the most exhilarating cars I've (all too briefly) driven. **PW**



Ts THOMAS J. SCHMITZ Ts

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Throttle Bodies for Porsche application

AT Power have recently been working with Reno Rennsport on developing 'Shaftless' Billet aluminium Direct-to-Head Throttle Bodies for the Porsche 993, 964 and 911 engines.



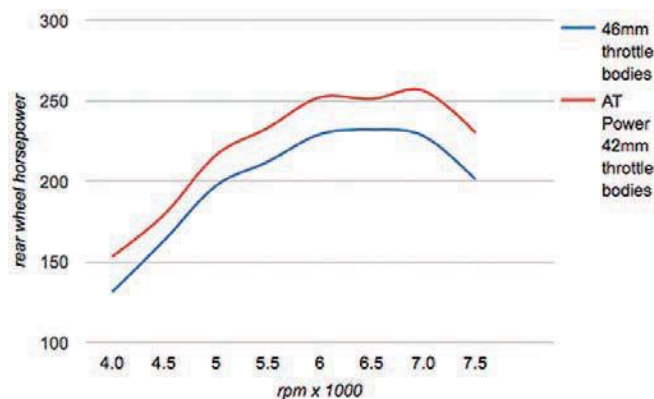
Porsche 911 Throttles



Porsche 964/993 Throttles

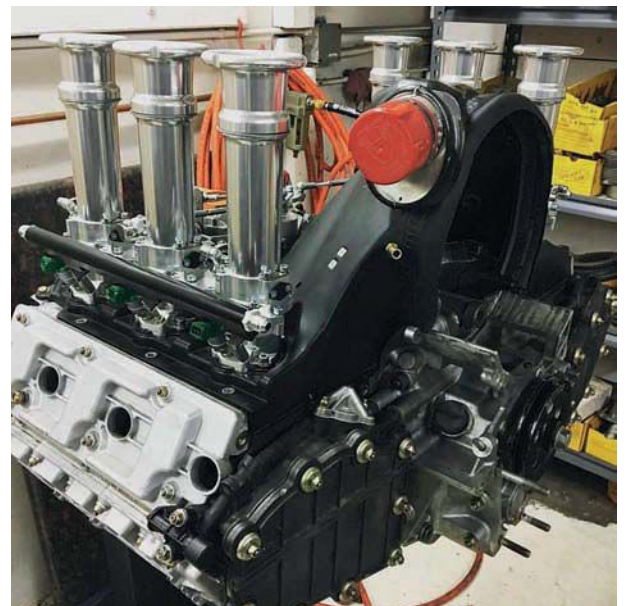
Dyno Data

Porsche 3.0 liter Euro engine, 46mm aftermarket stacks vs AT Power Shaftless throttle bodies.



Comparison is between two identical stock Porsche euro spec 3.0 liter engines. Each motor also has 1.5 inch headers and racing mufflers. Both engines have the same fuel injection system and ecu. One has a reputable aftermarket throttle body system with 46mm diameter shaft butterfly. The other contains the AT Power designed throttle body system with 42mm shaft-less butterfly. Both runs were done in same ambient conditions on the same wheel dyno. All other specs on the cars are identical.

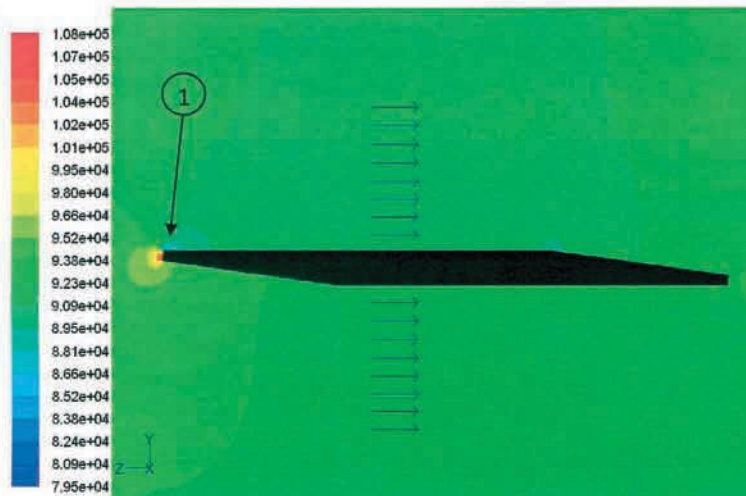
Throttles Installed



AT Power Improved Shaftless Flow Data

AT Power Shaftless Throttle

- Butterfly knife edge on leading and trailing edges minimising air flow separation.
- Minimal butterfly thickness maximising volumetric efficiency.
- No shaft or screws giving 99.5% the same flow efficiency as having no butterfly at all.
- Higher airflow velocity resulting in higher volumetric efficiency, horsepower and torque.

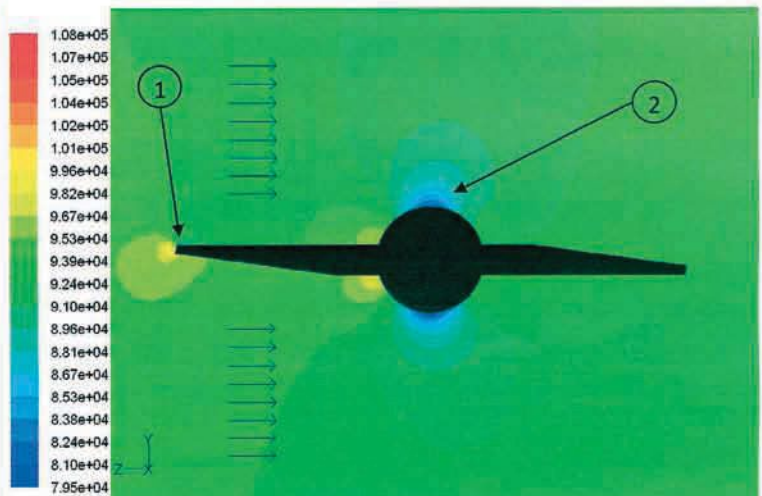


Contours of Static Pressure (pascal)

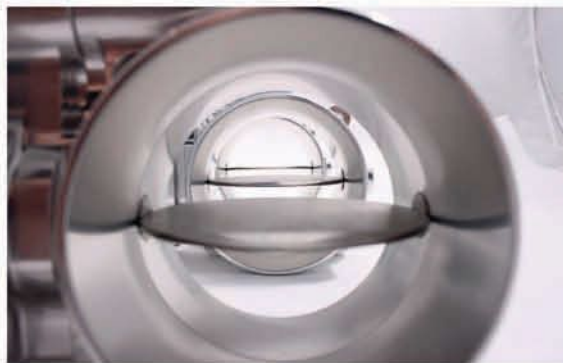
Standard Shafted Throttle Flow Data

Traditional Shafted Throttle

- Shaft and butterfly fixing screws causing air flow separation and stagnation areas.
- Reduced volumetric efficiency.
- Reduced airflow velocity resulting in reduced volumetric efficiency, horsepower and torque.



Contours of Static Pressure (pascal)



One area where traditional butterfly throttle bodies are lacking is that the butterfly valve is held via a thick shaft and two screws. The shaft and screws cause disruption to the airflow, reduce flow velocity and hamper the performance of the engine. To rectify this problem, AT Power developed an award-winning design concept where the blade is supported at each end and has no shaft in the throttle bore. The thickness of the blade is reduced to the minimum achievable, with knife-edged leading and trailing edges and the rotating shaft does not ingress into the airflow passage.

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Thanks AT Power.

Brian Lowrance, Spec 911 Racer Partner - Reno Rennsport

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TECH: HOW TO

CABLEVISION

Modern Porsches have what are usually reassuringly smooth and precise cable-operated gear shifts, but even these can become stiff and awkward, especially in hard-driven cars like the GT3 – and sometimes the cables become detached from their bracket on the transmission. Chris Horton shows how to address the problem and, with luck and a pragmatic modification, prevent that latter issue occurring again. Photos by the author



Another month, another 911 gear-shift story. No apologies for any apparent duplication or repetition, though, because the car shown here, an early 996 GT3, is in this respect – and many others, of course – about as different from the 911SC that we looked at back in the September issue as it is possible to be.

The system is cable-operated, for a start, where the SC's relies on the automotive equivalent of a railroad turnout linkage, and we replaced as a matter of routine the entire plastic gear-shift mechanism – no point in a car of this nature (and potential value) taking any chances with the quality and reliability of the vital interface between your hand and the gearbox behind you,

transmitting perhaps 380bhp and 385Nm. The methodology shown is very slightly peculiar to the GT3, but the broad principles are much the same across the entire 996 Carrera range, as well as the 997. (Both the Boxster/Cayman have a similar set-up, too, but in those cars the cables run through the engine compartment, requiring the removal of both access panels. Some other time.)

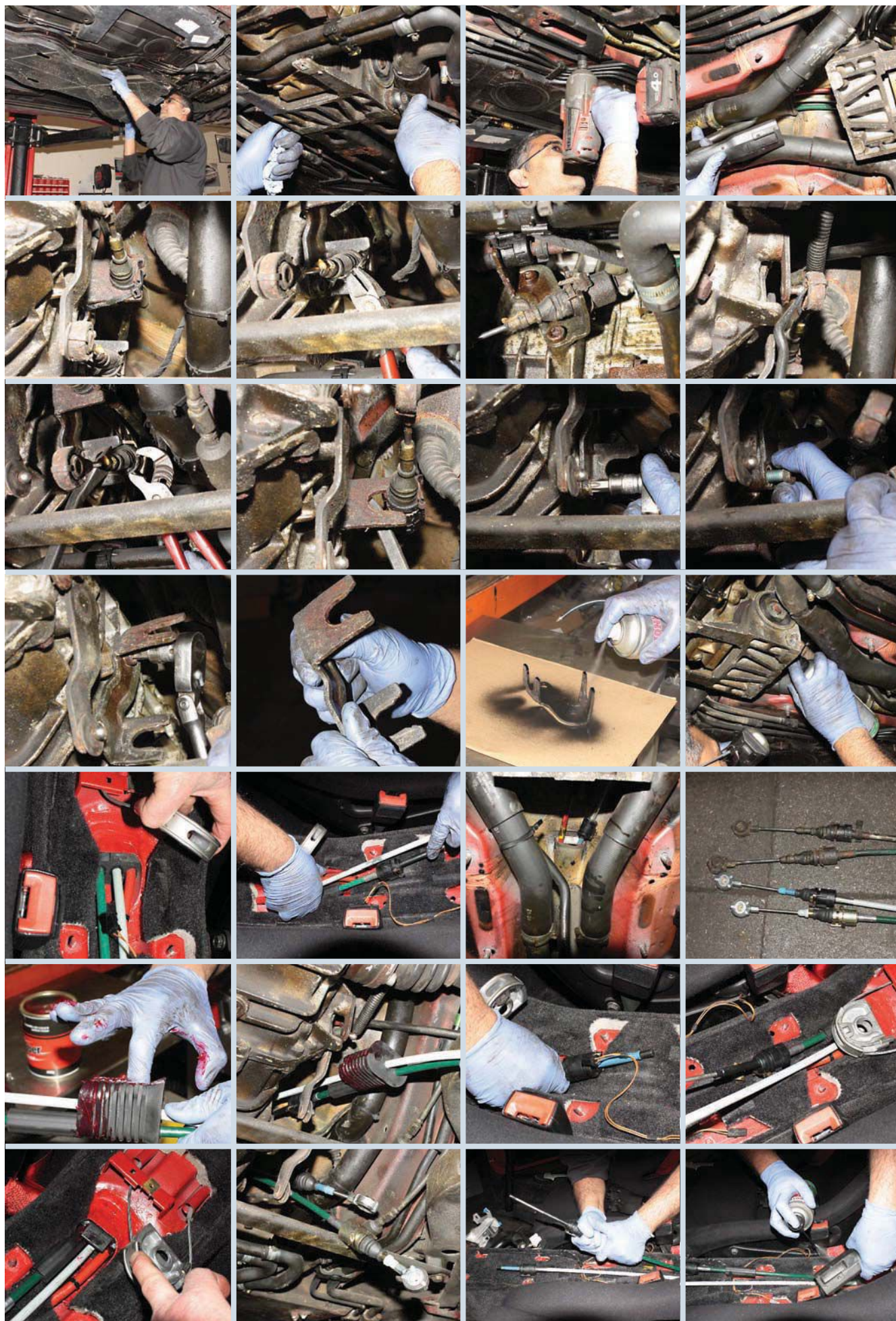
Modern Porsches have a gear-shift lever linked to the transmission by what are essentially high-tech Bowden cables. Simple and effective, but over a long period they can become almost as stiff and obstructive as the old-fashioned rod-and-pivot mechanism of the air-cooled cars. And the spring-clips securing them to the bracket on the side of the transmission often fail, an obvious further cause of poor shift quality – or even missed shifts, with all the consequences they bring. The cables are not too difficult to replace, although you do need safe access to the underside of the car. Vehicle shown here is an early 996 GT3, but the same basic principles apply right across the board to the contemporary Carreras, plus the Boxster and Cayman. Thanks to Sid Malik at Porsche-Torque in Uxbridge for his help with this how-to story: 01895 814446; porsche-torque.co.uk

Unusually, we join the action part of the way through the dismantling procedure – so to see how to deal with first the centre tunnel trim and then the cables' connection to the gear lever inside the cabin, see the reassembly photos on the next spread and, well, extrapolate backwards. It's all straightforward stuff, anyway. Here, then, we see Sid Malik removing first the undertray and then the metal plate securing the front of the transmission to the floorpan. This gives access to the underside of the aperture in the centre tunnel through which the cables pass. Gear-shift cables are green and grey – red cable in the photo top right is a power lead, and remains undisturbed.

The old cables have been secured with cable-ties, after their original spring-clips failed. Snip through those, ease the socket-end of the inner cable off the ball on the lever on the gearbox, and then (if necessary!) close up the spring-clips to ease them out of the bracket. The bracket on this car was in fairly poor condition, so Sid removed it (two Torx screws) and then cleaned and painted it

Silicone spray on the cables, applied from beneath the car, will help them push/pull through the rubber grommet in the tunnel – one at a time, though: the aperture is too small for their bulky end-fittings to pass through together. New cables go back the same way (ie from beneath), with an additional smear of rubber grease on the grommet to ease the process: take care not to get any on the carpets, though.

Make sure that the grommet is securely positioned with the tab on the top pulled all the way through into the cabin, such that the adjacent ridge around the moulding slides past the end of the aperture. If not, it could work itself free again



TECH: HOW TO



The two new cables should be a nice, positive fit in the bracket, slotting into place with an audible click; push the ends of each clip home with a screwdriver blade to make sure. Just as the socket on the old cable was prised off the ball with a screwdriver, gently squeeze the new one on with a pair of water-pump pliers. Cable-ties shouldn't be necessary at this stage, but wisely, and based on long experience, Sid was taking no chances (left). They certainly can't do any harm

The centre tunnel finisher has to come off – which can seem a little daunting, but is actually quite straightforward – and you then need to get yourself safely under the car in order to disconnect the rear end of each of the two cables from the right-hand side of the transmission casing. Normally these would be simply clipped into place on a sturdy metal bracket, but such has proved to be the inherent fragility of the clips that many cars – like this one – will have had them further secured with common-or-garden plastic cable-ties. And unsurprisingly Porsche-Torque's Sid Malik – our man on the spanners for the day – later secured the new cables in precisely the same way. Once bitten, twice shy.

We should confess that on this occasion we came into the job a short time after Sid had started work, and so missed the preliminary dismantling stages inside the car. For that reason we have shown – unusually for one of these how-to stories – all aspects of the reassembly process. Bear that in mind, then, before you start casually pulling your own car apart.

No special tools are necessary, although you will need a solidly mounted large vice to hold the old gear-shift mechanism firmly enough to allow you to pull the trimmed knob off the blade-like shift lever proper. You will also need some rubber lubricant, to help the cables slide through their large sealing grommet, and then the grommet

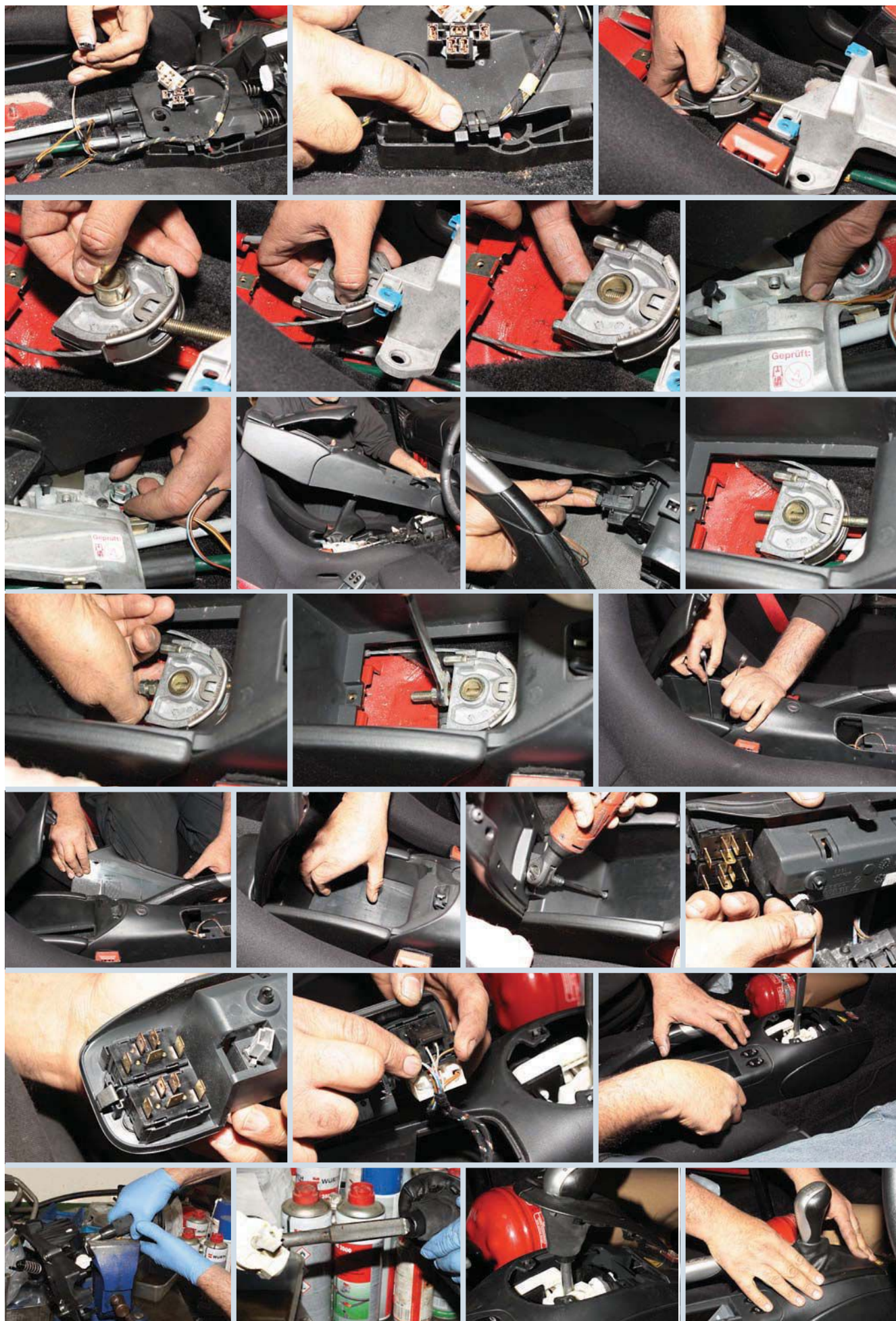
itself into the hole in the centre tunnel.

The two cables (and they are sold only as a pair) currently cost £210 plus VAT from Porsche, and the shift mechanism just £131 plus VAT – another good reason for binning the old one unless it is very obviously in perfect condition. Fitting times will vary depending upon your abilities and facilities – and any other tasks you find need doing, such as cleaning and painting the shift cables' mounting bracket, or perhaps changing the transmission oil – but Sid charged this out at three hours. And that, remarkably for a car of this specialised nature, is about it. Full details in the accompanying photos, and their hopefully exhaustively informative captions. **PW**

It is not strictly necessary to replace the entire gear-shift lever, as well as the cables, but given both its modest price and its influence on the shift quality, why not go the extra mile? It comes from the factory with a white plastic clip securing the lever in neutral. Leave that in place until, with the gearbox also in neutral, the cables have been attached. This should ensure that all seven ratios can be selected without additional adjustment. The outer cables are secured via spring-clips not unlike the ones at the gearbox end, and then the inners can be pressed down into the channels emerging from the base of the shift lever. Let them assume their own position; don't apply any longitudinal tension. Obviously the matching ridges and grooves are designed to provide a secure grip, and the spring-loaded covers, flicked from their open position with a screwdriver blade, finish the job. Fit the plastic cover over the cable ends, and finally remove shift lever's temporary locking bar



Now it's just a case of reconnecting the various electrical plugs, and refitting first the handbrake lever and then the tunnel finisher. Adjust the handbrake so that it pulls up through about three to four clicks. Again, it's all entirely straightforward stuff



Probably the hardest part of the procedure on this car – and no doubt it is typical of most others – was separating the gear-lever knob and trim from the central steel 'blade' of the old shift mechanism. Best way to do it – and plainly you need to avoid causing any damage – is to grip the lower end of the blade in a solidly mounted large vice and simply pull. Be warned, though, you will work up a good sweat... Push the cover gently down over the new blade, ease the leather gaiter into position, and the job's done



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2011 911 (997) 3.8 Carrera 4S Convertible Gen II Basalt Black, 2011/60, 25,220 miles, Black Leather, PCM3 Touchscreen Sat Nav, Bluetooth, Sport Chrono Pack Plus, BOSE, Sports Seats and Tailpipes, Xenon Lights with Wash, 19" Sport Design Alloys with Porsche Crests. **£51,900**



2011 Porsche 911 (997) 3.8 Carrera S Conv Gen II Basalt Black, 2011/60, 37,200 miles, Black Leather, PCM3 Touch Screen Sat Nav, Bluetooth Phone Prep, BOSE, Heated Seats, 19" Carrera Classic Alloys with Coloured Crests, Xenon Lights with Wash, Aluminium Dials, PASM. **£47,900**



2015 Porsche Panamera D 3.0 V6 Tiptronic Pure White, 2015/15, Automatic, 18,400 miles, Luxor Beige/Black Leather, PCM3 Touchscreen Nav, Bluetooth, Heated Seats, Servotronic, Automatic Xenon Headlights with Wash, 20" 911 Turbo II Alloy Wheels with Porsche Crests. **£44,900**



2009 Porsche Cayman (987) S 3.4 Coupe Gen II Arctic Silver, 2009/59, 49,800 miles, Black Full Leather, PCM3 Touchscreen Sat Nav, Bluetooth, BOSE, Xenon Lights with Wash, PASM, Sports Seats, Leather Dash and Door Cards, ISOFIX Prep, 19" Carrera S Alloys with Porsche Crests. **£25,900**

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CHARLES IVEY SPECIALIST CARS

Charles Ivey has been in the Porsche business for 43-years. Its well known Fulham showroom is a London landmark, but recently the company has expanded out of Fulham to take residence in what was once John Cooper's motorsport factory/workshop and now a listed building in Surbiton

Words and photography: Brett Fraser



Chances are that if you've been around the Porsche world for a while, then the name Charles Ivey will ring a bell. You may not know precisely why, but in the back of your mind you'll associate the company with being a long-established pillar of the Porsche community. For just how long though, might surprise you.

Charles Ivey Specialist Cars first set up shop way back in 1974, and in case you're thinking that doesn't really sound that long ago, do the maths – in case you're not good with mental arithmetic and don't have a calculator to hand, that's 43 years. And during that time Charles Ivey has always been a Porsche specialist, trading from premises in Hurlingham Road, Fulham, a stylish part of west London.

This year, however, Charles Ivey has

opened in a second location, a few miles south down the A3 in Surbiton, Surrey. 'Business has been growing so we were in need of more space,' explains company director since 1991, Alvaro Crego. 'Finding a second premises is also part of a pragmatic long-term strategy for the company. Property prices in London remain absurdly high and developers are throwing up flats wherever they can find spare land.'

'Our Fulham showroom and workshops are in a highly desirable part of London, and as we only lease the premises, we think that it's inevitable that the site will eventually be sold to developers. It is, of course, a major part of Charles Ivey's heritage, so we hope that it doesn't happen, but we have to be realists about this.'

The Hurlingham Road site is well situated for Charles Ivey's central London clients, with a couple of Tube stations within

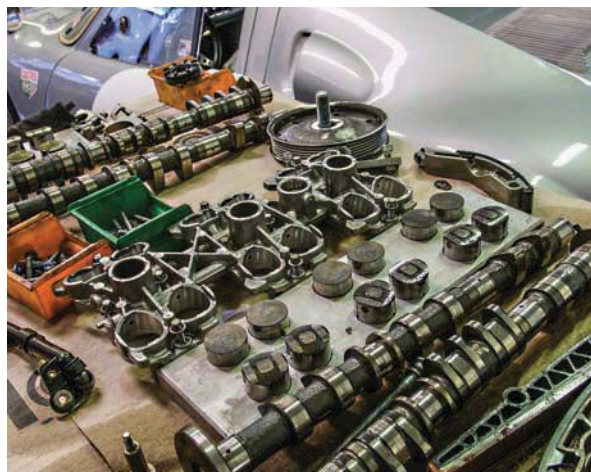
reasonable walking distance, so might it not have been better to find another London base?

'We've been looking around for a couple of years,' explains Alvaro, 'and wherever you go flats are taking precedent over commercial properties in any area that we might consider appropriate for our customers. Prices are astronomical and space is in short supply. That's how we ended up in Surbiton, because it is the nearest place we could find with the space and facilities we required.'

'Besides,' chips in Genaro, Charles Ivey's sales manager who has been with the company since 1992, 'the new premises is just around the corner from Surbiton station and from there it's just 12 minutes into Waterloo – that's quicker than going in from Putney Bridge [the nearest station to Hurlingham Road]. Surbiton station is only a

Looks familiar? Keen students of motorsport history will immediately recognise Charles Ivey's Surbiton showroom/workshop as once being the HQ for John Cooper's motorsport operation. It is now a listed building

The Charles Ivey workshop is a busy place. They will happily undertake work and rebuilds on Porsches of any age



brief walk away, although if the weather is nasty or the customer prefers, we will happily drive them to and from the station.'

Those of you of a certain age or with a keen interest in British motor racing history might already have twigged that Charles Ivey's Surbiton branch is housed in a rather special building: it was most famously the headquarters of John Cooper's motorsport operations, from where he not only created the tuned Minis that did so well in many forms of racing, but also legendary championship-winning Grand Prix cars. But as both Alvaro and Genaro concede with an honest shrug, it wasn't something they were immediately aware of. 'At the time we were simply pleased to have found a building that had the room and layout necessary for us to deal with the quantity of cars we look after. It had been empty for a couple of years, but prior to that had been used by the Metropolitan Police's traffic forensics team,' relates Alvaro.

'It was in the period between exchanging contracts and completion that we were informed that the building had been granted

listed status, and because of that we learned the full extent of the John Cooper connection. The wooden panelled room on the first floor was John Cooper's office, while the canteen on the second floor was where the F1 design team produced their technical drawings. Bruce McLaren, Jack Brabham, Stirling Moss, and other famous

from his own collection, including one of a very young and fresh-faced Stirling Moss sitting in a single-seater Cooper. Roy worked as works manager between 1948 and 1966.'

That photograph currently resides in John Cooper's old office where Alvaro has also amassed many other evocative period

“ We hosted an event for the guys who worked here during the Cooper era ”

names from motor racing in the 1950s and 1960s would have frequented the place, and at the time it was one of the world's most important F1 production facilities.

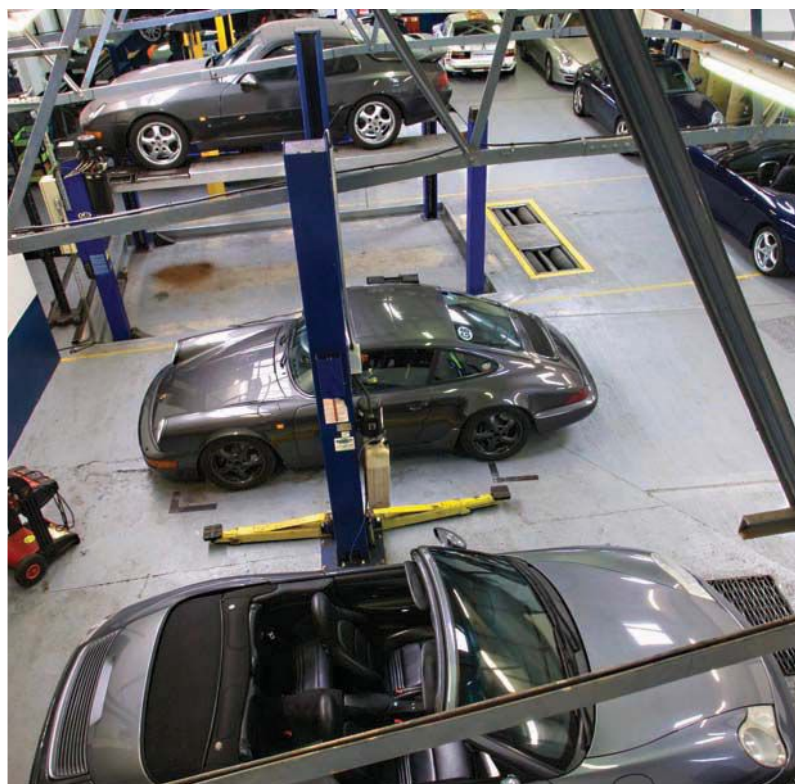
'We recently hosted a private event for the guys who used to work here during the Cooper era and you could tell that for some of them it was a very emotional experience. One of the now retired employees, Roy Golding, gave us some framed photographs

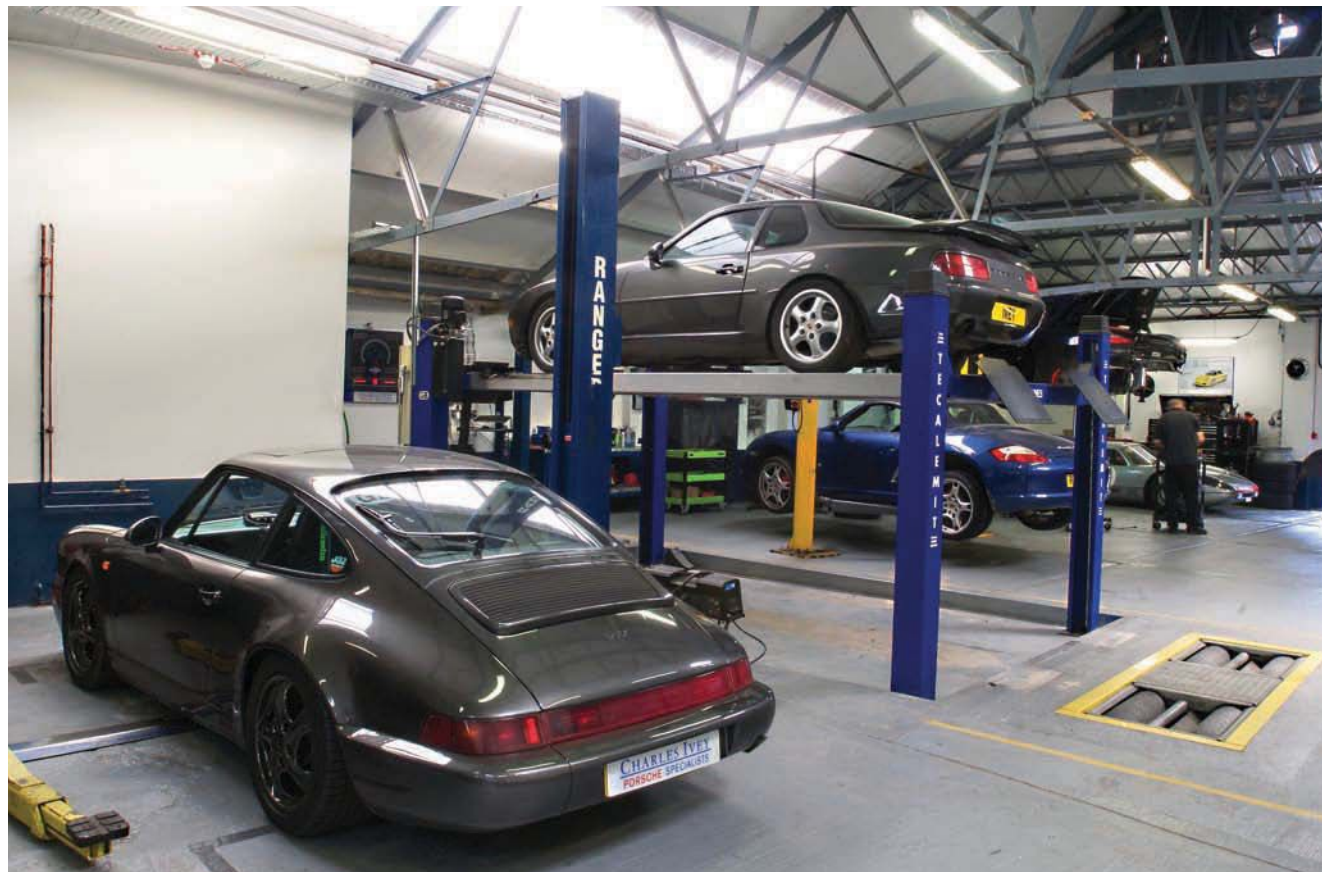
images, including John Cooper in the company of the actor Steve McQueen; in the entrance to the workshop there are also pictures of the building – in Hollyfield Road – with formula cars parked out the front with the petrol pumps, where regular suburbanites pulled up to refuel their Morrisies, Triumphs and Fords.

But in Charles Ivey's new showroom – which has space for seven or eight sales



Right: Charles Ivey Director, Alvaro Crego, has been with the company since 1991. Busy workshop will benefit from another three ramps in the near future





All generations of Porsche arrive at Charles Ivey for servicing. The 968 on the ramp represents an upturn in servicing and restoration on front-engined Porsches, as values have started to climb

cars – there are also pictorial reminders of what this small independent company achieved itself on the global motorsport scene. It competed at Le Mans in the 1970s and '80s, winning its class three times, and throughout the 1980s campaigned with

'Those were quite some special times; half a dozen blokes from a specialist Porsche garage in Fulham taking on works Porsche teams and beating them...'

Charles Ivey still runs a couple of racing cars, with one of them being a 2.5-litre,

There's a lot of talk here about racing, and it does go to show that Charles Ivey has the skills set to make Porsches perform to their optimum, whether it be a race/track car or a road machine.

'Just as at our Fulham site, we know how to cater to the requirements of the Porsche enthusiast market,' insists Genaro, 'and that includes anything from a 356 through to something more recent. At the moment we are doing lots of work on 997s and 996s, with 991s starting to creep into the picture as well. We are also starting to see more 944s, 968s and 928s. Because of their rising values, more and more people are starting to realise that they are now cars worth fixing up.'

'But as Porsche has diversified to more corners of the motoring market, we're adept at addressing modern vehicle servicing

“ It competed at Le Mans in the '70s and 80s, winning its class 3 times ”

considerable success in the World Endurance Championship and World Sports Prototype Championship, in cars as full-on as the Porsche 935.

Alvaro, who was race manager during some of this period, smiles at the memory:

turbocharged 944 S2 which puts out some 310bhp, an impressive increase compared with the original car's output of just 211bhp. The car is currently entered into the MSVT Trackday Championship and at the time of writing is first in class.



As you would expect, the broad spectrum of Porsches is available for sale in both the Charles Ivey showrooms in Fulham and Surbiton

Charles Ivey look after a few race cars including this 904. Right: John Cooper memorabilia and artefacts have been donated. This is Steve McQueen as a budding racing driver with the great man



requirements, too. There are plenty of owners around Surbiton and Surrey with Cayennes, Macans and Boxsters who don't want to pay main dealer prices but do want work done to the highest possible standards: we can also offer free collection and delivery for those customers who can't otherwise get here.'

And yet that's rather underselling the breadth of talent on offer at Surbiton. Charles Ivey is also able to rebuild engines and gearboxes of Porsches from all eras, perform MOTs, service air-conditioning units, repair bodywork damage and source new and secondhand spare parts. Currently there are four ramps in the Surbiton workshop and £22,000's worth of Hunter wheel alignment equipment, but there are

already plans in motion to further improve the facilities with another three ramps to be added to the workshop to meet surging demand for the company's services.

Meanwhile there's still work to be done on

little ways it has been – for instance, our signage has to be in the same font as John Cooper used, and the decorative panel on the front has to be the original blue.

'But the fact that being listed means we

“ I like to think if John Cooper was looking down now, he'd approve ”

the old John Cooper works building. 'We need to repair the canteen roof and sort out the upstairs offices and storage rooms,' explains Alvaro. 'People have asked if the building's listed status is a nuisance and in

can never convert the place into flats isn't an issue – we simply want to use the place to look after Porsches in the best way we know how. I like to think that if John Cooper was looking down on us now, he'd approve.' **PW**



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THE TEAM

STEVE BENNETT

996 C2/944 LUX

It's full steam ahead on the 996 now, what with a bit of dosh in my pocket from selling the 944.

The air-con is blowing cold and fancy new CSF cooling rads have been fitted. Oh, and there's an Ohlins kit to fit.



KEITH SEUME

912/6 'EL CHUCHO'

Things are running well, although there is still an improvement to be made on the warm-up cycle of the fuel management programme. Time to dig out the laptop again... Full report next month.



CHRIS HORTON

924S, 944

A new master cylinder and a bleed-through of fresh fluid has got the 924S brakes working well again – good job, with the annual test coming up – and the 944 is at BS Motorsport while I fix up the E39 BMW.



PETER SIMPSON

356C

I'm just about to attach the 356 to a newly bought rollover jig so I can get on with cutting out the floors and replacing them with the new Dansk panels that have arrived and ready to fit.



BRETT FRASER

BOXSTER 3.2S

The Boxster is overdue a service, but I'm putting off the evil day for fear of what else we might discover while it's up on the ramps. Creaking suspension indicates coffin arms past their best.



JOHNNY TIPLER

BOXSTER 3.2S

The 996 C2 is gone, long live the Boxster 3.2S. Yes, I missed Mrs T's 986 Boxster S so much I traded the 996 in for a new kitchen, with enough to spare for another. Let the modifications begin.



JEREMY LAIRD

CAYMAN S

After some troubling months, finally some good news, as you can see opposite. Sorting the exhaust headers out for less than a 'bag of sand' a result and H&R springs have sorted the suspension issues.



FINALLY SOME GOOD NEWS...

Yes, it's good news from our man Laird and the Cayman. The suspension is working well with new springs and the blowing exhaust headers have been welded rather than replaced. Finally he's happy... For now!



JEREMY LAIRD

2006
CAYMAN 3.4 S

Occupation:

Freelance writer

Previous

Porsches: One

Current Porsche:

Cayman S

Mods/options:

Bilstein B12 suspension kit, with H&R springs

Contact:

jeremy.laird@gmail.com

This month:

Good news! Exhaust headers fixed and suspension sorted!

The Croc's suspension has been a cause of much misery, but the mix 'n' match of Bilsteins and H&R dampers has sorted the issue

What a difference a few months make. And what a bona fide, 12-storey, fully-carpeted joy it is to bring you an update to the Croc Chronicles containing nothing – yes, nothing! – but good news.

Regular 911&PW readers with disproportionately high tolerance levels for drama will know what an up and down journey it's been with the Croc. An engine replacement under warranty within a week of purchase was about as inauspicious a start as they come. Struggling to bond with the car thereafter on its fashion-spec factory wheels and awful, mushy, standard-spec brake pedal was hardly a winning follow on.

The litany of glitches and faults since have recently culminated in the double whammy of a suspension refresh gone wrong and the prospect of an epic four-

figure bill to address a pair of blowing exhaust headers. But brace yourself for an uncharacteristically upbeat and breezy denouement to all of the above. Because the suspension is sorted, the exhaust is fixed, I haven't been bankrupted in the process and the Croc and I are now in a committed relationship.

In other words, it's taken very nearly three years but I'm now fully at one with and at peace with this car and looking forward to and hoping for many more years and many hundreds of thousands of miles behind the wheel. But hold those thoughts.

Let's begin with the final resolution to the saga of the suspension. The issue there involved the springs as supplied with the Bilstein B12 suspension kit. The front springs that come with this hardware are, not to put too fine a point on it, completely out of spec. They run the front axle far too

Ride height low, but not silly low. Note Laird's anti-fashion 17in wheels





low and provide almost no travel. Resolving that kind of problem through conventional channels such as a warranty claim is a nightmare scenario that would involve significant labour costs and a car left unusable for an extended period. That's just no good, regardless of the rights and wrongs of any of it.

Ultimately, then, the easiest solution was to fit some front springs sourced from H&R myself. These, too, were a little off – again, too low – but more in the realms of off compared to my preferences rather than just completely off by any sane metric. An extra set of front 6mm spring pads and the result was within my window of tolerance. It also drove a lot better. Much better. More on which in a moment.

As if the front spring palaver wasn't enough to keep me busy, the Croc's two blowing exhaust headers have also been putting the fear of the Almighty into me. For starters, we're talking £1200 a pop for replacement items from Porsche. A shocking price to be sure, but then the primary cats are integrated within each header, which explains at least some of the horror.

The only outfit I could find doing pattern parts (ignoring supposedly high-performance headers with so-called 'race' cats, in which I harbour zero interest) was an outfit Stateside that offered very appealing pricing locally but a stiff overall likely landed cost in the UK. The solution, in theory at least, was to have the headers welded. All well and good. But would they come off without a glitch? In its

wisdom (ie none) Porsche uses cheap steel fixings to secure the headers. Said fixings in the form of bolts or studs are not only subject to super-high temps. They're also very exposed and located significantly aft.

All of which means you have a combo of roasting heat and a constant spray of muck and water and road salt and all the rest. The result is that they corrode chronically, which in turn means they mostly snap when removal is attempted, following which it can be very expensive to have them drilled out of the heads and any repairs to the threads made good.

Mercifully, the Croc's headers were removed with the engine swap in late 2014. My fixings were still a mess, when the fine fellows from AW Motorsport near Chichester had at them, only one stud snapped. AW also managed to get the headers patched up very nicely and the whole thing turned around in little more than a day and for an overall bill that failed to breach the four-figure barrier. Not exactly chump change, but it could have been so very much worse.

The net outcome of all of the above was a Croc with, essentially, zero faults and a fairly well sorted chassis. The chassis had come together a few weeks previously, but it was hard to really appreciate the character of the changes while the exhaust sounded so hideous. With that addressed and the Croc sounding, if anything, sweeter than ever (I'm not one for loud exhausts and I prefer a mix of exhaust, induction and mechanical tunes to the ear-bleed of so-called sports pipes), the whole car came together in a genuinely

magical manner.

Depending on how you look at it, I haven't really done anything hugely dramatic to the car. Smaller wheels, a new brake master cylinder, a bit of tape over the clutch pedal sensor, some slightly lower springs and some firmer dampers. Hard core mods these are not. Nor is the car night-and-day different to drive. It's no faster, it sounds stock and the chassis mods are pretty mild.

And yet the improvement in driving enjoyment on offer is off the scale as far as I am concerned. On the factory 18-inch wheels, the feedback is just so dull and the chassis so very inert. On 17s, it comes alive with feel and transparency and adjustability. The firmer brake pedal likewise puts you so much more in touch with the retardation available despite doing precisely zilch to improve actual braking performance. Likewise, the slightly firmer springs and dampers tighten things up that critical bit and once again that puts you more in touch with what the car is doing. Little of this is about how fast. It's all about how.

Most intriguing of all is how a slight remaining flaw in the chassis setup in the form of a little superfluous bobble and minor lack of general compliance actually improves the experience. It gives the car a distinct mid-engine character at all speeds where the standard chassis results in anodyne neutrality. I'm not alone, I think, in taking the view that the most interesting driver's cars are a little bit broken. Well, the Croc remains just a little bit broken. And I absolutely love it. **PW**

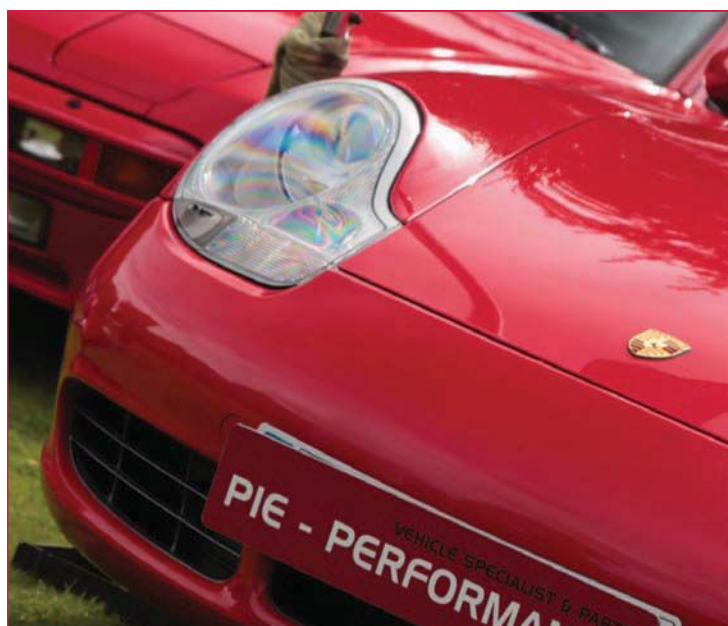
Above left: Amazingly only one exhaust manifold stud required drilling out, a legacy of a fairly recent engine replacement. Above: Exhaust manifold expertly welded

CONTACT

AW Motor Sport Ltd
Clovelly Rd,
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Below left: New exhaust studs and gasket in place. Below: Exhaust survives to live another day





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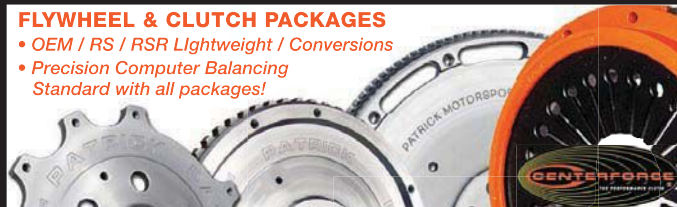


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THE KITCHEN SINK

Having replaced 996 Pig Energy with another 986 Boxster S, Johnny Tipler is hell-bent on raising its spec to that of its predecessor, a 550 Spyder 50th Anniversary Boxster S, AKA the Silver Bullet



JOHNNY TIPLER

996 C2

Occupation:
Freelance writer, author
Previous Porsches:
Carrera 3.2, 964 C2, Boxster 986, 996 C2
Current Porsches:
Boxster S
Mods/options:
Mog30 lowered springs
Contact:
john.tipler@paston.co.uk
johnthipler.co.uk
This month:
Springs and things, plus sorting second gear crunch

Tipler's new toy. Selling the 996 liberated enough money for a new bathroom and a Boxster! In silver, think of it as a blank canvas for JT's lurid automotive imagination...

Slamming Beetles is a popular pastime in that particular fan-based segment, and I feel like I've been there – or thereabouts – with various cars from times past, including an Alfa Romeo GTV6 race car and Porsches 964 and 996. I'll write you a list if you want. Latest bolide to fall victim to the push-down penchant is my new 986 Boxster S, the recipient of a set of MO30 springs that drop it by 10mm. In my opinion, it now sports the perfect pose. Tell you more about that in a moment.

It's a great car, acquired privately from a careful lady owner – plus one free jar of her homemade honey – with 45K on the clock, at Honiton, Devon. Apart from the skin-tone upholstery – make that terracotta if you can't stand the sight of flesh – what also attracted me to it was the fact that it had been maintained for much of its life by Andy Moss and Stuart Mandell at Honiton-based SCS Porsche. Not only did we do a Specialists feature on them a couple of years ago, but Williams Crawford and Cargraphic exhausts also send work there. I spotted the Boxster advertised on their website, so I felt confident it would be a good car. It was absolutely pristine, which, after just a month in Cromer, I'm afraid no longer holds true, so moronic is the on-street parking outside my house. I thought geriatric Norwich Cathedral Close was bad, but the Boxster's been scratched more times in a couple of weeks than the Pep Pig was abused in a year. How it is.

As I say, my previous Boxster S –

nominally Mrs T's car – was the special edition 550 Spyder 50th Anniversary model, number 1602 out of 1953 issued, and which I've scribbled about in the past. One of my most treasured journeys in that was to our riverside gaff in the Douro, Portugal, courtesy of Brittany Ferries, and I hope to emulate that in some way in the autumn in the latest Boxster S. Before then, my goal with the new car is to replicate the uplifted spec of its predecessor, the 550 Spyder Anni, whose mods include 5mm lower ride height, 5mm wider track, 15bhp increase, and 18in Carrera five-spoke wheels. We won't bother copying the exclusive Carrera Silver paint scheme; the reason for getting a standard S this time round was to provide a blank canvas on which to deposit all kinds of accessories and tuning kit. To this end, I thought best start with the wheels, and I had a set of four answering that description left over from the 996, but they were fairly corroded, so I had them powder-coated by Colorcote, located in the lee of the Lotus factory at Hethel. Instead of having just the five spokes painted grey à la 550 Spyder Anni, I got them to do the whole wheel in a rather nice shade of battleship grey. They were delivered to Kingsway Tyres in Norwich and built up with fresh grey crested caps from Porscheshop, and shod with a set of Vredestein Ultrac Vorti tyres, 225/40 ZR18 front, and 275/35 ZR18 rear. Vreds are normally associated with classic rally boots, so we'll see how they shape up on an everyday driving basis. So far so good. The newly finished wheels looked great on

the car. But when I tried to drive away it wouldn't budge. Kingsway quickly found that the 10in rear rims were rubbing against the dampers, even with 5mm spacers. A pair of 15mm spacers was substituted, but even these proved inadequate, so I obtained a pair measuring 20mm from Porscheshop, which nearly did the trick; the standard bolts that secure the spacer to the hub were catching on something inside the hub – handbrake spring perhaps – and basically about 2mm too long. We'll see whether a set (or two) of shorter bolts will do the trick. The problem seems to be that the bolt-holes in the wheel are fatter than the ones in the 20mm spacer, hence the regular bolts protruding too far through the spacers. The alternative is to get a pair of the correct sized 9in Carrera rims from 9Apart and get them powder-coated to match, instead of mucking about with the 996 rims.

I was now in a quandary, though. I had a set of H&M 30mm lowering springs to hand, but now, with the wider rims, the back tyres were flush with the rear wheelarches, and a 30mm slam would bring the tyres into touch with the bodywork. I'd had a similar set mounted on Pig Energy, so I was aware of the perils that involved, too, in terms of grounding on sleeping policemen – though apparently their number's up on account of urban emissions outrage. Plan B was the 10mm drop, also known as the sensible option, because the underside wouldn't be so vulnerable to these traffic calming measures. To that end, the 986 spent a

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enquiries@porscheshop.co.uk
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couple of days with SCS and they fitted the MO30 springs, lowering it by 10mm. In the process, they had to replace the two front top mounts, which were worn, and the nearside one had to be cut off due to corrosion. They then carried out the wheel alignment, and I'm delighted to say that the handling is transformed. It's acquired a new attitude, up for the party, game for anything; slingshot into corners, hurl through the snaky bits, and so nimble around the lanes, while faster, full-on curves can be taken with absolute confidence, as there's an extra depth to the Boxster's already planted feel. It is a harder ride on uneven surfaces and a bit pitter-patter on bumpy country lanes where you do feel all the ruts, but the advantages far outweigh that ripple effect. Bouncy bouncy? Firmy firmy, more like. But why change just the springs and not the dampers as well? Again, past experience with the 996 showed that the standard dampers still provided a good ride when wrapped in shorter H&R coils, and that holds true with the 986 S and its MO30 springs, too.

Not long after acquiring the Boxster I became aware of a problem engaging 2nd gear. At first, I cursed myself for my

clumsiness as it graunched, but it was soon clear that it wasn't pilot error, but to do with the transmission's mechanical selection process. One or two people I mentioned it to said that 986s were susceptible to it. I quizzed the phenomenon on line, and up popped GBox in Erie, Colorado. Their solution is called the "Detent", a small steel cylinder the size of an average box-spanner, with an inset roller, and this is substituted for the one already housed in the 986's gearbox. All the forum threads claimed it did the trick, though I have to admit I'd never heard of it before: de-tent smacks of packing up a camping holiday or making out with the enemy. Anyway, more in hope than certainty, I sent off for it – hardly cheap at £250, though substantially less than a gearbox strip-down. And, after they'd done the MO30 springs, SCS fitted the GBox detent. I drove the car from Devon to Norfolk and it behaved perfectly. So, if you have this problem accessing 2nd gear, I confirm the detent provides détente with your transmission:

gboxweb.com/detent.html. Stuart at SCS thought that possibly the reason it works is that the roller seems smaller in the GBox detent than the existing one. Is it now as

fluent as the sweet short-shift on the 550 Anniversary S? Very nearly, but no complaints.

Already I've exceeded the spec of the old Boxster Anni' in the suspension and wheels department. Next job is to get a Cargraphic silencer fitted and see how that affects noise and performance, though I think the complete system can usefully be upgraded, headers and cats included. Then, all that'll be left to tackle will be the ECU upgrade.

Or do we do something more radical, like fit a turbo or supercharger? Probably not. The 2003-onwards Boxster can accept the 996 and 997 engines, with a certain amount of adjustments to manifolds and hoses. As well as being an inveterate suspension slammer, I've long had a fondness for the engine shoehorn, too: from a Ford 'Fatty' Anglia, hiked from 996cc with a 1340cc Classic engine, to an Alfa Romeo Giulia 1300TI, upped to 2000cc to deliver that sh*t-off-a-shovel experience, I've never shied away from the heart transplant, and I certainly believe there's no substitute for cubic inches. No half measures, then, it will have to be a 997 3.8 S! Any flat-six specialists out there game for partnering up? **PW**

Far left: Graunching second gear was cured by replacement 'Detent' (right) from GBox in the States. Worked a treat. Middle: Both top mounts worn, plus one had to be cut off due to corrosion. Above: New MO30 springs, plus top mounts and bump stops fitted

Below: Plan is to fit five-spoke wheels that were formerly fitted to outgoing 996, but these will require spacers and different lengths of wheel studs, the permutations of which are still being pondered



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KEEPING IT COOL

The 996 is a great long distance car, but there's not much point in going the distance and sweltering with it. Time to replace the air-con rads and regas the system. Oh, and replace the cooling rads, too, with uprated, hand-crafted CSF radiators



STEVE BENNETT 996 C2

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This month:

The air-con is
blowing cold and
the engine is
keeping cool, with
new CSF radiators

Gratuitous action
shot of Bennett's 996,
just to prove that it
doesn't spend all of
its time in bits

Now that the 944 has gone to a new home, I've got more time and less in the way of distraction for my 996, which I've now had for over two years. I must admit I was quite surprised by that, but at the same time slightly ashamed to note from the odometer that I've barely put much more than 4000-miles on it since collecting it from Edinburgh in June 2015.

Not that I've been neglecting it, mind. It has generally wanted for nothing, despite demanding a lot. There is no such thing as a cheap Porsche. Well, that's not quite true. Yes, you can buy a Porsche at a very tempting price, but don't expect that state of affairs to last. Age and complexity will creep up and bite you in the wallet.

With its full service history prior to my ownership, and two years of maintenance under my belt, it's easy now to get a picture of what it takes to keep a modern, water-cooled Porsche on the road. Largely it's all about the consumables. Excluding oil changes and tyres, by consumables I mean brakes, suspension components and air-con, and blimey these cars don't half get through that stuff. Prior invoices are all for the above. In its 82,000-miles and 19-years on the road it's been through three sets of coffin arms, numerous suspension bushes and control arms, bump stops, top mounts, brake discs x 3 sets and three lots of air-con condensers. None of this stuff is hugely expensive in isolation, but if it all requires doing at the same time then it does mount up. Oh, and it's had a clutch, too, but then

you'd probably expect that.

Is it normal for suspension components to wear out so frequently? Well, I don't know really, but I guess it's down to the complexity of the 996 set up, with its myriad of control arms etc, plus those coffin arms, which are renowned for wearing out pretty rapidly. At least mine have now been replaced with RPM/Eibach adjustable jobs, which also feature bushes that can be replaced, without having to bin the whole arm. The pay-off, of course, is a car that handles and stops, which, when all is well and optimised, the 996 does extremely well.

In the two years that I've had my 996 I've done the vast majority of the above, bar the air-con condensers. The air-con has never worked and RPM identified the problem when they inspected the car just after I



Left: On the ramp at Cleverley Repaired Cars. Below: CSF radiator is a work of aluminium art. More efficient, too, with greater cooling capacity over standard



bought it. No surprises really, they had rotted out, thanks to their vulnerable position at the front of the car where they collect crud and leaves. It was something I could live with, while attending to other more important stuff.

Eventually, though, the air-con issue worked its way to the top of the to-do list and I booked the 996 into local specialists, Michael Cleverley, at Cleverley Repaired Cars. Michael's stock in trade is generally classic cars and the booming MX-5 market, but he's more than up to the job of looking after local Porsches too. Give him a try if you happen to be in the radius of Stradbroke in Suffolk.

To make life easy, I sourced the air-con condensers. Naturally I tapped into the aftermarket, did a bit of research, and hit upon Budget Radiators on eBay. At £96 for the pair and backed up by over 32,000 positive feedback comments, it was

something of a no-brainer. The condensers arrived the following day complete with O-rings for fitting. Quality? Well, they looked just fine to me, but the proof is always in the fitting with these things.

With the front apron off all became clear, and it wasn't just the air-con condensers that were looking sorry for themselves. Predictably the cooling radiators, that sit behind the condensers either side, were looking rather worse for wear and starting to weep slightly, too. I had a little cry at the thought and cost of replacement! I had been kind of expecting this. There was no evidence that they'd ever been replaced, so it was no great surprise. Like the air-con condensers, they're prone to corrosion from the ingress of crud and leaves, which turns the delicate aluminium cooling fins to dust. As you can see from the pics, that's exactly what had occurred.

So another call to Budget Radiators? No,

not this time. Fine as I'm sure they would be as an OE replacement, I knew when the time came to replacing the cooling rads that I would be looking to improve on OE. In the admittedly somewhat inexact science of 996/M96 engine woes, there are plausible theories surrounding the cooling system. I've already had a low-temp thermostat fitted and super-duper Mobil coolant. Some uprated radiators, then, seemed like a good plan and I knew exactly where to go for them: CSF Radiators in America.

Our man in the US, Matt Stone, dropped in on CSF about 18-months ago and filed a fascinating story looking into CSF's handmade aluminium radiators and the technology behind them. I knew that when the time came, I would be spec'ing these for my 996. They are a work of hand-crafted art. Each one hand-polished, it's a shame that they have to be hidden away.

Critical to the CSF radiator over the

Above left: Hanging out with this month's cover car, Brian Gunn's similar vintage 996 C2. Above: Close up of the air-con condenser, which is clearly past its best

Below left: Not a pretty picture. Bottom of cooling radiator going nicely rotten thanks to vulnerable location. Below: With front apron off, there's plenty of room to work on the rads



TECH: PROJECTS



standard item, is an improved – 33% larger – core and what CSF calls 'B-Tube' technology. Unlike a regular oval shape 'O' type radiator tube, CSF uses a specially engineered tube in the shape of a 'B'. The design increases the heat transfer surface area of the tube by approximately 15% over regular tubes, offering the efficiency of two smaller tubes vs one larger tube within the same space criteria.

Efficiency and heat stability is exactly what I was after, as well as a higher quality item, and that's certainly what the CSF radiator offers. Fitting is straightforward, with all the same fixtures and fittings as the standard radiator. All that remains now is to finally fill-up with Evans Waterless Coolant at some point, with its higher boiling temp and low pressure formulation for the ultimate cooling system. You see, you air-cooled owners

don't have to worry about this sort of stuff! Oh, and if you fancy fitting some CSF rads to your water-cooled Porsche then not only do they cater for the 996, but most other modern Porsches including Boxster, Cayman, plus Turbo and GT models. UK distributor is Design 911 and price for the 996 rads is £480 per side.

Fitting went smoothly as expected, likewise with the air-con condensers. Michael then re-gassed the system and amazingly it all kicked back into life, with no other parts (driers, compressors etc) required. And boy, is the air-con icy cold now. A great result.

And the cooling system? Well, that's a slightly trickier thing to analyse, obviously, but there is no doubt that it runs cooler on the gauge and is quicker to return to normal temp after running in traffic, whereas before it would take some time for the water temp to

fall. There is also a certain peace of mind that comes with knowing that your cooling system is working at its best.

Anything else before I sign off? Oh, yes! While scribbling this a UPS van arrived and delivered a big box from Ohlins containing a full 996 coilover kit and I couldn't be more excited. Regular readers will know that I've twisted myself up in knots over my 996's suspension, rejecting Porsche's MO30 kit and then moaning that my Bilstein/Eibach set-up was too stiff for my tastes. I've recently driven a couple of 996s on Ohlins (including Richard Beaumont's amazing 996 CLR, as featured in the Aug 2017 issue), and have been very impressed. I will be getting the kit fitted and set-up for the next issue and if I'm still in any way dissatisfied, then feel free to drop round and run me over with my own car. I would understand! **PW**

Above: Not my radiator, but an excellent illustration of the hand-crafted nature of CSF radiators

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Left: New CSF radiator in situ. Fitting is straightforward, being a direct replacement and using standard fixings. Ohlins coilover kit. More on that in the next issue

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	Center	7053	7054	7068
911 GT2	Left	7056	7056	#CSFrace #CSFradiators
	Right	7055	7055	
	Center	7053	7053	
911 GT3 / RS	Left	7044	7047	7069
	Right	7044	7048	7070
	Center/CUP	7057 7053	7053	7068
Boxster	Left	7044	7047	7066
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	Center/Spyder	7057	7049	7060 7068
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MAKING ALL THE RIGHT CONNECTIONS

A few months ago I described within these pages how 997 Carrera owner Michael Frith benefited from an inspection of his car during an open day at the Dove House Motor Company, during which it was found that a replacement battery had previously been installed in such a way that it could have been venting potentially dangerous fumes into the cabin air intake. (The breather tube had not only been left off the new accumulator, but also trapped and thus decisively squashed beneath the casing.)

I was reminded of that while chatting more recently to Steve McHale at JZM (jzmporsche.com) about modern DFI fuel injectors,

and the resulting carbon deposits that can build up on the backs of the inlet valves in cars thus equipped. (See pages 72–76 of the June 2017 edition.) Inevitably we started talking about the astonishing complexity of all modern Porsches – although Steve, to be fair, sees that more as a sophistication that aids their maintenance and repair as much as I would view it as a possible hindrance – and then he proudly showed me the latest Porsche PIWIS III system testers that he and his technicians are now using. (Although they still have the older machines, of course, for those cars that still need them.)

'It was another significant investment for us to make,'

he told me, 'but if you are as serious as we are about working on any of the cars built after about 2008/2009 then you just have to have at least one of them. The machines – and we have two – are linked in real time via the internet directly to the factory in Germany, and give us access not just to all of the car's systems and software, but also to every conceivable piece of technical information that you might need. Even to wiring diagrams that make fault-tracing as easy as following an Ordnance Survey map!'

The new machines – each one about the size of a conventional laptop PC, and able to connect wirelessly to the car via Bluetooth – make

JZM one of the few specialists able to 'code' new keys for the later vehicles, added Steve, and unsurprisingly that led us on to the coding of their electrical components in general. Fit something as seemingly straightforward as a new headlamp, for instance, and it will have to be enabled to communicate with the vehicle's central system before it will actually work. And if you think that is Porsche taking the mickey, then consider this: you have to go through precisely the same rigmarole with even an item as basic as the battery.

'To be fair, there is nothing physically to stop you buying an equivalent battery from whatever source you like,' said Steve. 'And it will start

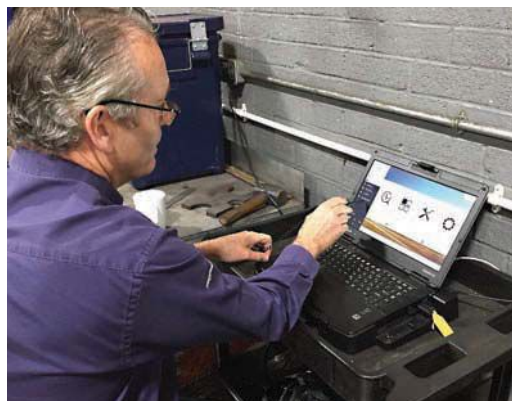
and run the car without any problem. But only the genuine Porsche item comes with the multi-digit number that, when entered in the car's memory, allows the battery to "talk" to the main ECU, via the special connection on the negative lead, and without that there is no way of putting out the check light on the instrument panel. Features like the engine stop-start system will be disabled, too.' Seriously? How long before – effectively as in the 991 already, and to a similar extent in the Boxster and Cayman – even the front-engined cars' bonnets are sealed shut at the factory? You can see it coming, can't you?



Modern Porsches – that is to say those built after about 2008/2009 – have this additional connection (above) to their battery earth leads. Essentially it allows the car's charging system very precisely to monitor the condition and output of the accumulator, and even to disable individual systems that are not deemed safety-critical if it detects the voltage falling below a certain level – the engine stop-start feature, for instance. It can also allow rapid charging by the vehicle's own alternator, briefly pushing up to 17 volts into the battery. Crucially, however, it will function only with a genuine Porsche battery, whose unique code number has been programmed into the car's memory via a so-called system tester



JZM's technicians always connect a 'buffer' to the battery terminals when carrying out any electrical work – essentially a highly sophisticated charger, in this case made by Bosch – and this is essential when the car is hooked up to the system tester. The ignition will be switched on, and many of the car's consumer units in operation – and you certainly don't want any electrical shortfall when tackling something as critical as coding new sub-assemblies



JZM's two new PIWIS III machines, one of which is shown here in the safe hands of proprietor Steve McHale (above), naturally require a full understanding of their methodology and many features, but in a way make the staggering complexity of the later cars (almost!) as easy to deal with as updating your iPhone. Operation is via keyboard and/or touchscreen and stylus, and the machine connects to the car via either a cable or this wireless device plugged in to the dedicated port under the fascia (right)



Unsurprisingly in light of their sophisticated electronic systems, the latest Porsches require even greater care than usual when working on any aspect of their electrical systems – and especially when charging a flat battery or using a trickle charger. In this 991, for instance, the device should be connected to the battery positive lead/terminal and an M8 screw threaded into this hole in the adjacent left-hand strut tower (arrowed). You might need a suitable tap gently to clean out the threads first, suggests JZM's Steve McHale. To jump-start this car, however (and that is recommended only in cases of dire emergency), connect your positive lead to the battery positive terminal, but then – and in this order – your negative lead to the point provided next to the right-hand strut mount (right)



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MAKING ALL THE WRONG CONNECTIONS...

Take a good, hard look at the largest of the half-dozen pictures below. It shows, fairly obviously, just a small section of a vehicle wiring loom, the several twisted pairs of wires that I hope you can see further indicating that it is from a modern car with a sophisticated CANBUS-based electrical system. Look more closely still and you will spot, I hope, that a number of the conventional cables have on them the short lengths of subsequently fitted heat-

shrink tubing that usually suggest, well, who knows what horrors beneath.

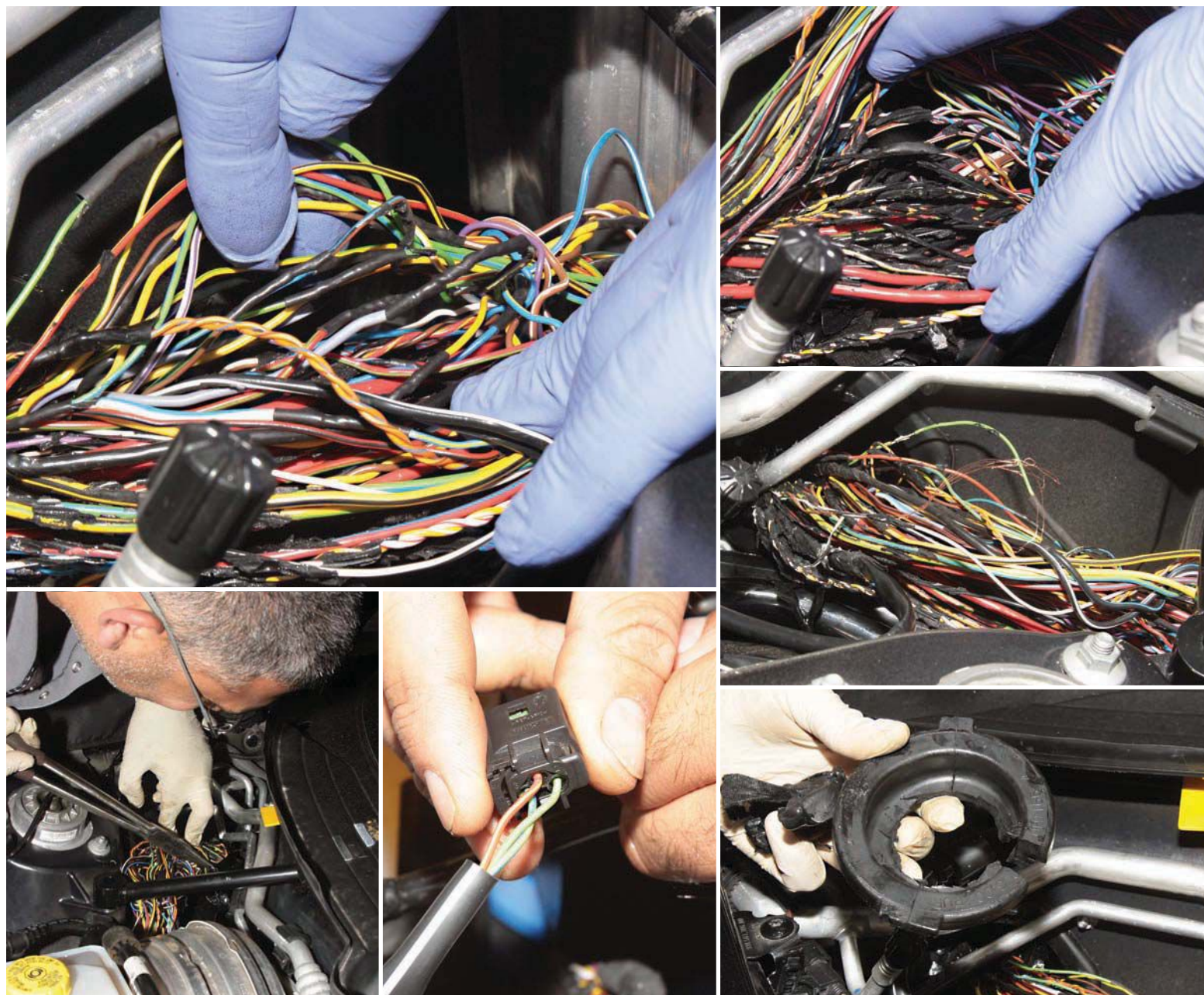
Let me now tell you that this morass of plastic and in some places exposed and electrically live copper wire is the group of cables passing from the cabin into the front compartment of a late-model 911, and thus – you would reasonably suppose – fairly significant to the safe and reliable operation of the car's many systems. (Yes, I know this column has had a bit of

an electrical theme this month, but I trust you will agree that it has been both informative and useful.) And not just any late-model 911. In fact, it's none other than a 2014 991 Turbo, even on a bad day still worth perhaps £100,000. It had been brought to Sid Malik's Porsche-Torque workshop in Uxbridge, Middlesex, with the PSM warning light on, and it hadn't taken Sid long to find out why. At least two of the wires – to the PSM's nearby

acceleration sensor – had been transposed, despite their clear colour-coding, and once that fundamental error had been put right the warning light went out.

Even so, it took Sid many more hours of painstaking work gently to separate and minutely examine the perhaps 100 or more cables for any other damage, making good any suspect connections inside the heat-shrink tubing, and most certainly repairing the cable whose inner strands

had effectively been blowing around in the breeze. Precisely why someone had been in there before him, creating such mayhem, especially in a car of this huge performance and substantial value, remains unclear, but either way the final bill – for two days' work, some of which involved Sid laying on his back in the driver's footwell, trying to see what was going on deep inside the fascia – was surely the bargain of the year.



991 Turbo arrived at Porsche-Torque with its PSM acceleration sensor showing continuity issues, so Sid Malik started following the cables back into the car's main loom. It was soon all too obvious that someone had been inside that before, where it passes from the corner of the front compartment back down into the cabin. Peeling away the clearly damaged outer sheathing revealed this frankly horrifying sight (top) and, teasing the individual cables apart, that many had been cut and then reconnected. At least the joints had been soldered (although that method can generate a high resistance that might cause problems in future) and covered in heat-shrink tubing, but in at least one area there were exposed live cable strands. The original PSM problem was traced to two wires being transposed, despite their clear colour-coding (solid green, and green with a blue trace). Ideally the repair would require a new grommet, too (above, far right), but since that would itself have to be cut in order to pass it round the mass of cables Sid pragmatically retained the original, making sure that it was pushed correctly into position, and thus sealing correctly. Disaster averted. But it was a close call

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LOCKED AND LOADED FOR A SAFE 5-4 SHIFT

I promised at the end of last month's how-to – about Stomski Racing's excellent gear-shift coupler and uprated engine/transmission mounts for those 911s with the 901 and 915 transmission – to show how to fit a new gear-lever 'gate', in order to overcome the all too common problem of a broken reverse-gear lock-out pawl. Or the pawl's tiny spring, to be more precise.

So here we are. Part number of the complete assembly – neither the spring nor the pawl is available separately, and

would in any case be a real faff to fit – is 911 424 063 04, and from Porsche it is currently priced at £51.14 including VAT.

Fitting times will depend upon how easy it is to remove and refit the gear-lever knob and gaiter (the knob in this 1981 SC had broken and had subsequently been glued on, and so would have to be refitted accordingly) but based on the times recorded on my original digital images you – and certainly an experienced Porsche technician – would struggle to take more than

around 10–15 minutes.

Points to note? Primarily that there are two fairly strong springs pushing up against the underside of the left-hand side of the plate – they provide the slight but necessary resistance you should feel as you move the lever over to the right for fifth and reverse – and so you need to take care as you undo and remove the two M6 securing nuts and washers.

Conversely, the springs will naturally try to 'escape' as you push the new plate down over them, and you also need to

ensure that the latter is positioned such that the two vertical bars passing through the springs are able to project into the matching rectangular slots as the lever goes over to the right. (See photos.) Even so, it's a task that is probably more difficult to describe than it is actually to do.

Tighten the M6 nuts to 15Nm – perhaps replacing their original spring washers with the so-called wave washers we looked at here in *Technical Topics* a month ago. (Or maybe fit some Nyloc-style

self-locking nuts, plus washers.) And finally, of course, make sure once again that you can select all five forward gears and reverse, with the tab welded to the right-hand side of the shift lever passing correctly around the vertical lugs on the baseplate. See the photos below.

All pretty straightforward, though – and a big step towards a foolproof gear change in your older 911. Thanks to Robin Hayers at BS Motorsport (01296 658422; www.bsmotorsport.co.uk). **PW**



Arguably the best £50 or so you will spend on your pre-G50 911. Gear change will function without reverse-gear lock lock-out pawl, but there is always a danger a downshift from fifth to fourth goes badly wrong. To fit new baseplate, take off gear-lever knob and gaiter, and then undo the two M6 nuts. Be ready for the two springs to try to 'escape'



Usually the only problem with the old device is a broken pawl spring, but that would be too much trouble to fit separately. Make sure each of the two main springs is located on its rectangular-section central 'blade', and that those are themselves able to project into the cut-outs in the now secured baseplate as the gear lever is moved to the right



This gear lever – like many – has been repaired at some time. Final sequence shows how tag on side of lever interacts with matching tags on baseplate and spring-loaded pawl to allow fast and safe movement from fourth to fifth, and back to fourth. Reverse can be selected only after moving lever across the gate in neutral and then again to the right



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Porsche 911 Carrera 3.2L 1986
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924: IN FROM THE COLD

The 924 has followed a familiar trajectory from huge selling success to bargain banger to re-evaluated classic. With the dross largely gone to the great scrapper in the sky, the remaining 924 stock is of the cherished variety and prices are on the up, but there's still value to be had. Don't miss this next classic Porsche boat...

Just as one British politician in recent history will, regardless of any other achievements, always be associated with one unpopular foreign military adventure, the Porsche 924 will always be defined – and blighted – by one thing: its humble roots.

After the complicated and not entirely satisfactory 914, a joint-project with Volkswagen, the 924 introduced in 1976 provided Porsche with an attractive "budget" model with good sales prospects thanks to its largely if not totally conventional design. But it was "Blaired" by the retained VW links, in particular the van engine. Purists never forgave Porsche for that, and this impacts the car even four decades on, the model (along with its 944 and 968 evolutions) still not seen as a "proper" Porsche by many.

As always, the market asserts itself and the 924 is now rising in value. There has likely not been a sudden re-evaluation of the model, more that when air-cooled 911 prices disappeared into the stratosphere, the water-cooled four-cylinder cars (the 928's ascension had begun earlier) remained the only affordable Porsche

classics, and demand started to increase with inevitable results.

So here we take a back-to-basics approach, looking solely at the 924, the original "transaxle" Porsche, offered for almost a dozen years until 1988. What is left out there, what are the issues and how much will you pay – and should we now finally admit it to the Porsche hall of fame?

DESIGN, EVOLUTION

To give some perspective on Porsche in 1976, it sold cars that were front-engined, mid-engined and rear-engined, and with few common parts. However, a form of logic was developing, and the story of Porsche's first water-cooled, front-engined car starts not within Zuffenhausen but at VW's sprawling Wolfsburg base.

The 924's detractors might note that it was only by chance that it made production in the first place. It was conceived as a Volkswagen coupe, its design drawn up by Porsche (even in those days Porsche did important design consultancy work). The drivetrain was to be a 2.0-litre four-cylinder engine, and a gearbox within a rear-mounted transaxle for improved weight

distribution. But for various reasons, not least 1973's so-called oil crisis, Wolfsburg canned the project at a late stage, instead developing the Golf-based Scirocco.

This effectively handed Porsche a ready-made replacement for the 914. Some at Zuffenhausen might have preferred more engineering pedigree, but it was a cheaper option at a time when the future of sports cars looked bleak, thanks to the depressed economic climate and the apparent intention of American federal safety legislators to outlaw convertibles.

Porsche could not afford the price VW wanted for the design, so to avoid the project and the 30m Deutschemarks spent on it so far being abandoned, a deal was struck whereby Volkswagen would manufacture it in the old Audi/NSU works at Neckarsulm and Porsche would buy cars from VW. This explains the Transporter van engine, the Golf front strut suspension and steering, the VW K70 brakes – and even the rear suspension torsion bars from the Beetle! Inside, you saw switchgear and instruments from contemporary Audis and VWs.

But the VW joins didn't show, and the 924 was a good looker, a "junior super car"

Back in 1975, when you could still buy an MGB, the Porsche 924 was very much the modern sports car, even if some of its underpinnings were a bit more ordinary





Above: Interior was well screwed together. Seats and steering wheel were straight from the 911. Dash top is prone to splitting in the sun. Right: Later 924S received the 2.5-litre, four-cylinder engine from the 944, detuned slightly to 158bhp

as one magazine called it. The 2.0-litre, single cam engine, canted over 30 degrees and fuelled by Bosch K-Jetronic injection gave 123bhp and 122lb ft torque, fed through a four-speed manual or three-speed automatic gearbox. The "two-plus-two" seating and opening rear screen added the practicality.

Launched in Germany in February 1975, and coming to the UK in March 1977, minor changes were made almost immediately, including a leather steering-wheel, herringbone seat cloth and rear fog lights. But the process of teasing the car away from VW began in mid-1978 when the original Audi gearbox was replaced by a 911-derived unit, with first out on a left-and-back dogleg.

That continued when in November of the same year the 924 Turbo was announced, a model that would not come to the UK for another 11 months. The original VW engine block and bottom end was retained, but a new cylinder-head with revised combustion chambers, 3mm larger exhaust valves, and new pistons for a lower compression ratio were fitted. The German-made, KKK turbocharger delivered over a third extra power and half as much twisting force again, 168bhp and 181lb ft torque.

The prop and drive shafts were thickened, and the gearbox ratios changed slightly, while the springs and anti-roll bars were stiffened, and the brakes uprated with a mixture of 911SC and 928 parts. Wheels

went up an inch to 15-inch diameter, but the main exterior distinguishing marks were extra air intakes on the nose and a rear spoiler that formed the screen surround. A four-spoke steering wheel was fitted.

In August 1980 the specialist built 924 Carrera GT with its 210bhp turbo engine was put on sale to homologate a Le Mans race car, the 400 made priced at around £20,000, double that of the regular 924 Turbo.

The 924 survived the launch of the 944 in 1982, and that summer the Turbo's rear spoiler found its way on to the 924 and higher spec 924 Lux, while synchromesh on reverse gear was added. In August 1983 an electric rear hatch release was fitted, and a year later an electrically heated screen and washer nozzles appeared.

The final phase of this body shape was the 924S, arriving for the 1986 model year, in September 1985, and stayed until early 1988. It received the "big banger" four-cylinder engine from the 944 except with lower compression enabling it (like early 911s) to use "two-star", as lower octane petrol was then still called. Power was 158bhp and 155lb ft torque.

Minor changes were made to the instruments a year later, and electrically controlled and heated exterior mirrors were made standard. Some of these final cars were the Le Mans Limited Edition, with sports suspension, body side running strips, removable sunroof and sports seats.

DRIVING THE 924

Thirty years ago the 924 with its near perfect front/rear weight balance was a revelation, with beautifully balance handing much superior to the 911, but the engine, rough when revved hard, let the car down. These observations still apply today, which is why the best choice is the 924S with its extra pulling power and refinement. However, power-assisted steering – an optional extra until made standard six months from the end of production – is essential, as steering is heavy, especially when parking.

The Turbo has a hint of 911 character in that you must work harder to enjoy it. It still feels a quick car, but only when the engine is worked hard, because turbo lag leaves it flat below 3000rpm. The unfamiliar dog leg gearshift gate adds to the fun.

Sitting in a 924 is like being in a 1970s Audi, except lower down, and the logical and conventional control layout is a world away from a 911. Nonetheless it felt stylish and solid then, and a well preserved example will retain that aura.

WHAT YOU'LL PAY

For many years the 924 was pond life in the Porsche world, cars changing hands for a few hundred pounds. No longer: the cheapest advertised price we saw was £1999 for a 1983 barn find, and a typical

TIMELINE

February 1975
2.0-litre 924
launched in Germany

March 1977
UK deliveries begin

August 1978
Porsche five-speed
gearbox replaces
Audi unit

November 1978
924 Turbo
announced

October 1979
924 Turbo on sale
in UK

August 1980
Homologation 924
Carrera GT launched

August 1982
All models get
Turbo's rear spoiler

August 1983
Electric rear hatch
release fitted

September 1985
2.5-litre 924S
replaces 914

Early 1988
Production ends

SPECIFICATIONS

924/924 Turbo/924S

	924 (1976–1985)	924 Turbo (1979–1982)	924S (1985–1988)
Engine (cyl/cc)	In-line 4/1984	In-line 4/1984	In-line 4/2479
Power (bhp/rpm)	123/5800	168/5500	158/5900
Torque (lb ft/rpm)	122/3500	181/3500	155/4500
0–60mph (manual, sec)	9.7	6.9	8.0
0–100mph (manual, sec)	30.4	19.7	21.4
Max mph (manual)	126	144	134
Average mpg	27.8	19.8	22.6
Weight (kg)	1082	1187	1240
Wheels	5.5Jx14-inch	6Jx15-inch	6Jx15-inch
Tyres (front, rear)	165 HR14	185/70 VR15	195/65 VR15

Technical data from Porsche, performance and fuel figures from Autocar

Maintenance costs, 924/924 Turbo (including labour and VAT)
Major service £180
Front/rear brake discs and pads £120/£120
Manual gearbox clutch replacement 2.0/2.5 £470/£820
Torque tube replacement £300
Four premium brand tyres (195/65 VR15) £300
Servicing and workshop prices from Augment Automotive

WHAT YOU'LL PAY

£1000–£3000: Now rare banger-level car, work needed

£3000–£10,000: Usual price range for average 924s from private sellers

£10,000–£15,000: Starting price at sports car and Porsche specialists, also entry price for 924 Turbo

£15,000–£25,000: Expect an excellent original or fully restored car

£25,000–£35,000: Pristine example, and entry price for 924 Carrera GT

price for a good running if far from perfect car, usually with well over 150,000 miles, was £4000 to £5000.

The wrecks that were once around are gone, and the How Many Left website reveals why. The number of surviving 924 models dropped from 2001's 3450 to 1500 in 2007, and to 584 today; the 141 924S cars around now is under half the total of 10 years ago; and even the 924 Turbo has dropped from 100 to 60 survivors in 10 years.

Stray into classic car specialist territory and prices jump to five figures. Glasgow-based Peter Vardey Heritage was asking £13,000 for a 1985 example with just 33,000 miles. But what surely highlights the 924's changing status more than anything is that Porsche Centres are now taking an interest. Dealer group Dick Lovett, which has PCs including a Porsche classic centre, had restored a 1982 924 and was asking £29,990 for the 78,300 mile car at its Bristol site, and wanted £26,995 for a late, 1988-registered 924S Le Mans at its Swindon PC.

The 924 Turbo has always been in a different class, and while you may see one for £10,000, they are more likely to be seen at classic dealers with a £20,000 sticker.

WHAT TO LOOK FOR ENGINES

The 2.0-litre 924 engine is tough and durable and high mileage is not a problem – in any case replacement units are plentiful and not expensive. More often the problems are with the injection system, particularly on a car that has been left standing for a long time, corrosion and dirt having built up in the system. It's often better on a barn find to strip and clean the system before turning the key; fuel system parts are available as new, secondhand or rebuilt with good availability.

The turbo engine is a different matter. Although using the same engine block, much else is different and now hard to source, such as the ECU, crank sensors and the turbo itself; should the turbo fail, rebuilding rather than replacing it is probably the best course. Beware that while a broken belt does no damage on the normally aspirated unit, a failed belt on the turbo bends the valves.

The 2.5-litre 924S engine is also reliable and long lasting but there are a number of things to check out, starting with the oil pressure, advises David Barker of transaxle Porsche specialist Augment Automotive

WHAT THE PRESS SAID

'In roadholding, handling and ride, the 924 has few rivals and imparts great confidence to driver and passenger alike. Mechanical refinement is lacking at the top end of the engine's range and the degree of road noise is a sad disappointment – one must remember that the car is not necessarily how Porsche would have designed and engineered it for themselves.'

Autocar, 924 road test, February 1977

'You're reminded of how tremendously stylish the Porsche 924 was. The fascia now looks plain, but back then its elegant simplicity stunned; Japanese sports cars were still trying to emulate it a decade later. The same applies to the driving feel of the 924. Now, it feels bumpy and noisy, but it was refined for its day, and while the gearchange is on the heavy side, it was an achievement to get it as precise as it was, given the remote linkage.'

911 & Porsche World, looking back at the 924, 912E and 914/6, September 2002

in Gloucestershire. 'Look for three bar of oil pressure when hot at tickover, and over four bar above 2000rpm,' he says. 'Also look out for smoke from the exhaust – both these points suggest an engine that is well worn.'

Next on the list is to ensure the cylinder-head gasket is not blown or leaking, as they are prone to failing. 'This is not normally due to a compression leak, but because water is not being circulated to the rear of the head,' David explains. 'The usual symptom is overheating under load – do not ignore this as it can cause pinking, with consequent piston ring failure, which usually means the block has to be scrapped. On my own cars I automatically do the head gasket after purchase.'

Consider this: Without the 924, there would never have been the 944 or the 968, or the homologation 924 Carrera GT variants and Le Mans cars. Nor would there have been the big-sales that drove Porsche through the '70s and '80s





USEFUL CONTACTS

Augment Automotive
Well established workshop in Cinderford in Gloucestershire with deep specialisation in four-cylinder, front-engine Porsches. Offers useful modifications for ease of ownership, and our technical consultant for this Buyers' Guide. augmentautomotive.co.uk

Hartech
A 924/944/968 based specialist that goes back many years. Provides all workshop facilities including engine rebuilds. hartech.org

Woolies Workshop
A transaxle parts and repair specialist based in Warwickshire. Also breaks cars for spares. wooliesworkshop.com

Porscheshop
An essential entry in 924 owners' address books, be they aiming to maintain their car or modify it, the Midlands firm's parts catalogue for this era of Porsche is vast. porscheshop.co.uk

9apart
A business in Lancs that is a great source of used parts, for example interiors, that can no longer be purchased new. 9apart.co.uk

Design911
This Essex-based specialist caters for the "real world" Porsche owner, and holds a very large stock of parts. design911.co.uk

The engine block incorporates an oil cooler, and if this develops a leak you'll see oil in the coolant, or water in the oil. Still on leaks, engine oil leaks are common, David points out: 'These can usually be rectified around the front of the engine with crank and balance seals – but a leak between the engine and gearbox is usually the rear crank seal, which can realistically only be replaced along with the clutch.'

A less serious issue is worn engine mounts. 'If the engine feels rough and vibrates at tickover, this is usually worn out mounts, in particular the one under the exhaust manifold,' David tells us. 'Aftermarket mounts are ok, but they are not as good as the fluid-damped Porsche items for vibration damping.'

TRANSMISSION

Clutches last well but replacement is not a simple job. 'This is an expensive issue, as replacement involves stripping the whole of the rear of the car to get to the unit on the back of the engine,' David warns. 'There is a specified wear measurement on the operating fork, which is worth checking before purchase as the cost of the clutch job is likely to come to a high percentage of the car's current value.'

The "torque tubes", drive shafts that effectively brace the engine and gearbox together, are also prone to failure, evidenced by a high pitch bearing noise coming from around the gear lever, which stops if you depress the clutch. 'Repairing the tube is not expensive, but as with the clutch, the whole rear of the car needs to be stripped,' says David. 'If either clutch or tube fails, I would do both together at the same time.'

SUSPENSION

The suspension works well and is robust, and although the front wishbones rust, they are cheap and easy to replace. David has some advice on shock absorbers: 'They're often old and weak, but are easy to replace – I suggest upgrading to Konis or Bilsteins, both of which work very well.'

Sheer age can play a part. 'After many years of being dismantled and reassembled, it is not uncommon for the suspension settings to be inaccurate, and a

proper four-wheel alignment, carried out by an experienced operator, is very worthwhile,' David suggests. Upgraded shocks and alignment should produce a sweet handling vehicle.'

BRAKES

The main issue with the brakes, apart from the usual rusty discs and worn pads, is the one-sided caliper design. 'In time, the caliper slides rust up, particularly on barn find cars, and it is then necessary to remove the calipers and do a thorough clean-up, and grease the slides,' David tells us. The handbrake shoes are often ignored, too, and need to be replaced so that the system works effectively.

ELECTRICS

Age is not usually kind to electrics, and there can be all kinds of problems, for example old, perhaps poorly installed alarm systems giving trouble, but David advises one specific check: 'The cars are prone to corrosion problems in the fuse box connections – judicious scraping and cleaning of pins and fuse connections usually resolves the issues.' There can be issues with the ECU control system on the 2.5. The ECUs themselves fail, as do the airflow meters and crank sensors.

BODYWORK

924s have generally held up very well over the years, and by old car standards do not rust that much, but there is much to check, nonetheless. 'The front wing bottoms go, as do the extensions behind the rear of the sill into the rear wing,' David reveals. 'Front valances get scratched and bent on kerbs, and it is not uncommon to find the bottom of the battery box holed or rusted out – this does need to be dealt with, as the fuse box is underneath! A badly rusted 924 is not worth the effort – choose a better one!'

INTERIOR

A cracked dashboard top is now the norm. 'In recent years I have not seen a 924 without at least some cracks,' David observes. 'Worn seats are also common, but there are plenty of decent secondhand ones out there.'

VERDICT

Formerly a "cheap" Porsche, the original transaxle model is now an "investment". This is a double-edged sword: if you have one, you can watch it (hopefully) appreciate, and it now makes sense to spend money on it whereas it wasn't before – but we can never again think of the 924 as budget, disposable transport. But they haven't gone gold yet, so if you want to experience this particular Porsche experience, now is the time. Buy a decent one and you won't be disappointed. **PW**

SPOTTED FOR SALE

Private seller
1986 924S manual, bronze, chocolate trim, 140,100 miles, service history, £4000, Reading

Porsche transaxle specialist
1981 924 Lux automatic, black, black cloth/vinyl, 8600 miles, restored barn find, £20,000 autographspecialistcarsltd.com

Porsche Centre
1982 924 manual, light blue metallic, brown part-cloth, restored, 78,248 miles, £29,990
Porsche Centre Bristol



DEALER TALK:

BEVERLY HILLS CAR CLUB

The owner of this Los Angeles based classic car dealer, Alex Manos, who supplies everything from barn find projects to pristine restorations, all “sold as seen”, brings an American perspective to the Porsche business



How long have you been working with Porsches?
I've been buying and selling Porsches – mainly vintage – for over a decade. These cars are so collectible because they are the epitome of the sleek, sexy sports car. It's astounding when you consider how many jaw-dropping Porsches I've seen – and driven – in that time!

What Porsches do you specialise in?
We deal in Porsches from 1950 to 1998, but the philosophy at Beverly Hills Car Club is to appreciate each and every Porsche model from every era. The evolution of the Porsche – from design to functionality – makes each one special. We maintain a diverse selection of Porsches to fit the desires of almost any car enthusiast. Personally, I love the mid to late 1950s Speedster. Porsches from this era have that classic Hollywood feel – every movie star seemed to have a Porsche.

What's the cheapest and most expensive Porsche presently in stock?
We have a wide variety of Porsches in stock, ranging from four-figure project cars to pristine show models for up to six figures. The lowest priced Porsche in our inventory is a 1971 Porsche 914 1.7 which is an excellent candidate for restoration at \$3500 (about £2700). Our highest priced Porsche is an eye-catching, ruby

red 1962 Porsche 356B Cabriolet for \$108,500 (£83,400). It is an exquisite car.

What would you recommend as the best “first Porsche” to buy?
Every customer has something different in mind when they are shopping for a car. However, my personal recommendation for a first time Porsche buyer is a 1995 to 1998 Porsche 993. They are perfect for daily driving and they are air-cooled – a great engine feature that new buyers may not be aware of.

Where do you get your stock from?
Many of the cars in our showroom have come from referrals, car collectors, private sellers, and seller requests through our website. We buy meticulously maintained showroom models, as well as project cars.

What warranty do you give, or sell?
None. All of our classic vehicles are sold ‘as is’.

What's “hot” at the moment?
Porsche, in general, has been an “in demand” brand for the last six years. It has definitely been a standout manufacturer here at the club. In particular the Porsche 914 is becoming increasingly popular among collectors who are catching on to its unique appeal.

What's best value at the moment?

If you want a lot of car for the money, you definitely need to take a look at the 911SC, produced between 1978 and 1983.

What car have you recently sold, that you would happily have kept for yourself?
It happens a lot! There was a 1967 Porsche 911S. It had lots of patina. I fell in love with the original leather seats and the stainless steel side mirror!

What car do you drive every day?
My daily driver is a 2012 997 Turbo – an incredible machine. It's the last Turbo you can buy with a manual transmission. It was really cool to find one which was black on black.

What are your plans for the future?
Buying and selling more Porsches! Seriously, though, my plans for the future are pretty simple: keep working hard and driving fast. And always being on the lookout for that one-of-a-kind classic Porsche.

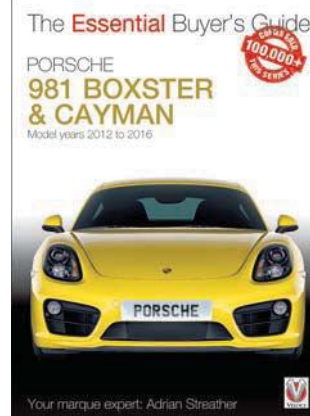
Contact
Beverly Hills Car Club
4576 1/2 Worth Street
Los Angeles
CA 90063
001 310 975 0272
beverlyhillscarclub.com

HELPING YOU BUY YOUR PORSCHE

We pride ourselves on our authoritative Buyers' Guides which have covered almost every Porsche. But of course further reading always increases your knowledge of a car, and “The Essential Buyer's Guide” books from Veloce Publishing impress with their compact size, concise presentation of facts and advice, and not least the reasonable price of £12.99.

The latest is “Porsche 981 Boxster & Cayman, Model Years 2012 to 2016” a 64-page book (and eBook) by prolific Porsche author, Adrian Streather, who has previously concentrated on 911s.

The content includes model history, key checks, values and good and bad modifications. Many regard these cars, the last of the six-cylinder models, as an obvious future classic, so it would be advisable to buy the best conditional example possible. veloce.co.uk



HELPING YOU RUN YOUR PORSCHE

Porsche has introduced its own “scrappage” scheme, offering the equivalent of €5000 off a new four-door Porsche to customers presenting a diesel car. But where do Porsche diesel owners who understandably don't want to scrap cars of still considerable value stand in relation to the revised London Congestion Charge rules?

All Porsche diesels are at least Euro 4 emissions spec, so they will not be affected by the Toxicity Charge or T-Charge being introduced on October 23 2017, costing drivers of pre-Euro 4 cars, petrol or diesel, an extra £10 on top of the normal £11.50 Congestion Charge.

However once the Ultra Low Emissions Zone (ULEZ) is introduced in April 2019, the same inner London area as the present Congestion Charge Zone, but operating 24/7 rather than Monday to Friday 7am to 6pm, you'll need a diesel meeting Euro 6 emissions. These oil burners were introduced in 2105; any petrol car that is Euro 6 and later avoids the extra charge. Use the “VRM checker” on the Transport for London website, tfl.gov.uk, to find out if your Porsche attracts the higher charge.



CLASSIFIEDS

ADVERTISE YOUR PORSCHE FOR FREE - ON THE PAGE AND ONLINE AT WWW.911PORSCHEWORLD.COM

911

993 Carrera 2S, factory Aerokit
For sale my Porsche 993 Carrera 2S (Turbo S widebody) with factory Turbo S Aerokit Turbo II, Varioram engine, 6 speed manual, in stunning Zenith metallic with matching Marble Grey and black leatherette interior, 1997, P-reg, C2S model and it comes with every Turbo II extra on list. Tel: 07966 454645. Email: kamgills@hotmail.com (West Yorkshire). **£85,995** P1017/004

944



944 Lux 1987
Genuine 75K, full history, have owned this car for 25 years and only selling due to a change in circumstances, two previous owners on log book, one family only. Exceptional original condition, comes with original tool kit, sunroof cover and radio, just MOT'd with no advisories, any inspection welcome, please phone for further details and photos. Tel: Phil, 07793 874664. Email: philipdell@hotmail.com (London). **£8495** P1017/045

CAYMAN



Cayman R for sale
Platinum Silver, reg 4/2011, manual, Sport Chrono, one owner, only 4900 miles and full main dealer service history, only summer use and stored in dehumidified garage, like new. Tel: 01395 514820. **£43,000** P1017/044

CAYENNE



Cayenne (955) 4.5 Turbo
2003 (03 plate) 955 Cayenne 4.5 litre Turbo (450bhp), 110K miles, 6 speed Tiptronic, 22" Carrera alloys which have just been professionally refurbished, Bose speakers, Android head unit, MP3, DVD, Bluetooth, GPS, wifi, heated seats, tinted windows, electric sunroof, twin zone climate control, tyres all loads of tread (two replaced in March), new bonnet strut, boot struts recently replaced, recent service (inc front pads), new plugs and coils last year, MOT June 25th 2018. Tel: 07388 049438. Email: i_parish@yahoo.com (Wirral). **£7950** P1017/043

REGISTRATIONS

PORSCHE RELATED CHERISHED
REGISTRATION NUMBERS

CAB 911X	911 VE
REG 911E	911 HDL
S911 LER	911 WVS
TON 997X	911 SCR
POR 997T	911 TYR
POR 911K	911 FEG
1974 RS	911 MSD
993 POR	911 SHE
993 RUF	CAR232A
X993 POR	930 FF
VNZ 911	XXX 911C
964 MC	991 PD
964 GC	911 RWS
4 RSR	B911 RSR
RSR 911K	A993 XXX
RSR 911T	D911 POR
RUF 911T	E944 POR

All on retention certificates
for immediate transfer

PCGB MEMBER TEL: 07730 007694
EMAIL: erha300@aol.com



Reg number for twin turbo
Private plate 'TTO2 OWN', ideal for twin turbo car, complete with pair of new undrilled plates. On retention certificate so £80 transfer fee already paid but £25 extra to DVLA to swap into your name. Text: 07799 064911 as phone on silent most of the day. **£499** P1017/040

V911 EDP

'V911 EDP' number plate for sale
On retention so available for immediate transfer. Tel: 07738 713317. Email: l5langford@sky.com. **£650** P1017/002



GTS number plate
'GT55 RED', a great looking plate on any Carmine Red GTS model, Macan, 911 etc, held on retention, not currently on a vehicle. Tel: 07787 292572. Email: scott.easton@ntlworld.com. **£499.99** P1017/010

REGISTRATIONS



JACKSON, JACK, JACKO, JAXXO
Excellent personal number plate for anyone named Jackson, Jack, Jacko, etc, etc, 'JAXXO'. Overseas move forces the sale of this cracking plate, I have now put it on to a retention certificate to make the transfer of ownership simple, you can put it on your vehicle now or keep it until you want to, absolute bargain and sure to appreciate in value, £1500 or very near offer. Tel: 07020 923542. Email: saltydog1@gmail.com. **£1500** P1017/024

LES 190

'LES 190' registration for sale
Until recently on my 964 but have now decided to sell the registration, on retention certificate, no VAT or other charges to pay. Telephone with offers. Tel: 07425 153194. Email: lezdawes@gmail.com. **£3500** P1017/037



SWANN or SWAN
Super number plate for anyone named Swann or Swan, it isn't often that you can get a perfect name plate, so grab this whilst you can. On retention certificate, at just £1999 it is a real bargain, excellent investment for the future, pass it on to your children, please call or email, do not text. Tel: 07020 923542. Email: saltydog1@gmail.com. **£1999** P1017/023



'JAZ 4911' private number plate
Private number plate, dateless number plate currently on a car, can be moved onto retention or onto your car, (JAS, JAS 911). Tel: 44 7944 494840. Email: pssall@hotmail.com. **£1000** P1017/026

IRZ 996

'IRZ 996' car registration on retention
I have available on a retention certificate so available immediately to transfer onto your 996 'IRZ 996', an ideal number plate at a great price for your Porsche 996, please feel free to contact me if you have any questions. Tel: 07856 687137. Email: colin.fettes@azamour-solutions.co.uk. **£1200** P1017/042

REGISTRATIONS

GT03 DKT

'GT03 DKT'
On retention. Tel: 07711 713479. Email: bschalmers@hotmail.com. **£350** P1017/020

JJI 9115

Registration for sale
'JJI 9115', number on retention. Tel: 07810 058297. Email: s-blakeley@sky.com. **£2000** P1017/025

HE11 CAR

Porsche registration HELL CAR
'HE11 CAR', looks great on a 911! Tel: 07415 252911. Email: keithnicko@aol.com. **£3850** P1017/029

BVV 911

Cherished number 'BVV 911'
Complementary 911 number for that special Porsche. Tel: Keith, 07415 252911. Email: keithnicko@aol.com. **£3250** P1017/041

P911 SAB

Cherished registration
'P911 SAB'. Tel: +44 1628 633745. Email: mocflyer@hotmail.co.uk. **£9950** P1017/038

L911 BAD

Porsche cherished number
'L911 BAD', complementary number for a special 911. Tel: 07415 252911. Email: keithnicko@aol.com. **£3850** P1017/039



Porsche 911 Arsenal plate
Great plate for any Porsche 911, lovely plate for any Arsenal fan, the ultimate plate for any Gooner, player or fan with a Porsche 911, 'P 911 AFC', it doesn't get any better. It is on a retention certificate, so very easy process to become yours, imagine this rolling up at the Emirates! If you want it, get in touch now. Tel: 07779 767605. Email: ticktock88@gmail.com. **£3500** P1017/021

AUCTION/SHOWROOM/CLASSIFIED

MARKET WATCH

You might think it's a bit early for early Boxsters to be considered anything other than old, possibly troublesome Porsches, but David Sutherland found there is clear evidence that the best preserved ones are now increasing in value



This low-mileage 986 Boxster 2.7 is for sale at £19,990. And how good in white?

For some time now, since 924s, 944s and 968s began to gain some collectability and showed a commensurate increase in value, we've been telling you that the early Boxster is now the "cheap Porsche". It was not hard to spot them for as little as £2000.

Fortunately for us we never went as far as, 'If the first Boxster becomes a classic we'll eat our hat!', because had we done so lunchtimes at 911&PW Towers would witness quantities of cloth and felt being ingested. Yes, two decades on from launch, the original, 986-model Boxster can be hot property that fetches (moderately) big bucks.

But let's be clear: most late 1990s/early 2000s Boxsters are still simply old (but of course still immensely likeable) sports cars, many just one step ahead of an overwhelmingly uneconomic repair such as a terminal lack of compression in the flat-six

water-cooled engine, or an IMS (intermediate shaft) bearing failure. They are not collectable and won't be until such time as there are so few left that supply and demand kicks in to hoist values. As ever, it's the low mileage, full history cars that have been cosseted that people are going to pay some serious money for.

Aside from the £2k wonders, presently if you're looking for a 986 Boxster in average condition, and are prepared to accept 150,000 miles on the clock, most are priced between £4000 and £6000. Perhaps early Boxster values have sunk to their present modest level because – at least up until the appearance of the turbocharged four-cylinder cars in 2015, some might say – each of the three model generations had been a close evolution to make the car more desirable. Improved engines, interiors, equipment and so on left little longing for

what went before, the best Boxster being the latest one.

However, nostalgia now does appear to play a part, which explains why Whittaker Motor Company in Bretby, Derbyshire, which specialises in low mileage German prestige cars was asking £19,990 for a white, two-owner 2004/04-reg Boxster 2.7 with 21,000 miles (lead photo) when its 'Retail' value was, according to price expert Glass's, around £8500.

'The person who buys this will be someone who knew Boxsters at the time but couldn't afford one, and now wants one that feels as though it has just come out of the showroom even though it's not 2004 any more,' explains proprietor Chris Whittaker, who bought the Boxster back from the lady he sold it to about a year ago.

Chris reckons that for Boxsters of this era, condition alone does not guarantee a high sale price. 'Low mileage

is absolutely key,' he stresses. 'I went to a British Car Auctions sale last year and a Boxster in red and about the same year as mine, but with just 7000 miles, sold for £20,000 – that's obviously a trade price to which a dealer mark-up would be added.

'Our white car will probably be bought by someone who'll put it in a collection – it might be the least expensive car in the collection, but it'll continue to make money as long as the mileage stays the same.'

His example had the advantage of being a late 986 model and therefore incorporating the key improvements that took the rough edges off the original Boxster, including the enlarged, 2.7-litre engine and the glass rear screen in the hood. The dark blue 2.7 offered at Porsche specialist Williams Crawford in Saltash in Cornwall was the same year and with under 60,000 miles and a part-Porsche Centre, part-independent service history – but it was left-hand drive, which inevitably reduces value in the UK. Nonetheless, Williams Crawford was asking £13,995.

'If we can find a nice car an unusual spec – every option box ticked – then it will really ring the bell and we can throw the price manual away,' says Director Richard Williams of early Boxsters. 'We've found people really love cars like these.' His car could certainly claim a generous sprinkling of extras, equipped with 17- rather than the standard 16-inch wheels, metallic paint, climate control, full leather, Litronic lighting,

navigation module and Bose sound system.

But like Chris Whittaker, he stresses the importance of ticking all the boxes: 'To make a special place in people's hearts, it has to be a car with a special story. It's not good enough just having sat in a garage for a while, it has to be low mileage and have a great history.'

Early Boxsters at way above book prices are common. For example Rosemount Car Company in Glasgow had stickered its silver 2002/52 2.7 with 38,200 miles at £11,995, £4700 more than Glass's forecourt price, and perhaps the Belgian trader who was advertising a very early Boxster, a 1997 2.5 with 151,200km (94,500 miles) for £10,500 was being slightly over-optimistic. But this car would have the advantage of being far cheaper to insure on a classic policy than 2003/2004 cars. Coming closer to book value was the private seller in south London wanting £12,750 for a 2004/04 Boxster S Anniversary edition with 25,000 miles, while another privateer in Stroud asked £11,850 for the same model with just 18,750 miles.

Search out a pre-2004 Boxster, preferably in 3.2 S form, that is in top condition, is not in a loud paint colour and has lots of extras, and you should at least have a car that holds its value (provided you've paid the correct price for) and might well appreciate. And, probably more importantly, every day you can enjoy what is still the world's best affordable mid-engined roadster. **PW**



2.7, £19,990



LHD 2.7, £13,995



LHD 2.7, £13,995



2.7, £11,995



S Anniversary Edition, 25k miles, £12,500 Balham



2004 S Anniversary Edition, 18.7k miles £11,850 Stroud

TRIED & TESTED

With 911 & Porsche World's roving tyre kicker, Johnny Tipler

CAYENNE 4.2 V8 DIESEL 2014

25,000 MILES

£54,995

As a devout fan of Porsche sports-cars I tend to be a bit snippy about the firm's SUV models, regarding them with an element of disdain that's purely (and some would say, unfairly) based on an inverted snobbery against Chelsea tractors – even though I have made several trans-European runs aboard sundry Cayennes and the odd Macan. In their defence, you can't fail to be impressed by their almost uncanny long-haul competence, covering vast distances with such ease and alacrity that you step out at journey's end feeling no more fatigued than when you set off, give or take a minor contretemps negotiating the Shuttle's narrow carriage driveways. Occasionally, then, it does no harm to remind ourselves of their presence in our vibrant marketplace, and especially when offered by a specialist whose sincerity and straightforwardness we hold in high esteem. I viewed these vehicles – Cayenne and 996 GT3 – recently when down in the West Country visiting Williams Crawford, and though conceptually chalk and cheese in terms of purpose, bodysell volume and performance delivery, they are incredibly competent examples of the models they represent. First up, the Cayenne V8 – one of three examples of the SUV on the forecourt here. This V8 was originally supplied new in May 2014 by PC Tonbridge in Kent, so barely three years old, and still a one-owner car. The selection of options that person ticked would have elevated its price tag to almost £80-grand.

Assuming you're in the market for such a vehicle, the V8 model is initially striking and impressive from the outside, finished in Jet Black metallic, enhanced by the Sport Design Package, which includes front and rear valances, side skirts, roof spoiler and extended wheel arches that help accommodate the 21-inch 911 Turbo Design five-spoke (the spokes are twinned, so in effect 10-spoke) alloy wheels. Do you need all that ephemera? Not necessarily, but then I'm guilty as charged as having ladled all such frivolities onto my old 996. But it's this Cayenne's interior that really blows you away. Peer through the privacy glass to feast on a glorious melange of Carrera red and black leather, from seats that are almost like thrones, to the console surround, and dashboard that's detailed with red stitching. There's a leather sports steering wheel with shift paddles, allied to an automatic gear-lever of agricultural proportions, and the aluminium package addenda provide the finishing touches to this altogether decadent cabin space. The 14-way electrically adjustable front seats are heated and have built-in memory function, while it is predictably spacious in the rear. Had I still got sprogs at home it is a concept I could well be tempted by – swallowing my anti-SUV tendencies. The power-operated tailgate cantilevers up to reveal the cavernous luggage boot, and should you need extra capacity, folding the rear seats down expands the space to more than double that. Other options include PCM3 off-road module – AKA sat-nav, the Ultrasound parking assistance plus reversing camera, topped off with the so-called Sound Package 2 and Hi-End sound system. As for on-road performance, the 4.2-litre twin-turbo diesel V8 effortlessly produces 382bhp and a giddy 850Nm of torque, relayed to the blacktop by permanent four-wheel drive and an eight-speed Tiptronic gearbox. Controls for the lazy person? Who cares – it is so very efficient. Furthermore, the Porsche Active Suspension Management system guarantees as smooth a ride as possible over the bumpy stuff. Talking of which, don't underestimate its off-road capabilities either – though as ever, serious all-terrain activity demands appropriate tyres, as manifest on the Transsyberia version like the one that we played with a few years back in Belgium. This V8 Cayenne's 100-litre diesel fuel tank will get you a long way, too, with 34-miles to the gallon attainable.

Even though they're most readily associated with Porsche sports models, a fair number of SUVs pass



through Williams Crawford's hands as well, as Adrian Crawford attests. 'We do quite well with Cayennes; they're family cars that tend to get used as a daily car. The quality is beautiful, and that black 4.2 twin-turbo diesel V8 is immensely swift, and the torque of the thing is truly amazing. You'll even see over 30 miles to the gallon, too, and you won't be wanting for performance. They feel safe, and what's not to like if you want a family car?' When new it would have cost the best part of £80,000, and now, with 25,000-miles on the clock, it still feels and smells like a new car.' Concerned about the fact it's a diesel? 'We've had quite a bit of hype on that recently. I can't see them taking away diesel pumps tomorrow, and the absolute fact is that certain cars drive better on a diesel engine, and some drive better on a petrol, and as far as Cayennes are concerned, you can actually get reasonable economy whilst not giving away anything in performance with the diesel. If you were running a petrol you'd be getting half of that mpg. I personally would feel a bit queasy running a petrol version, which is thirsty, so Cayennes suit diesels really well. And of course, they want us all to be in electric cars now, but I don't see them putting too many slots in the road for little electric cars yet, so I think we are way off with that, and I think diesels are here to stay for a while, because that particular engine works better in a big vehicle like the Cayenne.' Towering performance and an indomitable road presence characterise my blast up the A38. I could almost succumb to its pugilistic persona. **PW**



CHECKLIST

BACKGROUND

A one-owner Cayenne V8 diesel with huge power resources, combined with good economy, incorporating the most opulent cabin interior imaginable.

WHERE IS IT?

Just across the Tamar Bridge at Saltash, Cornwall, a few miles west of Plymouth: Williams Crawford are handy for Dartmoor, easily accessible by road – A38, A388 – and from the Midlands on the M5; Exeter Airport (1 hour away) and 5 minutes from Saltash station on the main London Paddington to Penzance (5-hour journey) railway line. Coming by ferry from the Continent? Plymouth Harbour is 7 miles (20 minutes) away. williamscrawford.co.uk

FOR

Low miles, fairly priced; sumptuous red leather interior with comprehensive instrumentation and controls. Immensely powerful, yet relatively economical.

AGAINST

Chequer-plate boot floor could be construed as overly utilitarian, though can be carpeted.

VERDICT

Subtle Jet Black colour scheme is not too challenging, and notwithstanding the stigma of a diesel engine, it is very well specced family transport.

VALUE AT A GLANCE

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

CLASSIFIEDS

ADVERTISE YOUR PORSCHE FOR FREE - ON THE PAGE AND ONLINE AT WWW.911PORSCHEWORLD.COM

PARTS



Porsche 911 Weber carburetors 46 IDA OEM

Beautiful set of Porsche OEM 46 IDA3C carburetors. If you're restoring a 906 or are looking for the best OEM 911 carburettor produced by Weber for Porsche, here it is. The intakes are PMO, email for more photos if interested.

Email: racep@tutanota.com.

£3500

P1017/006



Porsche 987 Boxster S engine 3.2 9871009

Factory rebuilt Porsche 987 Boxster S engine 3.2 98710092602 M96.26 fitment: 2005-2008 Boxster. Condition is excellent, asking price is 6000 Euro, and I will ship worldwide. Tel: 614 341 4554. Email: racin@protonmail.com (Netherlands).

€6000

P1017/017



Porsche 911 Weber 46 IDA carburettor

Porsche 911 Weber 46 IDA few carb original RSR ST 906 good condition with bridges. It came from a running engine, even with the original stamp on it. Tel: 07783 624679. Email: rallyparts@tutanota.com.

£4000

P1017/018

PARTS



Porsche 911 RSR ST 2.5 MFI

Genuine Porsche -Bosch 911 ST/RSR MFI mechanical fuel injection pump, this will fit most mechanically injection Porsche competition cars from 1971-1974. The pump has been in storage for many years, the dual actuator moves freely and the pump turns nicely as it should. Email: gavinblaublau@gmail.com (Kent).

£10,000

P1017/005



Genuine Ruf wheel set for Porsche 993

Ruf wheels (complete set of 4) for Porsche 993 including tyres Pirelli P Zero. Front: wheels 8.5 J x 18 H2 ET58, tyres 225/40 ZR 18 N4 DOT 0910; rear: wheels 10 J x 18 H2 ET66, tyres 285/30 ZR 18 N4 DOT 3607. Wheels are in perfect condition, no damage at all, tyres are perfect with 7mm profile, centre caps not included, fits C2, C4, Targa, S, 4S, RS, Turbo. Tel: 32 475 723939. Email: guysteen68@gmail.com (Belgium).

£2400/£2750

P1017/027

PARTS



Genuine Porsche Carrera Sport 19" alloys (black)

Genuine replacement Porsche 911 alloys sent directly from Stuttgart to Porsche Swindon as insurance replacements for my 911 C2S / 997 Gen II. These replacements were never fitted and I have since sold my 911 hence the sale.

Genuine Porsche alloys, x2 front and x2 rear alloys, finish: black, caps: centre caps not included, tyres: tyres not included, collection only. Tel: 07971 988575. Email: pearsojo@gmail.com

£2500

P1017/046

1977 Porsche 911 parts for sale

911 parts, bonnet, boot lid, bumpers, various instruments/ sundries. Tel: 07879 466740. Email: keith@seatown.co.uk.

P1017/035



Porsche 993 Carrera 4 (1995) front and rear lights/lenses

Full set of rear and front lights (not headlamps) including side repeaters and centre rear reflector with top cover piece, all bulbs, holders etc. Genuine Porsche OEM parts, rear are red/red (with amber indicators), fronts and side repeaters clear. Condition between good and very good, still shiny and no micro-scratches - just not as shiny as brand new! Either collect from SW4 or shipping £20 to UK only, contact for further details. Tel: 07951 033330. Email: nick@p-m.uk.com (London).

£350 ono

P1017/009

PARTS



Boxster hard top for sale

To fit a 987 model in Seal Grey, collection only from Brackley, perfect condition. Tel: 07711 182888. Email: pr@trade-events.co.uk.

£995

P1017/047



'75 '76 '77 Porsche 911 911S engine motor 2

'77 911 Targa 2.7 litre engine, 80,000 miles, ran great, engine turns smooth, comes with distributor, oil cooler etc, email me for more pics if interested. Email: gavinblaublau@gmail.com.

£3000

P1017/013



996 pair clear headlights (not Litronic)

Pair of clear headlights for 996, non Litronic, good condition complete with all bulbs, buyer collects. Tel: 07850 667555. Email: paulkayvin@gmail.com (Essex).

£3000

P1017/030

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996 GT3 GEN 2 2004

20,659 MILES

£96,995

And here we have the bee's knees, a sleek 996 GT3 gen 2, for sale at Williams Crawford, just across the Tamar from Plymouth, at Saltash in Cornwall. It is expensive, at £97-grand, but then it is almost unbelievably low mileage and in pristine condition. It was first registered on 2nd June 2004, a right-hooker supplied by Bristol PC, painted metallic Arctic Silver, with full leather interior including factory-fitted Recaro seats. It's fronted by Xenon headlights with headlamp wash, and runs on 18in GT3 alloys.

In both gen 1 and slightly more refined gen 2 guise, the 996 GT3 is a perfect blend of road-going sports-car and track-orientated incarnations, epitomising Porsche's design and manufacturing philosophy pretty accurately. Launched in 1999, the gen 2 GT3 appeared on the scene in 2004, and some say it was toned down to provide a contrast with the more hard-core GT3 RS. Check out the gen 2's cup holders and go figure. The gen 2 presents several stylistic changes, too. The 'teardrop' headlights are sourced from the Turbo and replace the gen 1's 'fried eggs', and the front and rear bumper panels have revised slope angles to the inlets and air ducts, with subtly different curves and splitter. Same with the back panel, too, which also displays revised contours, all a matter of taste, though there must be some practical substance to the alterations. The 18in ten-spoke wheels are simplified, side skirts moulded to enhance the aero, and the rear wing configured as a platform on a pair of struts instead of the gen 1's elegant swan-neck biplane. It's also 30kg heavier than its predecessor. In the performance stakes, power rises to 381bhp with torque up to 284lb ft, available from 2000rpm, and it's also shorter geared in 5th and 6th. The suspension is lowered and firmed up, brakes beefier with six-pot calipers in front, while bespoke semi-slick Michelin Pilot Sport N1 tyres were developed specifically for the gen 2 GT3.

It's done 20,660 miles in the intervening 13 years, and one wonders what it's been doing in that time. It certainly hasn't been overdoing things. And this is the crucial thing for buyers wanting a car they can salt away for another decade as prices escalate. There are apparently two types of customer in the GT3 arena: the collector who wants as few miles as possible, and the punter who doesn't care and because it's a trackable car that's required. Thus, there's a wild disparity in GT3 values, as my colleague with the camera found out when he marketed his gen 1 model not so long ago: with over 70K on the clock it fetched less than half the sticker price of this particular beauty.

What does Adrian Crawford make of the current GT3 market? "It's in its original first paint, exactly as it left the factory, so it's a really good target if you've got an eye on investment or collectability." My problem with that car is that I think GT3s are built to be driven. 'Yes, they're on a desert island, washed off with no place to go, but it doesn't seem to stop people with that investment head purchasing them. I'm with you, they're to be driven and thrashed and enjoyed, but they're the cars that people are putting in little bubbles, and that seems a bit back to front to me. You've got a racing car: guess what you should be doing with it? You should be out there racing the thing. But a lot of people are parking money, and they pick a low production, top spec car, whether that's top technical spec or low production, and then they want every box ticked: history, provenance, condition, mileage, and if you can tick all those boxes they will buy that car. What I find with the collector category is that they're very fussy, and so it's got to have everything going for it: low mileage, what it's done, first paint, all that stuff; and the other category is someone that fancies driving one, which is you and me, and it's a completely different scenario where different values apply. That's why high miles



GT3s and ones that have been tracked tend to stick or command much lower prices. And that gap has got bigger, the gap between collector quality and the enthusiasts' car that we're going to use and enjoy, and rightly so. Because if you want to put chrome mudguards on your Raleigh Chopper, it's your right to do as you like. The fact that you're enjoying whipping around in your Boxster and getting more fun and enjoyment out of that in the next 12 months than the man that buys my GT3, that makes you the winner, because you are doing what you want to do with your car. So is he, but he's just not using it.'

I know how these cars go, and how fantastic they are in any context, and it's a real powerhouse, dispensing that throaty Mezger roar and depth of performance and tautness of handling that's unique to the GT3. You don't need a trackday scenario to realise that, and in deference to its showroom status I limit my run out to nearby Pentille Castle, fervently hoping that it gets bought by someone who recognises the fabulous quality here and is glad to put it to use without worrying too much about knocking up the miles. **PW**



CHECKLIST

BACKGROUND

This 2004 gen 2 996 GT3 has done a mere 20,659 miles, and looks and smells as if it has just left the factory. The price-tag of £96,995 reflects its condition and specification.

WHERE IS IT?

Just across the Tamar Bridge at Saltash, Cornwall, a few miles west of Plymouth: Williams Crawford are handy for Dartmoor, easily accessible by road – A38, A388 – and from the Midlands on the M5; Exeter Airport (1 hour away) and 5 minutes from Saltash station on the main London Paddington to Penzance (5-hour journey) railway line. Coming by ferry from the Continent? Plymouth Harbour is 7 miles (20 minutes) away. williamscrawford.co.uk

FOR

Scintillating performance, race-derived looks and attitude, body-hugging bucket seats, low mileage and immaculate condition.

AGAINST

Its fine condition and lack of previous use will probably mean it is bought as an investment rather than a highly competent, range-topping and practical sports-car.

VERDICT

A fabulous machine in every respect – though some might prefer the slightly wilder manners and less formalised looks of the gen 1 version.

VALUE AT A GLANCE

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

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\$1600 P1017/015



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Offers P1017/049



Porsche 911SC 3.0 engine crankshaft

Genuine, early 911SC fully CCR-refurbished, counterweighted 911SC crankshaft, condition is excellent, asking price is 1600 Euro, and I will ship worldwide. Tel: 614 341 4554. Email: racin@protonmail.com (Netherlands).

€1600 P1017/016

PARTS



Porsche 993 RS Speedline wheels OEM 911

Unobtainable Porsche 993 OEM set of 4 Speedline wheels, 2 fronts 18x8ET52, 2 rears 18x10ET65. They are brand new, never mounted, ever, no kerb rash, oxidation etc, zero imperfections. Tel: 07783 624679. Email: rallyparts@tutanota.com.

£3500 P1017/014



Porsche 911 911R Weber carburetors 46IDA

Porsche 911 Weber carburetors 46IDA C, condition: excellent, these are NOT tired cores removed from running track car, went with EFI, other than a gasket kit, these are ready to run, email for more photos if interested. Email: racep@tutanota.com.

£2500 P1017/007



911 stainless steel silencer

Suitable for 911SC and Carrera, 1976 to 1989, big bore 80mm tailpipe, excellent condition. Tel: 07831 391306. Email: gary911sussex@btinternet.com (Sussex).

£140 P1017/008

PARTS



Swan-neck rear wing and engine lid

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£575 or offer P1017/048

MISCELLANEOUS



1965-66 Porsche 911 SWB tool kit

Absolutely beautiful condition. Tel: 07790 72001. Email: gavinblaublau@gmail.com.

£1500 P1017/022

Porsche engine stand

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£80 P1017/011

MISCELLANEOUS



911 & Porsche World magazine collection

93 issues from no 17 Sept/Oct 1993 to 107 Feb 2003 (exc issues 33, 45 and 48), plus issues 112, 116, 191, 192 and 193, buyer collects, reasonable offer considered. Tel: 07827 885723. Email: smunday1963@gmail.com (Cambs).

£75 P1017/028

Porsche books

Porsche Catalogue Raisonne, German language, two volumes. Tel: 07957 292127. Email: richardfridd1@hotmail.com (Kent).

£150 P1017/003

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TIME MACHINE

Editor Bennett peruses the archives of *911 & Porsche World* from days gone by. What's changed? That will be everything and nothing...

OCTOBER 2005 (ISSUE 139)

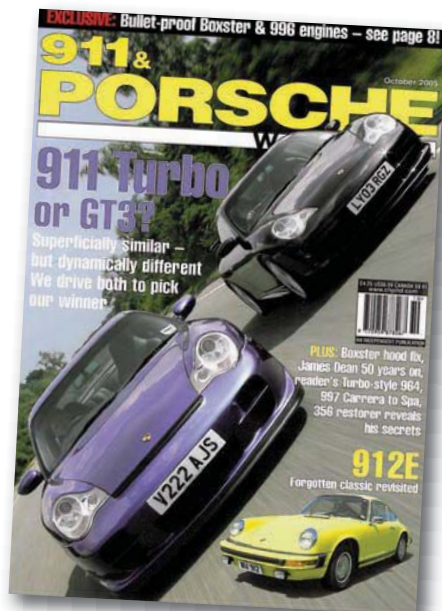
So, what was happening 12-years ago? Well, plenty of course, as the *911&PW* collective ventured forth to gather the usual eclectic mix of prime Porsche material for reader consumption.

Perhaps the biggest story, and certainly the one that would resonate the most over the years, was in the news pages, where we devoted two pages to Autofarm's all new Silsleeve process for Porsche's M96 engine, plus its IMS bearing fix.

Silsleeve, as the name suggests, was the repair procedure for existing blocks that had suffered damage to the cylinder liners, with Autofarm effectively re-sleeving with a steel liner and saving the block from being scrapped. Autofarm were the first to find a fix for this problem and naturally were keen to pass on the good news. Keen also to try a Silsleeve engine out and to that end we fitted one to the magazine's 996 C2 project car, together with Autofarm's IMS bearing modification. It should be said that the engine in our 60,000-mile 996 was seemingly in good health, but prevention is better than cure and all that. The car is still around and mileage has climbed well into three figures now, and Autofarm, plus others, have fixed many M96 engines, while *911&PW* has carved something of a reputation for its forewarned is forearmed coverage of the M96 engine and its foibles.

On the cover we posed the question: 911 Turbo or GT3? Well, decisions, decisions, but in the end we came down in favour of the 996 GT3 for sheer raw thrills.

Elsewhere we took a 997 to the Nürburgring; had some fun in a 912E; explored the fact and fiction of James Dean's fatal crash in 'Little Bastard'; took a drive



in a Croatia reader's 964 and paid homage to one of Porsche's earlier off-road designs: The Type 166 Schwimmwagen.

Slightly more amusing than the above worthy content, was air-cooled die-hard, Keith Seume's journey into the world of Porsche and water. Not so much water-cooled, but more water-heated, as he admitted to being seduced by a Porsche Design kettle. Needless to say the relationship soon soured as the Porsche kettle suffered one water based failure after another.

OCTOBER 2000 (ISSUE 79)

Seminal Porsche moments? Well, the arrival of the 996 Turbo is surely one of them. True, the 911 Turbo was hardly a new concept in itself, but the 996 Turbo took it to a whole new level when launched 17-years ago. After spending a week with the four-wheel drive projectile we were in no doubt as to its staggering abilities, and had you told us then that the current 911 Turbo would have an extra 100+bhp over the 996's 420bhp, we would probably have needed to go for a lie-down!

Elsewhere, Editor Horton saw fit to comment on the recent fuel depot blockades that had brought the UK to a standstill, largely thanks to hauliers protesting about sky high fuel prices. Good on 'em we all thought, although whether we would have been feeling quite the same if the dispute had rumbled on for longer than it did, I'm not quite so sure. Can't remember whether the prices came down much, either.

In the ever popular 'Tried and tested' slot, we slipped behind the wheel of a genuine 2.7 RS Touring for sale at £37,000 at Autofarm. We'll leave you to mull over that one...



OCTOBER 2007 (ISSUE 163)

Moving on a couple of years, if we could have put a picture of Walter Röhrl on the front cover, then we surely would.

Why? Well he proved to be a most gracious and entertaining interviewee, as we knew he would be. And why not? Well, unfortunately people on front covers don't sell car magazines. Walter's garage contents consisted of a 964 RS and 997 GT3 RS, the latter in which he took us out or a spin and pulled some sideways shapes for the camera. Legend!

In a what goes around comes around sort of way, we had a 928 Club Sport on the front cover, or a Club Sport replica at least. And of course in this very issue, some 10-years later, we're celebrating 40-years of the 928, reuniting Hans Stuck with his ex-Porsche supplied 928 Club Sport at the Nürburgring. Funnily enough Walter was there, too. Honestly, he's always hanging around! Of course 2007 was the 30th anniversary of the 928, although that fact seemed to pass us by.

Further into the issue Keith made his rally debut. Not as a driver, but as navigator in Mike Hick's 914/6 on the Coppa d'Europa. Despite a couple of wrong turns, it all went well, with 11th in class and friendship intact.

Moving back to the news pages and can it be 10-years ago that Porsche really started plugging the Cayenne Hybrid? Sure, it was two years from production, but we were invited to Weissach for a sneak preview of the technology. There was even a brief ride around the test facility in electric only mode and then the seamless transition as the V6 petrol engine took over. The future then, is very much with us now.



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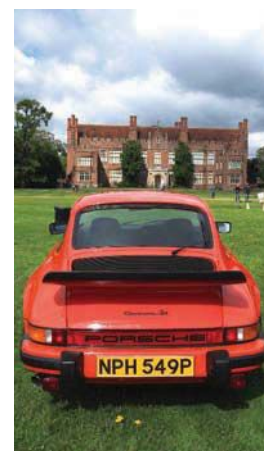
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*Turn at the brown Mapledurham House sign opposite The Pack Saddle pub, Mapledurham. Please note that the entry road is very narrow.

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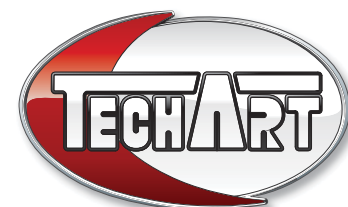


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