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email: sales@fvd.net



Editor: Steve Bennett
01379 668748; porsche.world@chpltd.com

Deputy Editor: Brett Fraser
brett@brettfraser.co.uk

Features Editor: Keith Seume
01208 871490; keith@fastbrit.com

Consultant Editor: Chris Horton
porscheman1956@yahoo.co.uk

North American Correspondent: Matt Stone
mattstonerama@gmail.com

Contributors
Kieron Fennelly, Antony Fraser, Paul Knight, Jeremy Laird,
Sim Mainey, David Sutherland, Clark Thomas, Johnny Tipler,
Dan Trent

Studio Manager
Peter Simpson

Group Advertisement Manager
James Stainer
james.stainer@chpltd.com

Production
Liz Smith
ads@chpltd.com

CH Publications Ltd
1 The Alma Building, Brewerstreet Dairy Business Park, Brewer
Street, Bletchingley,
Surrey RH1 4QP, United Kingdom
Tel: 01883 731150; fax: 01883 740361;
e-mail: chp@chpltd.com

Administration
Sandra Househam
Accounts: Bev Brown
Subscriptions: Debi Stuart debi.stuart@chpltd.com
Website: www.911porsche.world.com

Managing Director
Clive Househam

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UP FRONT

Happy birthday, Porsche. Our favourite manufacturer is
70-years old and we start the celebrations here

Seventy years old! No, I'm not there, just yet, but Porsche as a
manufacturer is. The very first Porsche 356/1 was registered for road
use in Austria on June 8th, 1948 and so fittingly we are commencing
our own journey through Porsche's 70-year history in this the June
issue of *911&PW* (yes, I know we publish in May, but that's just one of
the quirks of the magazine world).

Looking ahead, we will be embarking on a decade-by-decade, year-
by-year trip, which, in keeping with Porsche's progress, will start off at a
brisk pace and culminate in mind-bogglingly rapid progress as the
future becomes the present.

From my own perspective it's been a privilege to professionally write

“ It's been a privilege to
professionally write about
Porsche for 10+years ”

about Porsche, both historically and contemporarily, for 10+years,
although as a Porsche owner I go back 20-years, and maybe more if
you include the somewhat tenuous link of my first car being a Beetle.
But then I come from a Porsche owning family. My sis has a Cayman,
my dad a 997 C4S. Most of my petrolhead friends own, or have owned,
Porsches, and the majority of motoring journos choose a Porsche as
their own wheels of choice.

None of the aforementioned – me included – owns a Porsche
because it looks good (although most do), or we desire to be seen in
one. It goes much, much deeper than that. Driving and owning a
Porsche gets under your skin. The first cars that rolled out of Gmund in
1948 were an engineering triumph over post war adversity, and much of
the DNA remains today. It's a major part of what makes them special.

STEVE BENNETT
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NEWS

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PORSCHE PREPS GT3 RS WEISSACH PACKAGE

The real Rennsport deal

Say hello to the most extreme version of what may prove the ultimate naturally aspirated 911. We give you the new GT3 RS Weissach Package, an even lighter, even faster, even more hardcore take on Porsche's Rennsport philosophy.

Porsche indicated the new GT3 RS would get the Weissach treatment at the model's Geneva show debut earlier this year. But it was at the more recent New York motor show that the full details were revealed. The headline feature involves a maximum weight saving of 29kg, thus reducing the overall EU-style kerbweight to 1476kg. But as ever with a Weissach Package, the devil is in the detail.

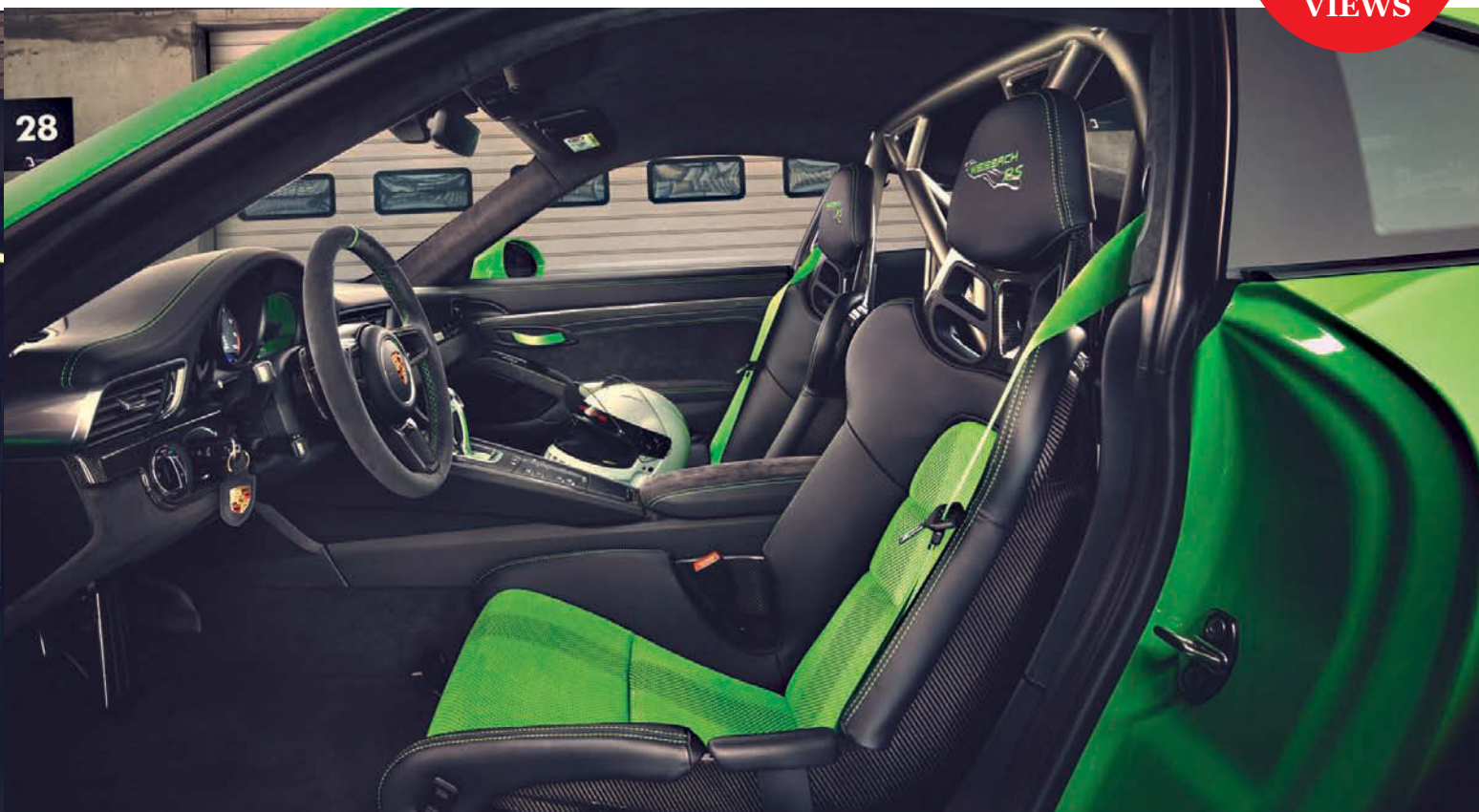
Since the Weissach Package was first offered in a similar form for the Porsche 918 Spyder, Porsches says it has stood for consistent lightweight construction and for the closest possible proximity to motorsport. For the new GT3 RS that starts with the signature multi-spoke forged magnesium wheels. Located via a centre-lock mechanism, they represent a weight saving of around 11kg. These rims are so exotic, in fact, production delays forced Porsche to introduce the Weissach Package in two stages, with and without the rolling stock.

Next up on the list of unobtainium extras is the gorgeous titanium roll cage. It's fully

12kg lighter than the equivalent steel roll cage offered with the Clubsport package. But that's not all. The anti-roll bars on the front and rear axles and their coupling rods are made of carbon. The same goes for the new roof, which replaces the already ludicrously lightweight magnesium panel in the standard GT3 RS, if the GT3 RS could ever really be characterised as 'standard'.

When you're trying to shave off grammes, every detail counts. So Porsche has even included ultra-light gearshift paddles and steering wheel trim in carbon-fibre. Indeed, even the carpet is slightly lighter when the Weissach Package is optioned. Visually, the Weissach Package's

The 991 GT3 RS Weissach Package is an exercise in extreme weight loss, with a kerb weight of 1401kg, which is mighty impressive for a modern road car. There is carbon fibre everywhere, including the roof panel. Wheels are magnesium, while the roll cage is titanium. Even the carpet is slightly lighter



front bonnet and roof are finished in exposed carbon-fibre weave, while the huge rear wing receives an equally large Porsche logo. Inside, Porsche has sewn Weissach Package labels into the headrest and fitted a plaque to the cupholder cover.

As for the rest, it's all GT3 RS. That means a monstrous 4.0-litre naturally aspirated flat six that's rated for 520 metric horsepower. As it happens, that figure is actually rather conservative. Porsche's main motorsport mouthpiece, Andreas Preuninger, says the engine could actually have been homologated at 530hp but that it was decided to err on the side of caution. Even more intriguing, Preuninger reckons the engine would be good for around 600hp in racing trim without intake restrictors.

Transmitting that power to the rear wheels is the latest and greatest iteration of Porsche's seven-speed PDK robo' gearbox. The net result is a zero to 62mph sprint of just 3.2 seconds and a top speed of 194mph. Chassis-wise, the RS is a major step up, too, with rose-jointed connections across the board. Porsche says the spring rates mirror those of the mighty GT2 RS. The rates are double those of the mere GT3 model on the front axle and 40 per cent higher in the rear. The RS's aero package, likewise, has had a thorough overall, with the addition of NACA ducts to the bonnet, new vertical aero guides in the front bumper and a revised rear wing.

All told the GT3 RS is a mighty bit of kit and the Weissach Package only makes it mightier. Indeed, it might just

turn out to be the mightiest naturally aspirated 911 Porsche ever makes. Porsche is due to reveal the all-new Type-992 911 in September and it looks ever more likely that model will see turbocharging adopted across the board, including the GT3 variants.

In theory, the GT3 RS is on sale now for £141,346 from your local Porsche Centre, with first UK deliveries expected around June. But the model has long since sold out. If your name is not already on the list, then, you're not getting in. What's more, Porsche tells us that the Weissach Package's UK availability has yet to be confirmed and, for now, there's no word on what it adds to the GT3's price. However, the £21,042 cost of the similar package for the GT2 RS is probably a decent guide.

For a full test go to p38 of this issue.



70 YEARS OF PORSCHE, 964 HITS 30

Let the celebrations commence

Hard to believe, but it's fully 30 years since the 964 made its debut at the 1988 Frankfurt motor show and kicked the air-cooled 911 can down the road for another product cycle. Time for a celebration? Certainly, especially since Porsche as a whole hits 70 this year thanks to the fact that it was on precisely the 8th of June, 1948, that the first Porsche prototype with chassis number 356-001 received its general operating permit. Thus the brand was born.

To mark the occasion, Porsche is hosting the first "70 years of the Porsche sports car" special exhibition at the VW Group's Forum site at Friedrichstrasse 84, Unter den Linden, Berlin until the end of May. The exhibition is open seven days a week from 10am until 8pm and admission is free.

As for the 964, that got a special showcase at the famous Techno Classica fair in Essen, Germany, in March. The 964, of course, has now firmly attained classic status with values to match. At the time it was launched,

however, Porsche was keen to emphasise what was new. That included what Porsche said was 85 per cent new parts and the introduction of several innovations for a 911 that ranged from power steering, the Tiptronic gearbox and ABS brakes to all-wheel drive, a coil-sprung rear axle and light-alloy wishbones.

Back in 1988, the newly revised 3.6-litre engine cranked out 250hp making it the most powerful naturally aspirated engine in the history of 911 production vehicles and almost on a par for power with the first 911 Turbo. The 964 also boasted the first passenger car engine in the world to have a controlled metal catalyst. With a fully panelled underbody and an automatically extending rear spoiler, Porsche claimed record aerodynamic values, too.

The tightly-integrated and body-coloured polyurethane bumpers probably didn't do the aero any harm, either, and they certainly marked the 964 out visually from previous 911s. A revised interior with dual airbags and

much improved automatic air conditioning didn't do any damage when it came to comfort and usability, either.

Of course, the 964 came at a difficult time for Porsche. The world economy was in the doldrums for much of its main production tenure through to 1994. Still, an overall production run of around 62,000 puts the 964 broadly on a par with its 993 successor, a model that is often seen as more successful and was certainly more highly prized in the car market until fairly recently.

Today, the 964 seems much more an iterative step in the overall air-cooled cannon than a radical technical innovator. Indeed, with Porsche as a company increasingly shifting its focus away from combustion engines of any kind and toward electromobility, what used to be classed as radical transitions for the 911, such as the 964's introduction of power steering and water cooling for the 996, could seem very small fry in a possible future of battery-powered, self-driving Porsches and possibly 911s, too.

Lots to celebrate as Porsche hits 70 and the 964 turns 30. Each is celebrated at the VW Group's Forum site in Berlin

OUR TAKE

ROAD-GOING RSR?

File this one very firmly under totally unconfirmed rumour, but Porsche could be planning a road-going version of its latest 911 RSR racer. That car's main claim to fame, of course, is its novel mid-rather-than-rear engine installation. A road going version would thus make for the first mid-engined 911.

Well, it would unless you include the 911 GT1 of the late 1990s, of which a small number of Straßenversion were produced. But that was a tube-frame racer that arguably had more to do with the 962 than any 911, bar the branding. The latest 911 RSR is very much derived from the road car. But which road car, exactly?

Those who've been around the RSR racer indicate it's something of a Frankenstein construction with a 911 front end welded to a Cayman rear module. That makes sense until you consider that the 911 and Cayman already share the forward part of the monocoque to which bespoke rear modules are attached to create rear and mid-engined models, albeit the existing road-going mid-engine model makes do with a simple strut rear axle to the 911's multi-link affair. But whatever the precise construction, this mooted RSR for the road would very likely represent the first street-legal mid-engined 911 worthy of the name. It would not, of course, be cheap.

Earlier this year, Australian race shop RSR Pro reported on what it said was one of the first RSR customer race cars, indicating a price of \$1.5 million Australian dollars or the better part of a million quid in old money. What's more, the skuttlebutt suggests ultra-low production numbers for the road car. Sources vary from anything from just over 20 cars to as many as 200. But anywhere in that range combined with the mid-engine layout would surely make for the unicorn car to end all unicorn cars.

Recently, a few examples of what is arguably the ultimate 911 to date have started

popping up for sale. We speak of the latest GT2 RS, a car that listed for £207,506 and is now being offered for upwards of £500,000 by several high end car dealers. It's thought Porsche is making or has made around 1000 of those. The mind boggles at what value the market would place on 200 RSRs, let alone just 20.

Worth swinging past your local Porsche Centre to drop off a letter of intent just in case? Perhaps. But as one wag on the Rennlist forum suggested, if this thing is for real then dealers will probably schedule televised VIP death matches in which hopeful buyers beat each other silly for one of a tiny handful of allocations. If you thought the car market couldn't get any crazier, a road-going RSR would almost certainly set you straight.



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THE 3D-PRINTED CLASSIC PORSCHE

Well, 3D-printed parts at least

Getting hold of parts for old Porsches can be a pain. In the worst case scenario, a shortage of parts may actually force cars off the road. But don't panic. Porsche Classic, the division of Porsche dedicated to classic vehicles, has a solution. The plan is to produce extremely rare parts only needed in small quantities using 3D printers.

The Porsche Classic range currently includes some 52,000 parts. If a certain spare part is no longer in stock or stock is dwindling, it is reproduced using the original tools. For larger quantities, production may require the use of new tools. Ensuring the supply of spare parts that are only required in very limited numbers, however, sometimes poses a major problem. Small batches using new tools would be painfully pricey. But thanks to advances in 3D printing, it's now possible to replicate high quality and fully functional parts in small quantities for a more reasonable price.

Take the release lever for the clutch on the Porsche 959. This component is made from grey cast iron and subject to very high quality requirements. But it's also both in low demand and no longer available, not least because only 292 of these super sports cars were ever produced. Cue 3D printing via selective laser melting. To manufacture the release lever, a layer of powdery tool steel less than 0.1 millimetre thick is applied to a plate in a computerised process.

In an inert atmosphere, a high-energy light beam then melts the powder in the desired locations to create a steel layer. Thus, the complete three-dimensional component is produced, layer by layer.

Both the pressure test with a load of almost three tonnes and the subsequent tomographic examination for internal faults were passed by the printed release lever with flying colours. The practical tests with the lever installed in a test vehicle and extensive driving tests confirm the impeccable quality and function of the component.

Porsche says all parts that are produced using the 3D printing process meet the requirements in terms of absolute fidelity to the original specifications, both from a technical and a visual perspective. Due to the consistently positive results received to date, Porsche is currently manufacturing eight other parts using 3D printing. The parts in question are steel and alloy parts produced using the selective laser melting process, and plastic components manufactured using an SLS printer. SLS stands for selective laser sintering, a process where the material is heated to just below melting point and the remaining energy is applied through a laser to fuse the plastic powder at a selected point.

With any luck, a wide range of classic parts could be resurrected using 3D printing. In theory, all that's needed is 3D design data or a 3D scan of the component in order to reboot production. The components can then be produced on demand, which in turn eliminates tooling and storage costs and ought to make for lower prices. Of course, truly low prices and official Porsche parts aren't often seen in the same postcode. So, here's hoping that some of the pattern parts makers get in on the 3D printing action.

3D printing could revolutionise the remanufacture of parts for rarer Porsches and those made in very small numbers, like the 959. Above (left) is a clutch release lever for a 959 that has been laser printed

A PORSCHE POWERED BY BITCOIN?

Porsche tests blockchain security

Is Porsche really jumping in on the Bitcoin bubble? Not exactly. Instead, along with partner and Berlin-based start-up XAIN Porsche is testing the Bitcoin-enabling blockchain technology as a means to enable more secure transactions involving everything from controlling vehicle functions remotely via apps to data logging and car sharing.

Blockchain is essentially a technology for recording and encrypting transactions, typically via a peer-to-peer network. In layman's terms, it's a means of recording transactions that's secure, robust and decentralised. As for Bitcoin, it's the most famous so-called cryptocurrency based on blockchain and, thanks to its roaring success of late, the terms Bitcoin and blockchain have come to be used increasingly interchangeably, if ultimately inaccurately.

As for why a car company might want to use blockchain, over to Porsche's Financial Strategist Oliver Döring. "We can use blockchain to transfer data more quickly and securely, giving our customers more peace of mind in the future, whether they are charging, parking or need to give a third party, such as a parcel delivery agent, temporary access to the vehicle. We translate the innovative technology into direct benefits for the customer."

The services developed on the foundation of blockchain are fast and very secure. The car becomes part of the blockchain, making a direct offline connection possible – in other words, without the need to route through a server. At just 1.6 seconds, the process of opening and closing the car via an app is up to six times faster with blockchain. What's more, it's more secure too thanks to decentralised cryptographic encryption. This process ensures that all activities are documented in the blockchain in a way that prevents them from

being modified, and can be viewed using an app. In short, access authorisations can be distributed digitally and securely and can be monitored by the vehicle owner at any time. Blockchain also makes it possible to assign temporary access authorisations for the vehicle while protecting all communication between participants.

Porsche is also working on new business models based on blockchain. Primarily, blockchain can be used to share car-to-car data securely for improved autonomous driving functionality. The takehome, then, isn't that blockchain is enabling anything strictly new. But it does promise to make things happen faster and keep them more secure in an age when data security is a major problem. Just don't expect to necessarily buy your next Porsche with Bitcoin.

Bitcoin? Blockchain? It's largely gobbledygook to us luddites, but it appears to be something to do with data transfer...



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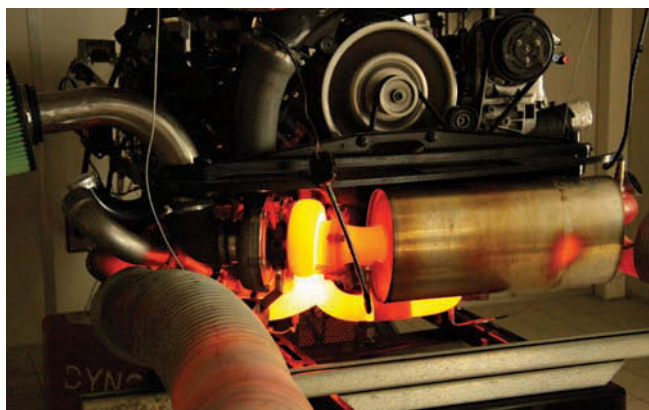
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BS MOTORSPORT'S BUCKINGHAMSHIRE OPEN DAY

Get ready for a red-hot August

The renown air-cooled experts at BS Motorsport of Westcott, Buckinghamshire, are holding their first open day in five years. The date is August 18th and admission is free for all. The precise format of the day is still being finalised. But visitors will tour the engine-building facility, said to be one of the best-equipped in the country, and view a recently reassembled 930 Turbo unit being put through its paces on the dyno. Proprietor Neil Bainbridge reckons that will include a view of the highly-tuned exhaust system glowing cherry red.

Also on show will be the company's state-of-the-art Bosch MFI test-rig in action, possibly with a 12-cylinder 917 pump, and a box of tricks that teases out the subterfuge sometimes associated with chassis numbers. 'No forgery is safe from prying eyes with this piece of kit,' says Bainbridge.

BS Motorsport also suggests you may want to bring a credit card or some cash. The company's hoard of air-cooled 911 parts from the south of France has now been sorted and catalogued. The treasures range from dashboard tops to doors, from carburettors to crankcases and from exhaust systems to gearboxes and complete engines. The latter includes a genuine 2.7 RS Carrera motor up for grabs.

BS Motorsport is also extending an invitation to other Porsche

specialists and individuals who wish to sell surplus spares. 'We shall be making a modest charge for an autojumble pitch outside on either the grass or the Tarmac,' says office manager Nicole Parish, 'but given the promotion we are putting in to the event, we expect a footfall that will amply repay that investment. We want to recreate the atmosphere of the sale days that used to take place at Husborne Crawley, and perhaps even to make this an annual event, as that was. A three-metre pitch will cost just £50, a six-metre plot £80, or for £120 vendors can have a full 10-metre space. We are also inviting onto the site a number of mobile catering vehicles offering quality hot and cold food and drinks.'

There will be plenty of space for parking up on the leafy edges of an historic World War Two bomber base and the company's technicians will be on hand for advice. Many of the cars in the company's storage facility will remain discreetly out of sight, but it is hoped that a significant number of clients will agree to put their prized classics on show. Both *911 & Porsche World* and *Classic Porsche* will also be attending with not only copies of the latest magazines but also popular back issues. Look out for further updates. In the meantime, head for bsmotorsport.co.uk or call 01296 658422.

There will be plenty to see at BS Motorsport's open day, including a 930 Turbo engine being put through its paces on the dyno

HANG OUT WITH HERITAGE AT BRANDS HATCH

Porsche parts specialist to host June jamboree

Sussex-based Heritage Parts Centre, specialist in both Porsche and VW clobber, is plotting an awesome day out at one of the UK's most iconic race circuits, Brands Hatch. The one-day extravaganza on June 16th is part of Deutsche Fest at the legendary Kent track.

But here's the really good news. Courtesy of a Heritage Parts flyer, you can gain admission scot-free. Flyers will be included in all parts orders, at events and available from their shop between now and June. If you have a cherished Volkswagen, Porsche or indeed anything German, pop this this date in the calendar now and set

your alarm for early. Gates open at 9am and the first 800 or so VAG and Porsche vehicles will be allowed to park up in prime positions around the paddock.

Track time is available from just £35 and camping is also an option for those who'd like to partake in a few German beverages during the complimentary evening entertainment! Find out more on the Heritage Parts Centre Facebook page, look up @driveheritage on Instagram or Twitter or send an email to social@heritagepartscentre.com. We'll see you there!

PORSCHE'S POTTY PURE-ELECTRIC TRACTOR

Farmyard fast and furious

Porsche AG is delighted to announce the latest addition to the all-electric Mission E model line. Following the successful debut of the Mission E Cross Turismo at the 2018 Geneva International Motor Show, Porsche is heading even further off road with the pure-electric Mission E Tractor.

This bold vision for 21st Century agriculture blends design cues from Porsche's original mid-1950s tractors with the same advanced digital connectivity and 800v fast-charging architecture that powers the Mission E. With a power output in excess of 700hp, the Mission E Tractor will be the fastest accelerating agricultural vehicle in the world, enabling farmers to harvest crops in record time with the added environmental benefits of zero emissions at source and significantly reduced operating noise.

The Mission E Tractor will also benefit from Porsche's newly developed FastFarm App, designed to provide 24-hour satellite-based weather updates and a mobile farmers' forum. Porsche is confident that the combination of tradition and innovation – and enough power to set a pretty good lap time on the Nordschleife – will make the Mission

E Tractor a runaway sales success. On the other hand, this might just be Porsche's annual bit of April fool fun. You decide.



A Mission E tractor? Surely Porsche is having a laugh? Well, yes, actually. This was the Porsche Fun Department's April Fool offering

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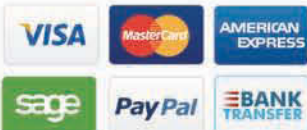


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The tempting trinkets that enhance Porsche ownership

RENNLINE'S NEW RS-STYLE RODS

There are many things that distinguish an air-cooled 911 from its water-cooled descendants. The compact proportions. The distinctive noise. And also the tactility, especially when it comes to the steering system. Modern 911s remain remarkable for their steering feel. But the old stuff is on another level. But what if you could make it even better? Now you can, thanks to Rennline. Available for all 993s and certain 964s and part of Rennline's HD range, these new inner tie rods are inspired by the 993 RS and boast a rigid spherical coupling. That makes for a huge improvement in precision and control versus the factory rubber units and in turn tighter and more transparent steering. Sold as a pair, the rods fit all 993 models, along with 964 models with EVO hubs. They're available now from rennline.com for \$300 or roughly £215 before shipping and taxes.



UPGRADED GRILLES

When Porsche moved from air to water cooling, the position of the radiators was always going to be critical. The solution was some clever engineering involving dual front-mount radiators mounted just ahead of the wheels. That basic approach and packaging has remained largely the same since the first Type-996 911 right through to the latest second-gen Type-991 models. Unfortunately, said consistency has extended to radiators that are exposed to debris and other detritus that can both cause immediate damage or lead to a build up of damp dirt that eventually rots out the rads. As if to prove that Rennline doesn't rest on its air-cooled laurels, it has a fix in the form of custom-fit grilles. They attach neatly and discretely behind the factory louvres and come complete with full fitting instructions. Prices from \$275/£200 from rennline.com.



INCOMING: 997 INTERCOOLERS

Forge Motorsport already offers some nifty upgraded intercoolers for 996 Turbo models. Now the Gloucestershire-based 911 Turbo tweeker has set its sights on the first generation 997 Turbo. The new intercoolers start with enlarged 60mm hoses to improve flow and extend to a completely redesigned intercooler. Forge says the factory ducting is pretty much flawless. So its new intercoolers are designed to fit perfectly on the factory mountings. While similar in profile to the standard items, Forge's intercoolers are both deeper and offer a more efficient plate-core structure. The net result according to testing is a huge 40 degree drop in intake temps. That means more power and torque across the rev range and better longevity for related components. Priced at £1121.12 plus VAT, the intercooler kit is available now from foragemotorsport.com.



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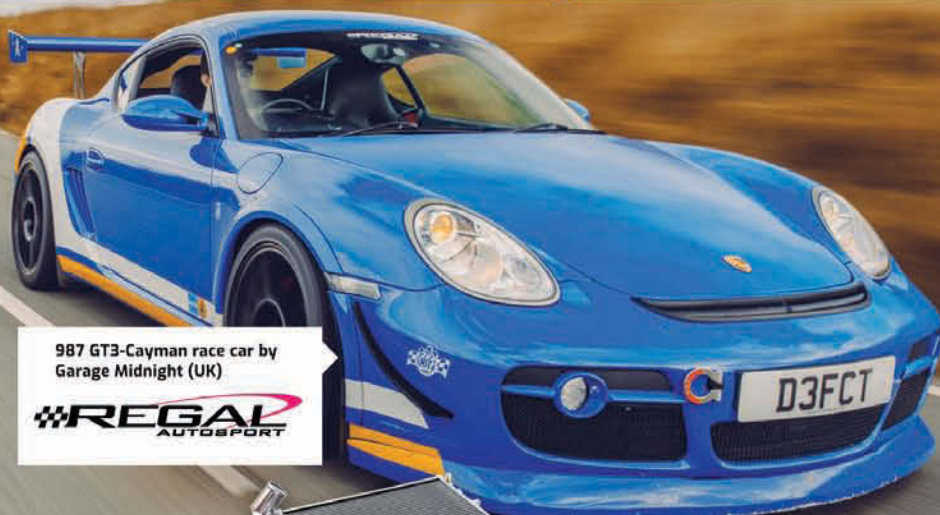


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	Center	7053	7053	7068	
911 GT3 / RS	Left	7044	7047	7069	
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	Center/Spyder	7057	7049	7060	7068
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KEEP YOUR CAYMAN COOL

Overheating power steering fluid during track action is a known problem for many mainstream Porsche models, including 987 Boxsters and Caymans. Track driving, of course, means sustained high revs. Moreover, because the steering pump speed is a direct factor of engine crank speed the result is equally sustained high flow and fluid temps. However, like several other models, the first generation 987 does not have a steering fluid cooler. One solution is an underdrive crank pulley, reducing pump speeds. However, that pulley will also underdrive other components, including the alternator and water pump, and can create issues of its own. Stuttgart Classica's answer is more specific, namely a cooling kit plumbed directly into the steering pump's low pressure circuit. Priced at £275, this kit ships worldwide from stuttgart-classica.co.uk.



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WEBCON'S WEBER VENTURIS

Heads up all you air-cooled, old-school 911 aficionados with a penchant for the last word in throttle response and precision. Webcon is pleased to announce the introduction of a complete range of venturis, otherwise known as chokes, for the Weber 40 IDA3C carburettor. Yup, the very same as fitted to many six-cylinder air-cooled boxer engines from the classic Porsche 911 portfolio. Webcon's new 40IDA3C venturis are precision made in the UK and are all priced at £24.95 a pop, plus VAT. For the record, the size options include 32mm, 34mm, 36mm and 38mm. The venturis are available for purchase not only directly from Webcon, but also from appointed Webcon dealers right around the world. For more information you can reach Webcon in the UK on +44 (0)1932 787100 or visit webcon.co.uk.



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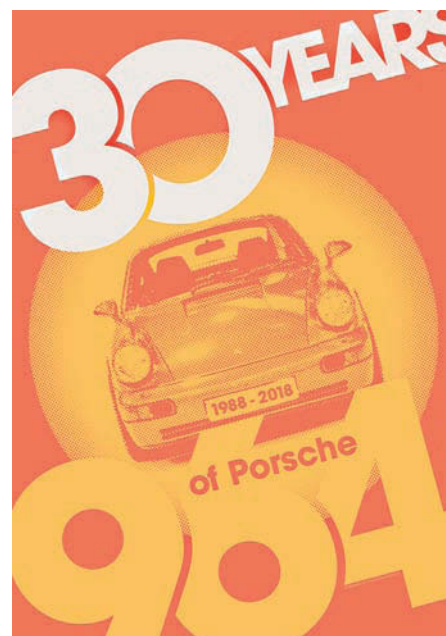
EIBACH PRO-TRONIC

If you've got a modern Porsche fitted with PASM adjustable dampers, but want to swap over to some sort of aftermarket performance suspension kit, your car's on-board computer will more than likely get a bit upset and throw-up an error message. You could, of course, live with this, but it's a bit unsightly. Enter, then, Eibach and its new Pro-Tronic kit, or 'electronic suspension module' to give it a slightly fuller explanation. As you can see, there are four of these nifty gizmos and each one plugs into the now redundant PASM power supply ensuring that the standard damper regulation is de-activated, which prevents the unwanted error messages from occurring. The kit is suitable for the 997 onwards, including Cayman, Boxster and GT3. Prices start at £325.96+VAT. For more info call: 01455 285851 or email: sales@eibach.co.uk



964 CELEBRATION

Can it really be 30 years hence since the 964 was first revealed? Believe it or not, yup. The 964 was first shown as a 1989 model-year car at the 1988 Frankfurt motor show. It was, of course, the first main series 911 to offer four-wheel drive, ABS brakes, coil-spring suspension and power steering. By 911 standards, it also represented a radical visual overhaul thanks to modern body-coloured bumpers. Of course, the core architecture of the 964 was carried over and thus essentially the same as previous air-cooled models. So the 911's distinctive silhouette, compact proportions and those torpedo-tube front wings were retained. After a brief period in the doldrums when values sagged, the 964 is now a firm favourite. To celebrate all that, CarBone has come up with this commemorative poster. It's yours for \$28 or around £20 from car-bone.pl



POLISHED PORSCHE PERFECTION

UK based artist, Robin Bark, has created a range of limited edition sculptures based on iconic classic cars. Included in this range are works inspired by the 356, Speedster and 911. His work shows a minimalist style that captures the essence of the subject in a pure and simple form. The subtle detail is revealed as light reflects off the highly polished surface planes imparting a sense of speed and dynamism. The pieces are individually sand-cast in solid aluminium, hand-worked and finished in polished aluminium, nickel or sterling silver. Each piece is signed, numbered and presented in a bespoke wooden box. For the 70th Anniversary Robin is offering small editions of his current Porsche sculptures to be finished in platinum and is currently working on a new piece inspired by the 550 Spyder, which will be available later this year.

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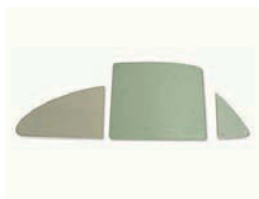
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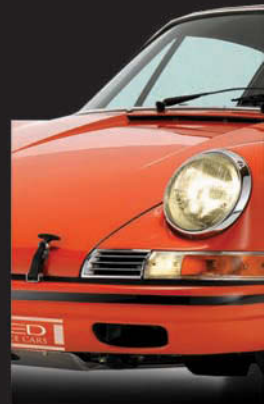
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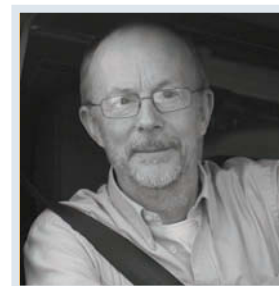
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THE USUAL SUSPECTS



CHRIS HORTON
911&PW's roving reporter

We all love the idea of finding some rare gem of a classic Porsche in an abandoned barn, says Chris Horton, but make sure that you aren't taking on more than you bargained for. Plus: a simple man's guide to corner-weighting, and the GT3 you have never heard of

DREAM PORSCHE – OR JUST A WILDLIFE SANCTUARY?

There is something very appealing about so-called barn-find cars – and I say so-called because in many parts of the developed world, and certainly here in the densely populated United Kingdom, there are increasingly few barns, 'undiscovered' or otherwise, and never mind ones with an ancient classic hidden within. Even so, we all dream of dragging open some ancient wooden gate, or more likely the up-and-over door of a dilapidated suburban lock-up, and stumbling across a perfectly preserved Carrera 2.7 RS, or perhaps even just a timewarp 944. A nice little 924S would do for me. Or another early-production Rover 2000 – but that's another story.

Such finds often come at a price, though. The world at large now seems to have an unshakeable belief that anything with a Porsche badge on it must automatically be worth a king's ransom. And even if you can buy the vehicle for a price that is genuinely fair to all parties – bearing in mind the possibly sad circumstances, and the likely sizeable cost of recommissioning it – you remain a hostage to fortune. Will the car even move? If you drag it from its resting place with the help of your Cayenne and a tow-rope, will it simply fall apart? Has the engine irreversibly seized? Has it been partially stripped, and the components lost? Has the trim been trashed by the weather coming in through the seemingly obligatory half-open window? And why was it put in there and abandoned in the first place? Almost certainly not because it was running like the proverbial sewing-machine.

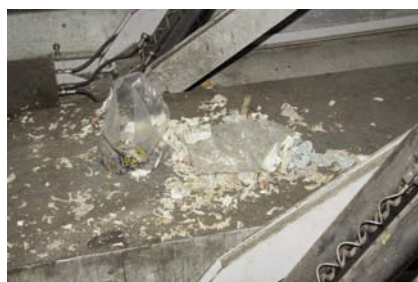
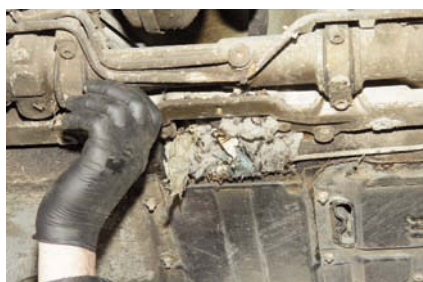
As you will read within the next few issues, in early April I spent a fascinating day with Chris Franklin at Center Gravity in Atherstone, Warwickshire. What Chris doesn't know about setting up suspension in general, and 911 suspension in particular, is famously not worth bothering with. What's more, he has the uncanny knack – not unlike Professor Brian Cox, discussing the mysteries of the cosmos in a BBC Four documentary – of explaining it all so that it makes perfect sense. You will almost certainly have trouble later passing on that knowledge to anyone else, even with numerous wild and meaningless hand gestures, but that will be your failure, not Chris's.

Our project for the day was the 964 Targa belonging to another

Chris – Chris Howells from Carmarthen in south-west Wales. The car was having a full suspension overhaul and alignment, using Bilstein dampers and Eibach springs and anti-roll bars. We are big fans of both brands here at 911 & Porsche World, and had decided that it would make a great how-to story, with the added benefit of some equally useful theory. (That's the part I am going to have to work hardest at. Hand gestures, wild, meaningless or otherwise, don't come across well in a magazine.) Chris – Howells, that is – had genuinely found the car in a barn in his very rural corner of his beautiful country, and was in the early stages of a full restoration. There remained much to do, but he had already had the structurally sound car repainted, and the engine ran well enough, so the chassis seemed an obvious next step.

One of the first stages was to get the Targa up on the lift and remove the undertrays, and immediately it was obvious that it had experienced some sort of 'interaction' with the local wildlife. We thought it might even have run over a sheep, such was the amount of what looked disturbingly like soggy wool scattered about (although quite what said sheep could have been doing with that plastic takeaway fork was another matter), but closer inspection of the great wodge of fibrous material projecting from the central tunnel soon revealed the tell-tale mouse droppings. Eventually, with the aid of a long screwdriver and an air-line and a vacuum cleaner, Chris extracted the vast pile of old paper towels and even sponges that Mr and Mrs Mouse had dragged in there while presumably raising an entire dynasty.

Luckily there was no sign of any incumbent rodents, either dead or alive, and no obvious evidence of the vast amount of damage they can do to soft trim and wiring, so it was a very lucky escape. And a timely reminder that just as barn finds rarely come, either figuratively or literally, without some sort of hidden baggage, neither do said barns make a great place to store your current car in the first place – and certainly not in the longer term. Anyway, more on this interesting project in future issues. And I hope – when I have made sense of my notes and my memory – a no less useful guide to 911 suspension basics. First attempt in the story opposite...



We shall be bringing you the full story about Chris Howells's 964 project – seen left after its day on the lift at Center Gravity – in a future issue, but in the meantime take note of this vast heap of detritus extracted from its central tunnel, where presumably an entire dynasty of rodents had been raised. Note the plastic fork. It's a stark reminder of the perils of buying a so-called barn find – and of placing your own car in such a situation. Use it or lose it, basically!

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



DAN TRENT



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WEIGHTS AND MEASURES

After nearly 10 hours on my feet at Center Gravity, I had to leave Chris Franklin to make the final adjustments to Chris Howell's 964's ride height, corner weights and 'geo'. But not before he had given me a brilliantly simple explanation for the principles involved.

'Setting up adjustable suspension is like playing a fruit machine,' he suggested. 'You have three "symbols" to line up. Ride height first, then corner weights, and then caster, camber and toe. But adjusting any parameter has an effect on at least one of the others, and you can end up chasing them round in circles. I think of each tweak you make as the handle on the fruit machine – until you pull it and, bingo, everything lines up and you win.'

I began to appreciate, too, the significance of those frequently discussed corner weights. It is obvious that, unless there is something badly wrong with your car, all four wheels are contacting the ground. But how firmly – and how equally – are they doing so? And how equally will they grip the surface of the road?

Chris's analogy here is a wobbly table. 'The movement stems from the fact that either the ground is uneven, or the table's legs are different lengths,' he said. 'The way we would all solve that problem is to shove a beer mat

or something under the shortest leg, and essentially that is what you are doing when you corner-weight a car. But only after establishing the basic ride height – that's the first of our three "symbols", remember.

'Our lift measures the force with which each wheel is pressing down, and we adjust that by altering the position of the spring platform. To increase the force, the corner weight, we raise the lower platform, which has the effect of pushing the wheel downward in relation to the other three. It's the equivalent of lengthening the table leg, or adding a beer mat. To reduce the weight, we screw the platform down, lowering the hub and wheel, and reducing the pressure on the contact patch.'

Not that you necessarily want equal corner weights. 'We give road cars a "slalom" setting, since they will be tackling left- and right-hand corners in equal numbers. For a trackday or a race car, though, we can look at where it is to be used, and set it up accordingly. A "Sebring" set-up would place more weight on the right-hand front and left-hand rear wheels, for mainly left-hand turns, and a "Spa" set-up will do the opposite. More weight on the left front and right rear wheels, because most of the corners there are right-handers.'

I think I shall have to treat myself to one of those radio-controlled model cars and see in practical terms how any tweak affects the wheels' alignment and behaviour. It's no substitute for the real thing, but without either a 911 of my own, or a no doubt similarly costly alignment platform like Chris's – and certainly not his experience – it's the next best thing. And, in its way, just as much fun.



Adjustable spring platforms enable the car's ride height to be altered, but just as importantly the corner weights, too, such that all four wheels are effectively pressing down against *terra firma* with precisely the right amount of force. To increase the weight on a given wheel, wind the lower platform up; to reduce it, wind it down – but only in conjunction with very precise measuring equipment, of course – and not least the necessary knowledge and experience. Aluminium-based grease on this 964's brand-new Bilsteins will ensure that the process can be carried out for many years to come

IT'S A GT3, JIM, BUT NOT AS WE KNOW IT

You might remember the title I gave my story last month about Nick Fulljames's 930-look Carrera 3.2: *Turbo motive*. It was a reference to a prototype steam engine, designed by William Stanier (later Sir William) for the London, Midland and Scottish Railway in the 1930s, and known as the Turbomotive. One word, please note.

The Turbomotive's defining feature, I hinted, was the use of internally mounted steam turbines to drive the wheels in place of outside cylinders and valvegear. These had a number of advantages – not least fewer heavy reciprocating parts, and high efficiency at high speed – but there were drawbacks, too. Chief among them was a lack of efficiency at lower speeds, and a rather complex control system. There was also no 'reverser' (the means by which ordinary steam engines can develop as much tractive effort going backwards as when going forward, and in theory travel as quickly), and insufficient power for the engine to pull little more than its own weight when travelling tender-first.

After a mechanical failure in 1949 the Turbomotive was rebuilt as a conventional 4-6-2 Pacific, with the same design of mainframes and cylinders used by Stanier for his Coronation-class engines. Now named *Princess Anne*, it entered service in mid-1952, but a few months later was involved in the disastrous accident at Harrow and Wealdstone, when three trains

collided in the suburbs of north London: 112 people were killed, and over 300 injured. *Princess Anne* was too badly damaged to be repaired, and subsequently scrapped.

All of which leads me to the equally fascinating GT3. And I'm not talking about the modern Porsche, with its water-cooled flat-six. In fact, British Railways, as it then was, had its very own GT3, way back in the 1960s, designed and built for it by English Electric at the latter's Vulcan foundry in Newton-le-Willows, Lancashire. (Just as at Porsche, there had been both a GT1 and a GT2, but number three was the apogee of the design, and the one most railway enthusiasts remember.)

The letters were a reference to the gas-turbine propulsion unit, an English Electric EM27L developing 2700 horsepower. The chassis had a 4-6-0 wheel arrangement, not unlike a BR Standard Class 5, but was strengthened to cope with the additional forces. Externally, the GT3 resembled a conventional tender engine, but was fuelled by kerosene. It weighed the best part of 130 tonnes, and had a maximum speed of 90mph.

It could well have become the future of railway traction, too, but due to a number of factors was abandoned. Like the Turbomotive, it was relatively inefficient at lower

speeds (a common problem with gas turbines, as the British Rover Company discovered when it experimented with the technology for both road and racing cars), and although its liquid fuel was easier to store and handle than coal – and rather cleaner – it was also more expensive.

Additionally, both English Electric and BR (and others) were developing diesel and diesel-electric engines as an alternative to coal-fired steam, and ultimately it came down to mundane practicalities. Doubled-ended diesels, with a driving cab at each end, need no turntable, and the GT3 would have been as reliant as any other steam engine on an expensive – and expensive – turning mechanism. It would have needed an expensive second man, too, even if he didn't have to shovel coal. The locomotive was sent back to the Vulcan Foundry in 1962 and gradually dismantled, its last journey to a scrapyard behind a BR Class 5 steam locomotive in 1966. **PW**



Better known for classic aircraft such as the Lightning fighter, English Electric put its expertise in gas-turbine technology – jets, effectively – to build this remarkable alternative to both the steam locomotives of the day and the diesels and diesel-electrics that would soon replace them. Note the motif on the side of the cab. The loco's longitudinally mounted turbine drove a shaft to a gearbox connected to the middle of the three driving axles, with the hot exhaust vented to the top of the body. It must have sounded fantastic, and here looks suitably space-age, too, but sadly ended its days in a Salford scrapyard

			
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SERIAL SLAMMER

Long-term readers may recall the staff cars reports and sagas of ex-911 & Porsche World/CHP designer, Si Mitchell, whose projects graced these pages between 2008 and 2010. Paul Knight catches up with Si to find out more about his latest project, a modified 996 Carrera 2

Words: Paul Knight Photography: Peter Simpson/Si Mitchell

Si Mitchell has been a petrol head since before he could drive and has owned a string of modified cars, initially all VWs, but more recently a handful of Porsche models, too. He explains, 'My first car was a '60 VW Beetle and I think I've owned 10 air-cooled VWs over the years, however, I went crazy for water-cooled cars for a few years and I probably worked my way through 40 or 50 cars in total'. More interesting still is the fact that the majority of these cars were modified in some way or another, and it's fair to say the common theme would be that they practically all featured lowered suspension and wheel/tyre changes.

Si told us, 'I think the classic VW California Look style influenced me a

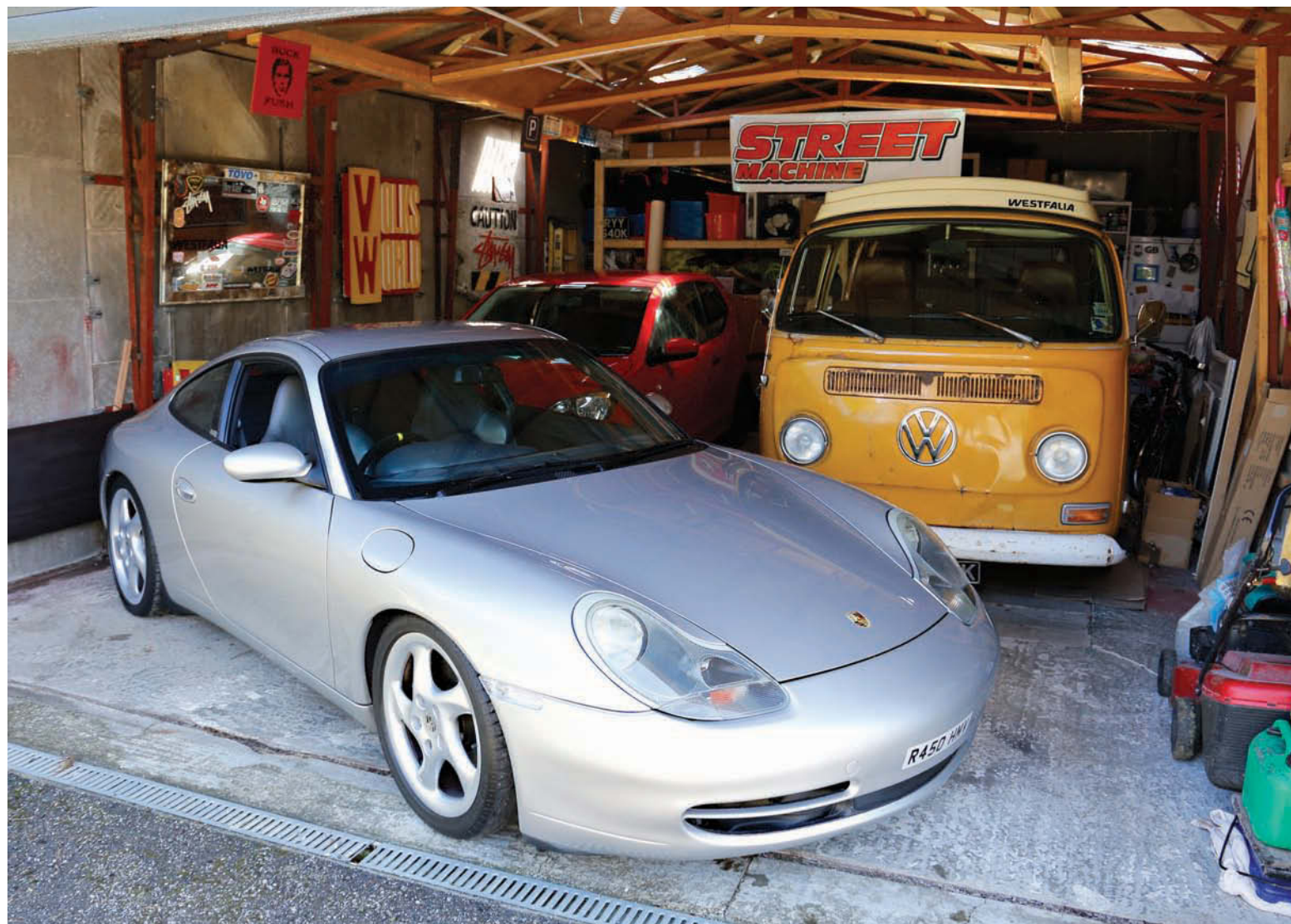
lot – the less is more ethos, which involves deleting superfluous trim and tuning the car, albeit in an understated and tasteful manner... You know, no big body kits or ugly extras!'

Si built a few feature-worthy air-cooled VWs over the years and his water-cooled Golfs also appeared in a number of publications, however once he started working as a designer for 911 & Porsche World (Thought he seemed familiar! Ed) magazine the desire to build a modified Porsche was simply too much to resist. He said, 'I guess it's a natural progression for a lot of 40-something VW guys, but I was also looking at cool Porsches on my computer screen every day so it was only a matter of time before I was going to end up owning one'.

His first Porsche was an '86 911 Carrera 3.2, which he spotted at a Porsche swap meet. Si lowered the suspension, refurbished the Fuchs, repainted the body, rebuilt the motor and fitted a rear roll cage (much of this work being covered on the pages of this magazine) – it was essentially a subtle, track-inspired car. He owned that car for around 18 months and enjoyed the challenge of working on his first Porsche, but eventually found himself hankering for a new project.

His next car (circa 2009) was a '98 Boxster 2.5, which also went on to become a 911 & Porsche World staff project car. Si commented, 'I bought the car in Guernsey and it came with a hard top fitted, which I really liked – in fact, I promised myself I'd keep the hard top on as I had never been a

Si Mitchell's 996 C2 takes pride of place in his garage. It's his fourth Porsche, all of which have been modified in some way



fan of, you know, those guys that drive everywhere with the soft top down! He continued, 'But I must admit that after a few months of ownership I thought that I'd just try driving it without the roof and immediately realised that I was exactly that guy I was trying not to be, as the roof was down every time I drove it from then on!'

The Boxster was lowered using Eibach springs and the suspension was poly-bushed, before Si fitted a set of Turbo twist rims, which were refurbished in black with diamond cut rims. He added, 'It was a great car to drive and a real bargain, too'. However, there wasn't a whole lot else Si wanted to do as far as modifications were concerned, hence he only owned that car for around six months before moving it on and beginning the search for a new challenge.

His third 911&PW staff car was a '91 964 Carrera 4, which he modified in the style of an RS-replica. Starting with a non-sunroof body, Si overhauled and lowered the suspension, rebuilt the brakes and fitted black rims – a stylish move on a bright red car. With Recaro race seats inside and a raspy aftermarket exhaust, he enjoyed driving this car right up until he changed career and left CHP and 911&PW.

Now, you may be able to take the boy away from the Porsche magazine, but you'll never take the Porsches away from the boy! Si explained: 'About three years ago I

Man and machines: Si Mitchell, with 996 C2 and VW Camper. Note the 996's 'R' plate, making it a very early car indeed



“ The lure of this car was the fact that it was standard and therefore ripe for Si's planned list of mods ”

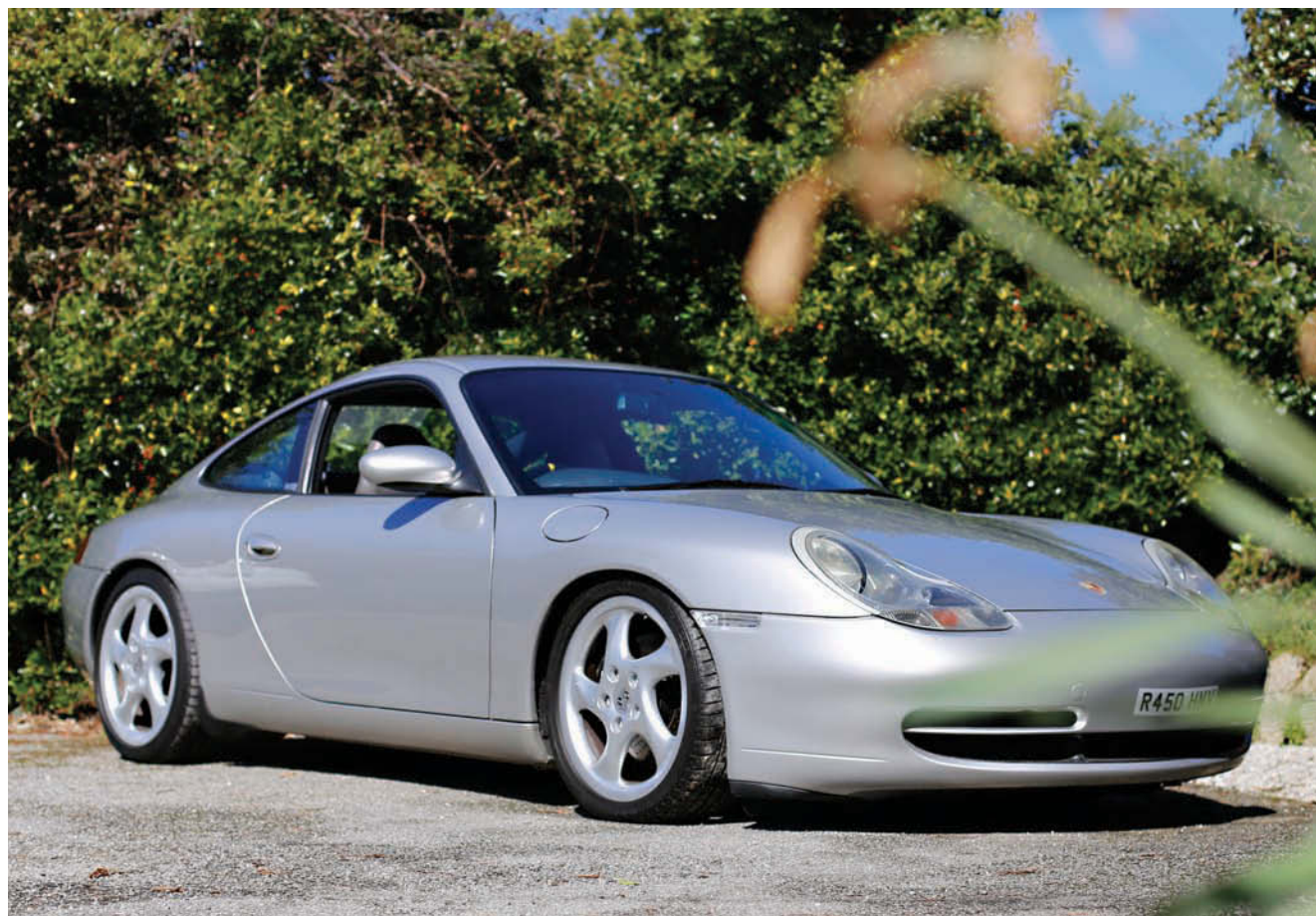
spotted this '98 996 Carrera 2 on eBay and thought it was worth a look'. It ticked a lot of boxes for Si as it was a non-sunroof body, featured manual transmission and also included the MO30 Sport pack. The MO30 option appealed to Si as it included a limited slip differential, plus 10mm lower/uprated suspension and uprated anti-roll bars, too. This car also included the 18-in 'hollow-spoke' wheels and desirable 'hard-back' sports seats, hence Si dropped a bid and ended up winning the auction. He told us, 'The car had been really well maintained and came with a huge history file plus all the receipts and paperwork covering every service and repair that had been undertaken'.

However, as cool as it was, the real lure of this car was the fact that it was totally original and therefore ripe for Si's planned list of modifications and upgrades.

The first job was to make a few minor changes to the exterior styling to 'clean things up' a little. This included the removal of the rear wiper and the fitment of a silver

For Si, it's all about subtle mods. Interior benefits from a Momo wheel and the centre console has been removed. Hard-backed sports seats are a desirable option. Stick-on Porsche logo is from a 996 GT3 RS, while 3.4 engine logo is a neat touch





HISTORY

Take a good look. Hard to believe that Porsche's game-changing 996 model is 20-years old, and Si's Carrera 2 – in silver – is a prime example of Porsche's brave new water-cooled world and it couldn't build them fast enough.

Ubiquity and some engine issues rather did for the 996, but as is the way of the 911, it's staging a comeback as the last of the affordable 911s, with the C4S leading the way. For enthusiasts, though, only a manual Carrera 2 will do and, for enthusiasts like Si, it's the perfect machine for a bit of modifying.

It's got to be low and what Porsche doesn't look good slammed? Si's 996 is running on Bilstein adjustable coilovers and H&R roll bars

Carrera badge (from a C4 model) at the rear followed by the removal of the front number plate and bracket, which has now been replaced with a smaller, stick-on licence plate. Si explained, 'the paintwork was in very good order, hence it really only needed a proper detailing session – oh, and I added a 996 GT3 RS bonnet decal to finish things off!'

Clear headlight units and matching side

of the overall driving experience. This is further enhanced by the uprated and lowered suspension set-up, which Si researched thoroughly to ensure that he achieved the perfect balance of performance, ride quality and aesthetics.

He explained, 'I started by fitting polyurethane bushes to the coffin arms to tighten things up, then moved on to replace both the front and rear anti-roll bars with

Cornish roads around his home.

Thanks to a comprehensive service regime in the past, Si reports that the engine is in great shape and needed nothing more than a service and a little detailing to bring it up to scratch. Thus far, he has fitted a modified airbox with a K&N panel filter and added a stainless steel silencer, however, future plans include fitting an underdrive pulley kit (which reduces drag from the power steering pump, A/C, water pump and alternator to free up a few more ponies) and perhaps fitting a different exhaust (i.e. with a slightly more raucous note!). He also plans to fit uprated engine mounts and also have the calipers stripped and refinished at some point... but he's in no rush, as he's just enjoying driving his 996 right now.

And besides, Si has a new project in the pipeline, which we're sure will keep him busy for quite some time. He's gone back to his roots and picked up an old VW Camper, which he plans to tidy up and take his family out on road trips and adventures around the country. And yes, he's already purchased the parts required to lower the suspension...clearly old habits die hard! **PW**

A life in Porsches. Carrera 3.2 required a massive body resto and engine rebuild, but then it did cost well under £10k. Boxster was fun, but didn't last long. 964 C4 was built into an RS lookalike

“ While it rolls ‘pretty damn low’ it actually rides really well ”

repeaters came next, followed by 'all-red' rear light units. Si commented, 'Of course, I've kept the original light units should I ever want to refit them in the future'.

Inside the car, Si has simply cleaned things thoroughly before deleting the centre console and stereo. He's also fitted a Momo Model 07 steering wheel and a 997 short shift kit, which has improved the dynamics

uprated H&R parts'. The next job was to fit a top-notch Bilstein adjustable coil-over suspension kit, which allowed him to dial in not only the ride height but also the damper rate, too. Once happy with the stance, Si had the suspension professionally set-up and laser aligned. He reports that whilst it rolls 'pretty damn low', it actually rides really well and is a blast to drive on the twisty





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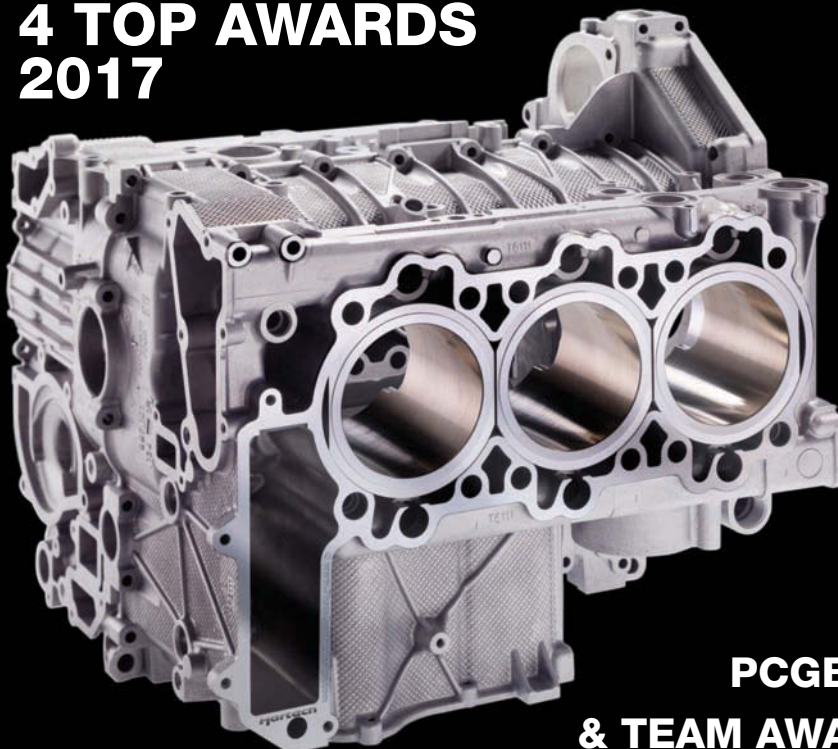
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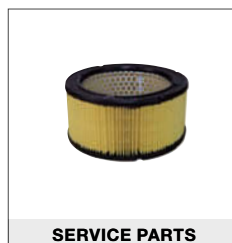
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Words: Clark Thomas Photography: Porsche

GREEN PARTY

Is this going to be the normally aspirated 911s last hurrah? It seems so. We head for the road racing mecca that is the Isle of Man to drive the 991.2 GT3 RS, the last of the road race screamers





Left: Climb every mountain. The GT3 RS is at home on the Isle of Man TT course, cresting the famous 'Mountain' section. Above: Aero revisions give more downforce, yet less drag. Clever...

Interior features typically colourful touches and, like its predecessor, it's available with PDK only. Right: A road sign that demands respect

Did anyone, ever, get out of a 911 GT3 RS and think it could be sharper and more precise? Apparently so, because that's exactly what the GT people at Weissach promise that the 991.2 GT3 RS delivers, an RS that's better in every conceivable way. This is the GT division we're talking about after all, a group of people who seemingly obsess in the detail, finding fractional gains to create a more convincing whole, even if the on-paper gains don't appear that revelatory.

There's 20bhp more, which is useful, but when it's being added to an already substantial 500hp then its relevance might be considered moot. Indeed, GT boss, Andreas Preuninger is on record as saying that only around 1 second or so of the anticipated lap time gain around the Nürburgring will be down to the GT3 RS's increased output. No, he suggests the gains will be down to the chassis and improved controls of elements like the electronic differential, as well as the

improvements in aerodynamic efficiency, crucially the fact the new car will develop as much, and a touch more, downforce as before, only doing so while creating less drag.

The gains start to look and sound persuasive, particularly if the rumoured times that are flurrying around the internet prove to be correct. We're not about to find out today, as we're not in Germany, instead we've snuck into the driving seat of the new RS before the official launch and are on the Isle of Man. The only numbers we can conclusively add to it are a 0-62mph time of 3.2 seconds, a 193mph top speed and a kerbweight of 1430kg. In the UK, without options it'll cost you £141,346.

The GT3 RS's 4.0-litre flat-six shares some high revving theatrics with the motorcycles that the island is famously associated, the TT course's link to the GT3 RS's motherland being that the derestricted speed limit sign means exactly that.

Outside the towns, on the country roads there's no speed limit, allowing the opportunity

to explore the 4.0-litre's now 9000rpm maximum, its peak 520hp arriving just 750rpm before it at 8250rpm. The engine is, somewhat unsurprisingly, all but identical to that of the GT3, though there's a differing intake, assisted by the Turbo body inlets fore of the rear wheels, as well as new titanium exhaust, and revisions to the electronic control systems.

The result of those changes is tangible, particularly over that of the 991.1 GT3 RS. The standard GT3's engine has a ferocious appetite for revs, and in the new RS it's even sharper, the merest movement of your right foot seeing the rev-counter's needle flare with unerring speed, the engine's immediacy being its defining element. That was, admits Andreas Preuninger, a key development goal, cutting any slack out of the car, adding precision for greater control with a resultant increase in speed.

It's not just obvious with the engine, though, the PDK transmission has been revised, its operation quicker, the synapse that creates





the finger tug for another gear seemingly hard-wired to the PDK's control strategy. You flick, it shifts, immediately, the engine then free to start its rabid charge towards that hedonistic redline.

To say it's an immersive, addictive and thrilling experience is to do the RS's engine and transmission a disservice, that it makes

demonstrative of just how big a step Porsche has made with the RS's suspension. Here it borrows heavily from the GT2 RS, indeed, the specification is all but identical, save for some slight tweaks to account for the 4.0-litre naturally aspirated engine's delivery over that of its blown GT2 RS relation. Broadly speaking the spring rates are double that of

with weather ravaged Tarmac and the sort of undulations, dips, crests and sharp ridges that makes you wonder about the sanity of the two-wheeled racers that thunder down these roads up to and in excess of 200mph during the TT week.

Basically what it's riding on is a 911 Cup racer specification set-up, with its settings dialled for the roughness of the Nürburgring. The links are all solid mounted, there are no rubber bushings in the chassis at all, that making the civility exhibited even more extraordinary.

Mate that to the engine and transmission and it makes for the sort of ability that's in the difficult to comprehend league. Every element seems to work with such precision, such fine control and unity that the whole is little short of incredible, that a car with such clearly defined focus is useable, exploitable on the road testament to where modern sports car technology has taken us, and the expertise of the GT department in making it all work together. It, like the GT2 RS has a ride quality that's controlled yet compliant, with no filtering in feel, the steering speed, weighting and accuracy in the realms of perfection, the front

Weissach Edition is 29kg lighter and dripping with carbon-fibre

“ The sensational engine arguably plays support role to the chassis ”

its predecessor feel a bit mute in its response underlines that. This is the GT department at its very finest, if the 4.0-litre unit gained praise for its immediacy and delicacy in the standard GT3 then it's found its perfect home in the RS. That's because here, now, it's got a chassis that's its equal, allowing the engine to be exploited to its full potential.

That the sensational engine arguably plays a supporting role to the chassis is

the previous GT3 RS, which sounds like it should be a disaster for the ride quality, but the opposite is true.

The damping is key, as is the stiffness of the anti-roll bar, both being perfectly judged. The tauter springs make for tight control, the damping taking the rough edges off and affording the RS with a ride quality that's nothing short of remarkable. The roads on the Isle of Man are, frankly, appalling in places,

Below left: Big wings keep on pushing. Go fast enough and downforce can be felt. Below: Lightweight wheels equal less unsprung weight





axle utterly faithful in its response.

Tip the RS into a corner and it just goes exactly where you want it, that true of its predecessor, but here you can feel the additional control that firm-mounted, beautifully damped chassis affords it. The speed by which you can pick up the throttle, ask for more, or make adjustments at any point in the corner asserts the GT3 RS's immediacy, the detail it delivers allowing you not to take liberties, but to control its nuances seemingly without vice. That's where it feels like it's next-level, the feeling that it's got so much to give, giving you spare capacity to exploit its prodigious performance.

Grip levels are high, the brakes mighty, though fail to get heat in those tyres and it'll move around, the speed at which you can gather it up giving you some room for manoeuvre. Jumping from it, into a gen 1 RS underlines that where you'll be backing off in the earlier car as its chassis runs out of ideas on the poorly surfaced, challengingly landscaped Tarmac on the Isle of Man, the new GT3 RS will continue to pile on speed

with the sort of authority that its remarkably set-up chassis enables it to.

That's with the non-Weissach (for full Weissach Pack details, see the News pages in this issue) pack equipped car, early RHD customers are denied the ability to select the 29kg weight reduction it brings, thanks to the RHD run having to be batch pushed down the line earlier than the weight-saving kit can be sourced. The lighter wheels make a difference, it's subtle, but appreciable, it likely those customers who want the best from their RS, will order a set when they become more readily available. Visually, the RS arguably looks better without Weissach stuff, from the carbon elements to the wheel design itself.

Wind that extraordinary engine out to its redline in the first three gears and you'll be doing big numbers, here it's legal to do so. It lugs from low revs with alarming pace, but up top is where it's at, the sound from behind you is so utterly intoxicating that it's impossible to resist. There's less sound deadening back there to allow you to enjoy it more, and the new titanium exhaust brings with it an exotic

blare that's as spine-tingling in its note as the engine's response is in its ferocity.

You notice that, less to the aerodynamic changes, those NACA ducts on the bonnet not making any clear difference until pushing it hard on a track. The way the RS covers ground here, on real roads, is sensational, the detail changes to elements like the rear wheel steering, the electronically controlled limited slip differential all helping the RS with its bewitching ability.

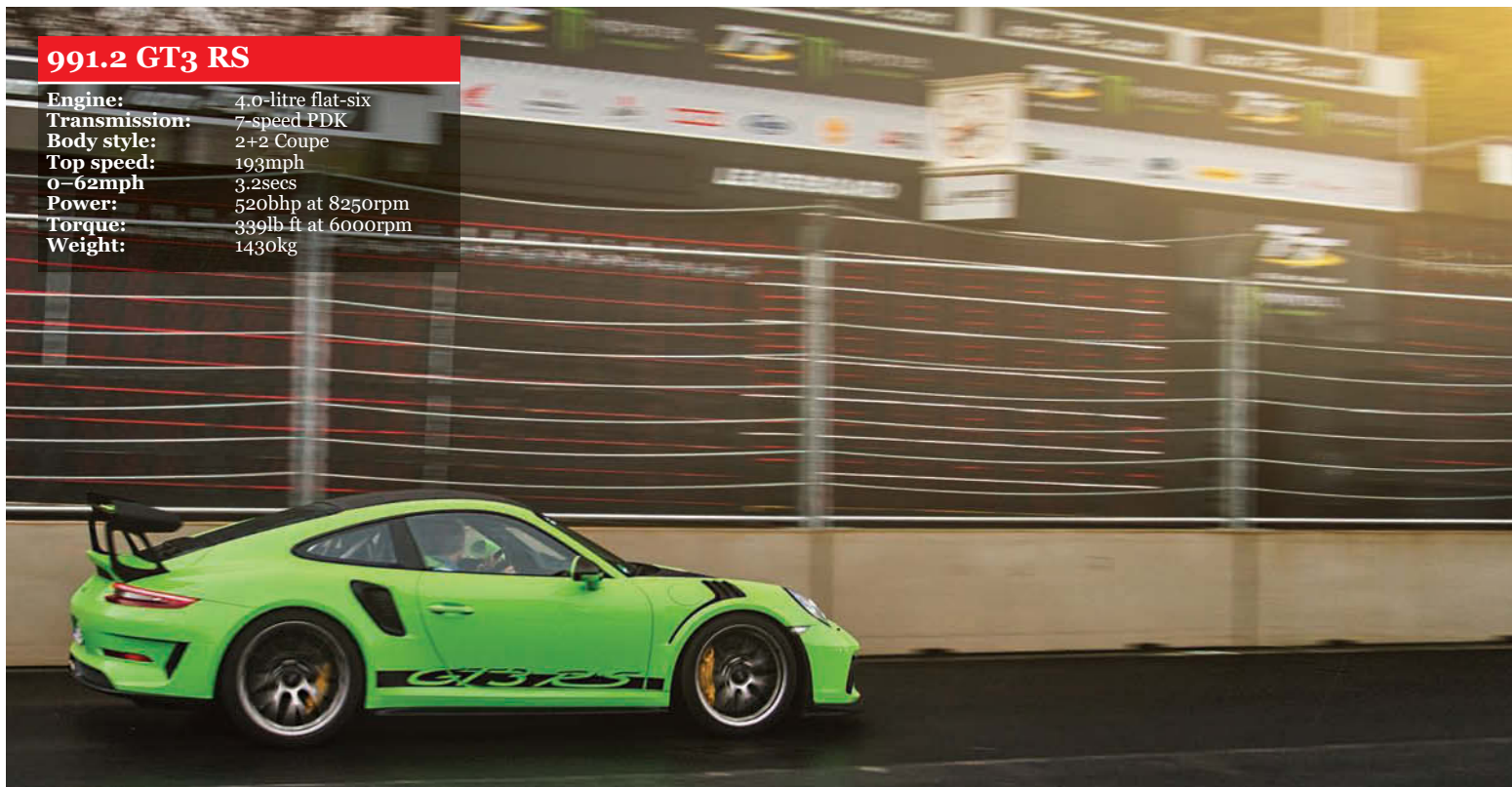
When we drove its predecessor we couldn't imagine how it could be improved on, but the gen 2 RS doesn't just squeeze out a few small gains over it, it instead feeling like it's taken an evolutionary leap. It's that good, the chassis instrumental in that, though it's got a phenomenal pairing here with that engine. Those rumoured lap times might not prove to be as ridiculous as they sound, and if the other unconfirmed speculation that this might well be the sign-off for natural aspiration, or at least the last of an era of cars before tougher new emissions regulations come into force, then it's a forceful one, and some. **PW**

GT3 RS is all about barely controlled aggression, and with its full on Carrera Cup spec engine and Nürburgring suspension settings, it is, to all intents and purposes, a racing car with road plates

GT3 RS cruises past the Isle of Man TT pits. We reckon it could probably give the TT lap record a run for its money, certainly for cars. Would make a change from the Nürburgring

991.2 GT3 RS

Engine:	4.0-litre flat-six
Transmission:	7-speed PDK
Body style:	2+2 Coupe
Top speed:	193mph
0-62mph:	3.2secs
Power:	520bhp at 8250rpm
Torque:	339lb ft at 6000rpm
Weight:	1430kg



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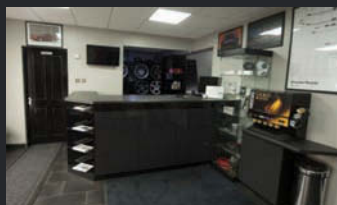
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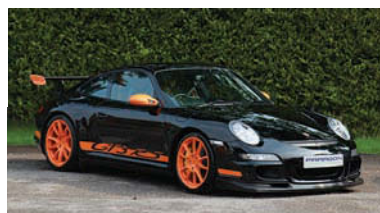
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Porsche Ceramic Composite Brakes
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Manual Gearbox • Porsche Ceramic Composite Brakes • 18" GT2 Wheels
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£69,995



911 Turbo (997 GEN 1.5)

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2008 (58)
£67,995



911 Carrera 2 (993)

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£65,995



911 SC

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69,879 miles • 1982 (X)
£64,995



911 Carrera

Grand Prix White • Black Leather Sport Seats • Manual Gearbox • 16" Fuchs Wheels • Cruise Control • 89,869 miles
1988 (F)
£64,995



911 Carrera 2 S (991)

Basalt Black • Black Leather Sport Seats
PDK Gearbox • 20" Carrera S III Wheels
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£62,995



911 Turbo (996)

Seal Grey • Black Leather Seats
Tiptronic S Gearbox • Satellite Navigation
Extended Leather Package • 56,514 miles
2004 (53)
£54,995



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70 1948-2018 YEARS OF PORSCHE



Seventy! The national UK speed limit? The new 50? Sure, but how about the age of the company that produces our favourite cars? That's right, Porsche is now, in 2018, a septuagenarian! So, here we are, back in the 1940s, when life was all black and white...

Words: Johnny Tipler Photos: Porsche Picture Archive



Decades! Does your life roll by in ten-year tranches, separate sets of actions and events bookended by zero-years? Probably not – things emerge from a previous decade and morph into the next – though it is a convenient and concise way of buttoning up a company's history, such as Porsche's.

So, yes, we thought long and hard about how to commemorate the firm's 70 years in business, from gimmicks like getting seventy 70-year-old Porsche owners along to our favourite test track, or travelling 70 miles at a constant 70mph. Or perhaps assembling 70 variations of different Porsche models. But actually, we decided the simplest tribute was to compile an account of those 70 years, decade by decade, which we'll bring you over the next seven issues. Starting with the 1940s – or at least the post-war years, though we couldn't very well do justice to the marque without first paying some homage to its founder's illustrious past. What's in store, then? We'll get to the '40s in a moment and, as we'll see in the '50s, key events are

surely the consolidation of 356 production in Stuttgart-Zuffenhausen and the evolution of that most beautiful of automotive shapes; the first appearance at Le Mans in '51, and successes in events such as the '53 Mille Miglia and La Carrera Panamericana – which gave us the enduring Carrera epithet; the svelte competition-focused 550 Spyder and its successor, the 718 RSK. As the decades roll into the 1960s, we note an even more focused approach to competition, with a move into F1 and F2, short-lived as it was, but more especially from the mid-'60s when a potent succession of Porsche racing cars unfailingly bore away the class wins at international endurance events and hillclimbs: the 904, 906, 907, 908 and 910, culminating in the 917. Just as pertinently we witness the 356 road cars superseded by the 911 and 912, with the 914 a handshake with VW later on.

Porsche kicked off the 1970s with its first outright triumph at Le Mans, that yardstick of competition prowess, so in three months' time you'll be reading more fully about that. And as the iconic 2.7RS spawned the GT Championship winning RSs, so the road

cars embraced US-driven emissions and safety requirements, and more by coincidence than legislation, the 917 in Can-Am Spyder guise demonstrated how turbocharging could significantly increase power output – viz the 934, 935 and 936 racing cars. Decades don't really do it for model runs, since, like the 356 in the '60s, the 911SC rolled on into the '80s, replaced in '84 by the 3.2 Carrera, arguably the first Porsche that you come to, chronologically, that can still be run as an everyday car in the modern era, given the benefits of galvanised bodyshells, electronic ignition and fuel injection and sundry ergonomic improvements. Front-engined fans will argue equally robustly that the same applies to the 924, 944 and 968. And, of course, on track during the '80s, the mighty 956 and 962 ground-effected all before them, give or take a Jag or two. While many regard the late-model 964 and 993 as the acme of 911s, the '90s saw the most profound shift in model ranges with the inception of the Boxster and water-cooled 996, a strategy that saved the company's bacon, so to speak. The Noughties and

Porsche No1 owed much to what was available, which was largely VW components under Porsche's own lightweight, streamlined body

Right: Professor Ferdinand Porsche. Even before he started his own eponymous car company, he played a major role in the European car industry through the '30s and the '40s war years

Teenies? Well, as we get closer to the present day, we see yet more variation, with Cayenne spawning mini-me Macan and swishing limo Panamera, while hybridisation reappears – remember the Lohner-Porsche from 1901 – firstly with the 918 Spyder in 2013, followed on the racetrack in 2014 by the 919 and then, not forgetting the hybridised SUV brigade, jumping ship this year into Formula E.

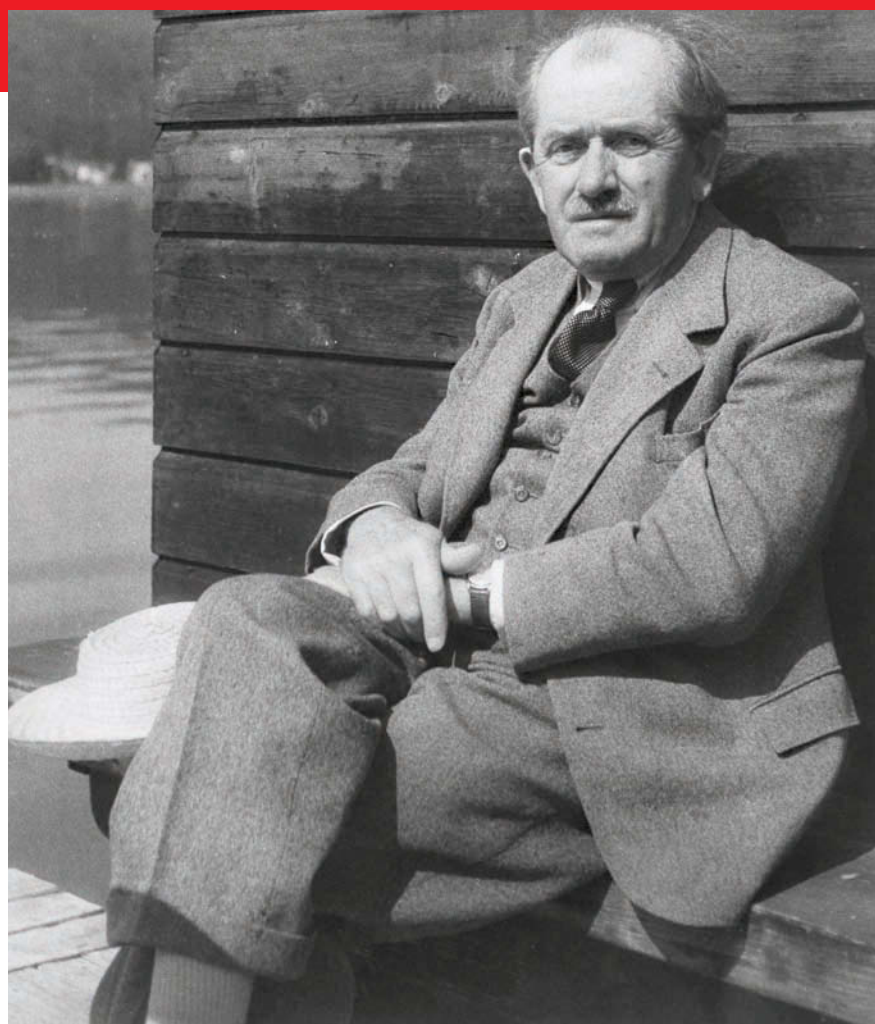
A whistle-stop tour hardly scratches the surface. Suffice to say that you really need a tour of the fabulous Porsche Museum in the heart of Zuffenhausen in order to absorb the pedigree of all the highlight models.

THE EARLY YEARS

Professor Ferdinand Porsche founded his engineering consulting business in 1931 (Dr. Ing. h.c. F. Porsche AG), serving the European automobile industry and, more specifically, burgeoning German firms such as Mercedes-Benz, Auto Union, Wanderer, Zündapp and NSU. Born in 1875, Prof Porsche was the inventor of the hybrid-electric car, producing the Lohner Porsche in 1901, powered by electric traction motors in each wheel hub and a petrol-engined Daimler generator; around 300 were built, mainly 2WD, though you could have 4WD. Hybrids? Nothing new there, then!

Soon he was designing racing cars for Austro-Daimler, notably the Prince Henry of 1910, built to contest the eponymous 1,000-mile trial, followed by the 1914 Mercedes Grand Prix winner "Grandmother"; then, the Targa Florio-winning Austro-Daimler Sascha of 1922, and the supercharged Mercedes SSK Grand Prix winner for Daimler in the mid-'20s: just a few examples from a period when Porsche-designed Daimler-Benz 'Mercedes' cars were prolific in racing.

Meanwhile, his son Ferry (Dr Ferdinand) had grown up in the heart of the motor trade and, aged 22, joined the new Porsche consultancy, founded in Stuttgart on 25th April 1931. As well as patenting torsion-bar suspension, one of its first commissions was to design the supercharged V16 engines for Auto Union to compete in the



new 750kg Grand Prix formula. Hailing from Bohemia, part of the Austro-Hungarian Empire and Czechoslovakia after WW1, Prof Porsche relinquished Czech nationality for German in 1934. It's no coincidence that, in June that year, he was commissioned by German Chancellor Adolf Hitler to design the people's car, the Porsche type 60 – or KdF-Wagen that would become known after WW2 as the Beetle. At the same time, the state-sponsored motor racing programme led Prof Porsche to design Auto Union's fabulous 5.6- and 6.0-litre V16- and 3.0-litre V12-powered mid-engined Types A to D,

producing 500bhp+, vying with Mercedes-Benz from 1934 to '39 as the Silver Arrows went head-to-head in Grand Prix contests.

On the corporate front, in June 1938, 176 Porsche workers moved into a brand-new three-storey building at 2 Spitalwaldstrasse, Zuffenhausen, a northwestern suburb of Stuttgart, setting up offices, workshops and garages for the Porsche Design Bureau. Apart from the period when it was occupied by US military from 1945 to 1955, it has always been company HQ, though subsequently engulfed by modern production facilities, showroom and museum.



Porsche's designs were always seemingly ahead of their time. Witness the '30s Auto Union Grand Prix monsters with 500bhp, from V16 and 3-litre V12 engines

70 1948-2018
YEARS OF
PORSCHE



THE PEOPLE'S CAR

In 1934, Professor Porsche was commissioned to design the car that became the Volkswagen Beetle, with the prototype appearing in 1935, and subsequent prototypes being produced at the dedicated Volkswagen City plant at Fallersleben, renamed Wolfsburg after the war. This 'car for the people', which was Hitler's aspiration, was designated the KdF-Wagen, an abbreviation of Kraft durch Freude, meaning Strength through Joy, one powerful emotion stemming from another. Contemporary with the KdF-Wagen was the diesel-engined people's tractor, which also bore fruit after hostilities ceased. The cornerstone of the VW Wolfsburg plant was laid in 1938, but before mass production could start, war broke out. Instead of proletarian road cars, manufacturing was given over to the Kübelwagen utility vehicle (forerunner of the Type 597 Jagdwagen from 1954) and its ingenious amphibious cousin, the Schwimmwagen.

THE BERLIN-ROME TYPE 114/64

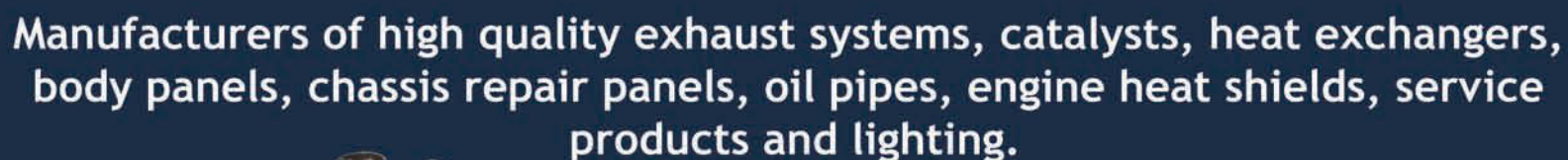
While prototypes of the KdF-Wagen trundled out of Wolfsburg in the late-'30s, Porsche was experimenting with ways to upgrade the performance of the flat-four engine. Methods included Roots supercharging, and incorporating different valves and cylinder heads, with a view to creating a sports model of the People's Car. The Fascist regime rejected this, on the basis that a sports car was not a people's car, but the Porsche design office carried on regardless, and during September 1938 came up with several renderings and blueprints for the 114 K1 and K2, in profile hardly different from the 911. However, the most significant aspect was that the powertrain was located amidships rather than behind the rear axle. Shades of the Auto Union Grand Prix cars in action at the time. The K1 was a three-seater cabin, with the third occupant seated in the rear, while the K2 was just a two-seater: think,

Cayman? In one version, the 1086cc VW motor was to be supercharged, while in the other, the flat-four capacity would be raised to 1500cc. At the same time, Volkswagenwerke at Fallersleben-Wolfsburg requested a similar concept car, designated Project 64, which would retain the rear-mounted engine configuration and the wonderful aerodynamic shape of the 114, plus provision for two spare wheels and tyres under the front lid. Enter high-ranking Nazi Major Adolf Hühnlein, who was in charge of the Oberste Nationale Sportbehörde, responsible for organising motorsport events in Germany, and he was inspired to organise a race from Berlin to Rome, scheduled for September 1939. As plans for the race gained impetus, the route to include some 600km (375 miles) on the new Autobahn connecting Berlin and Munich, where streamlining would be essential, Porsche got the green light to construct the Type 64, and plans were drawn up in January 1939 by draftsman Karl Frölich. Three examples were built,

There's no doubt that Ferdinand Porsche will be forever associated with Hitler's desire to build the 'People's Car', here seen with Hermann Goering at the wheel and Porsche in the rear

Clearly a Porsche design. Even at this early stage, there were hints of what was to come post war, with the Berlin-Rome Type 114/64





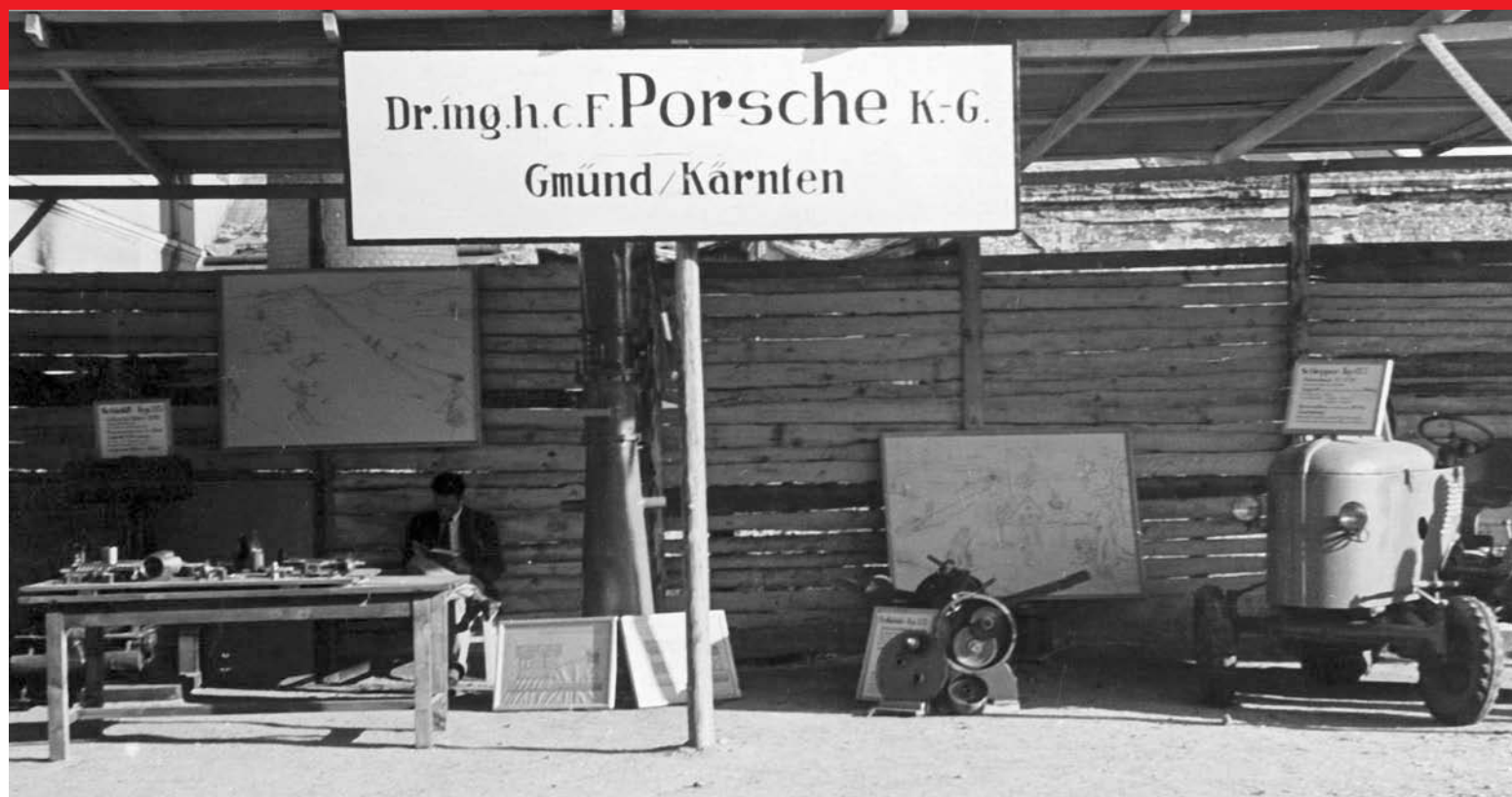
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clad in 0.5mm aluminium panels and wheel spats, created by Karosserie Reutter and powered by the tuned, 40bhp flat-four 985cc VW engine, and capable of 140kph (87mph). The three chassis numbers allocated to the race cars, also referred to as the KdF-Rekordwagen, were 38/41, 38/42 and 38/43. It never happened, of course. War broke out in September, during the course of which two of the Type 64s were destroyed; #38/41 was damaged by a Volkswagen board member and eventually repaired using the body of #38/43. #38/42 was confiscated by the occupying US military, had its roof cut off and was then unceremoniously dumped. But one car (#38/41), was retained by Ferry Porsche and used by him until 1949, including a bodywork refreshment by Pinin Farina. That could have been end of story, but fortunately it was then sold to Tyrolean Otto Mathé, who raced it extensively in Austria and southern Germany until 1952. It is usually on display at the Prototyp Museum, Hamburg, along with a reconstruction of one of the other cars (#38/42), based around its mechanical underpinnings that Mathé bought from Porsche at the time, in a new bodyshell. Mathé also bought a 356 in 1951, chassis 356/2-052. There's a copy of a Type 64 bodyshell in the Porsche Museum. Some would say that its flowing, aerodynamic lines have never been bettered, and in any case, its importance in the Porsche prelude should not be underestimated.

THE WAR YEARS

As the Führer's favoured automotive designer, Prof Porsche brought his expertise to bear on the military arena, designing the Tiger I and Tiger II Panzer tanks, the Maus heavy tank, the Ostradschlepper tractor, and the Elefant tank destroyer and, just as significantly, the Volkswagen-based Kübelwagen and Schwimmwagen. In 1944, when the writing was on the wall for Nazi Germany, Porsche relocated its Design Bureau to Gmünd in

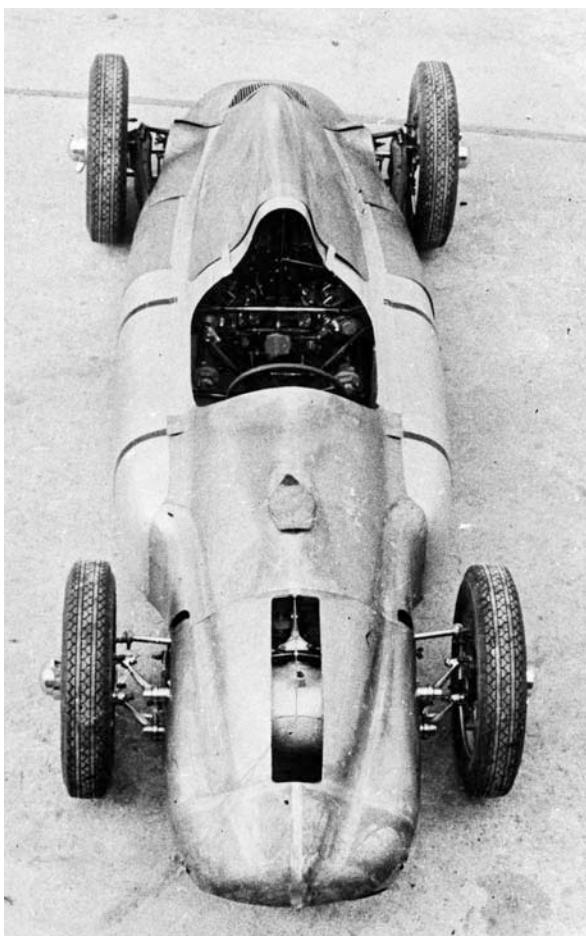
Kärnten, Austrian Carinthia, though Ferry Porsche held out in the Zuffenhausen head office. The family and key designers regrouped after Germany's surrender at the family's Zell-am-See estate and Gmünd factory, and all might have gone relatively well. But then, in November 1945, Prof and Ferry Porsche were lured into a scheme to establish a state-owned French car plant incorporating half of Wolfsburg in a reparations settlement. A consortium of French auto makers objected to this and, paradoxically, and no less bizarrely, the Porsches were arraigned to prevent them passing on relevant VW data to the French industry minister. In a political tug of war, Ferry was pressed to design a French VW, but refused, and was released after a ransom was paid (by Piero Dusio of Cisitalia fame), but Prof Porsche and his son-in-law Dr Anton Piëch remained in custody for 20 months, during which time the Prof was obliged to constructively review the Renault 4CV design and, ignominiously, work on the Renault production line. For an in-depth overview of these early years, read Ferry Porsche's fascinating autobiography, *Cars are my Life*.

THE CISITALIA GRAND PRIX CAR

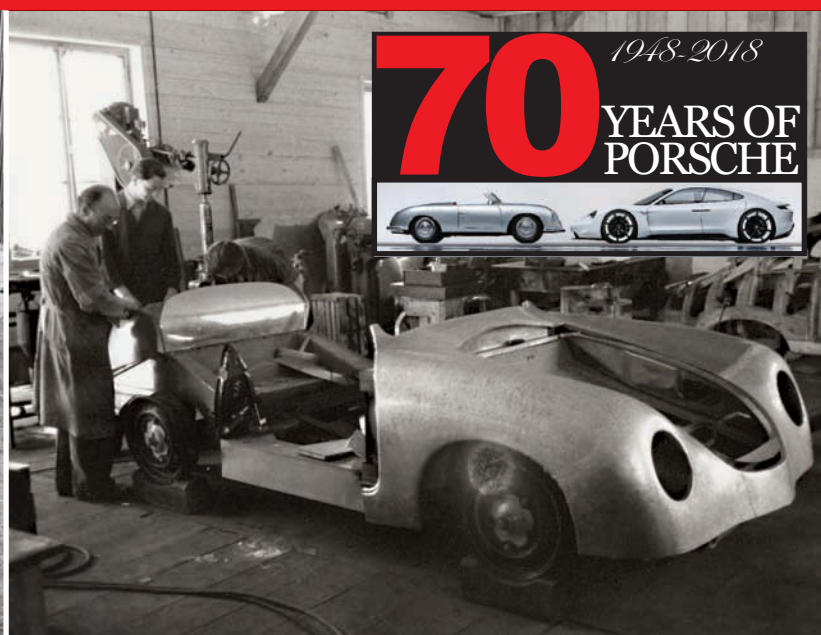
The Porsche company had relocated to Gmünd late in WW2, and managed to remain solvent by repairing, modifying and servicing all sorts of vehicles. By summer 1946

the design and engineering team was busy with sports and racing projects, one of which was the Cisitalia-Porsche Type 360, commissioned by Italian industrialist Piero Dusio – prompted by Tazio Nuvolari to build him a Grand Prix racing car. Cisitalia sports cars were successful in post-war events like the Mille Miglia, and Dusio also asked Porsche to draw up a sports car and tractor for him. The Cisitalia Grand Prix car was a sophisticated mid-engined design with a knock-out powertrain made up on a tubular

With defeat seemingly inevitable in Germany, Porsche relocated its Design Bureau to Gmünd in Kärnten, Austria



Porsche was commissioned to design a Grand Prix race car for Italian industrialist Piero Dusio. The resulting flat-12 Cisitalia-Porsche Type 360 owed much to the Auto Unions of the 1930s



It was envisaged that the first Porsches would be bought by wealthy customers, likely to be found in un-devastated Switzerland, and so it proved, with the first five Gmund Porsches being sold to a Zurich advertising agent

spaceframe chassis with a 1.5-litre, supercharged, flat-12 four-cam engine, developing 350bhp at 10,500rpm. It was way ahead of its time, but cash-strapped Dusio elected to focus on Cisitalia sports car production and the GP car was sidelined.

FIRST STEPS: THE GMUND CARS

Released from custody in July 1946, Ferry Porsche returned to Gmund to take charge of the company, with his father still imprisoned. The Zuffenhausen premises were occupied by the US military until 1950. Ferry Porsche picked up where the firm had left off with the competition based Type 114 Rome car, and together with long-serving design engineers Karl Rabe and Erwin Komenda, began working on a VW-powered sports two-seater, referenced on a drawing board on 17th July 1947 as 356.00.105. The plan was to construct a maximum of 500 cars for wealthy customers, likely to be found in un-devastated Switzerland. Indeed, a couple of Swiss industrialists funded the start of production, and Porsche Number 1, the Type 356 roadster, was up and running by March 1948. On 8th June 1948, it was given its roadworthiness certificate by the local public works office, and tested on the nearby Katschberg mountain pass. In July '48, a cousin called Herbert Kaes took the class win in this brand-new 356 in a road-race at Innsbruck, and *Automobil Revue* magazine reviewed it on the Bremgarten Grand Prix circuit ahead of the Swiss Grand Prix. They were quick to acknowledge the legacy of Porsche's experience designing the Auto Union Grand Prix cars in the new car's construction and handling. Power came from the 1131cc air-cooled VW unit, developing 40bhp at 4000rpm, which had new cylinder heads and a V-shaped valve layout, allied to VW running gear including brakes, suspension and steering. Apart from the mid-engined configuration, among the other aspects that made it special was its tube-frame chassis, a sophisticated system of interlinked tubes that imparted structural rigidity that was typical of '50s racing cars ahead of the '60s aluminium monocoque. Indeed, after the 550 Spyder, the majority of Porsche racing cars were tube-framed, right up to the 917 and even

935 Moby Dick from 1977. The 356 Number 1's tubular chassis was clad in simple, yet beautifully curvaceous, rounded aluminium panels with harmonious shapes matching front- and rear-ends.

However, even before it was a going concern, it was clear to Ferry Porsche that Number 1's tubular spaceframe was not going to be economically viable for series production, no matter how small the run. So, subsequent cars would be built on pressed-steel box-section chassis, welded to a flat floorpan, which at once opened up the possibility of accommodating luggage and occasional passengers behind the seats, further to which, the flat-four engine and gearbox was turned 180 degrees into the same orientation as the VW Beetle driveline. Sheet aluminium was hard to find in post-war Austria, but was sourced via AMAG, the Swiss VW concessionaire. The first aluminium-bodied 356 Coupé received its compliance certificate at Klagenfurt city hall on 7th August 1948 and, meanwhile, the first similarly-configured cabriolet was also under construction with a view to obtaining its roadworthiness certificate sooner rather than later, even though the soft-top model wouldn't go into production until 1949. Assembly didn't necessarily take place at Gmund: the cabrios were by the Swiss, Thun-based firm, Beutler (featuring fashionably flared rear wings), and the first cabrio and coupés numbered 4, 5, 6 and 7 were assembled by Tatra in Vienna. Porsches were exhibited at the Geneva show for the first time in March 1949. The first five Gmund Porsches were sold to

Bernhard Blank, a Zurich advertising agent, who went on to acquire a few more during subsequent years. After chassis number 31, at least 15 Gmund coupés were acquired by the automotive concern Scania-Varbis in Sweden, by coincidence another country to espouse neutrality in WW2.

THE GLÖCKLER SPYDER

Walter Glöckler's competition roadster – dubbed the Glöckler Spyder – scrapes into the 1940s feature, just, on account of being built out of Porsche parts, including its 1086cc flat-four engine, late in 1949. The following year Glöckler won the German championship with another Porsche-powered self-built car, fuelled on Methanol, capable of 133mph. The Glöckler-Porsche was constructed on a tube-frame chassis, clad in an aluminium body, crafted by Weidenhausen, as rotund as a bar of soap, and weighed a scant 450kg (992lb).



Right: Walter Glöckler's Spyder was a race winner built from Porsche parts



PORSCHE NO1

The Type-356/1 Roadster clearly a Porsche, and silver helps to accentuate that. The chassis was a steel spaceframe, with aluminium body panels and the majority of the running gear was either standard or modified Volkswagen, including the 40bhp air-cooled, flat-four, which featured modified cylinder heads. No, it wasn't fast as such, but weighing just 575kg, it was certainly sprightly. Unlike in the Beetle, the engine in the Type-356 was turned around to create a mid-engined configuration, which was definitely ahead of its time. It was soon realised, however, that the 356/1 would be too expensive to put into production. A pressed steel box section chassis opened up the possibility of more space for passengers, further facilitated by turning the engine round, to create what was really the first production Porsche, the 356/2 Coupe. The rest, as they say, is history.

IN-HOUSE PRODUCTION AT STUTTGART

On 17th September 1948, Porsche and Volkswagen signed a contract that, amongst other things, dovetailed Porsche into the VW service network, an arrangement that endured till mid-1974. This enabled Porsche father and son to declare the impending arrival of their cars on the market, and also to focus on commencing production of them in Zuffenhausen where they would be closer to suppliers and Stuttgart's automotive hub. They had been advised that the US military would be leaving their premises during summer 1950, and could plan accordingly – though it was another five years before they left completely. Anyway, that included shifting plant from Gmund to premises rented from Reutter in Augustenstrasse, Zuffenhausen, during summer 1949, and staff were billeted in a nearby house that

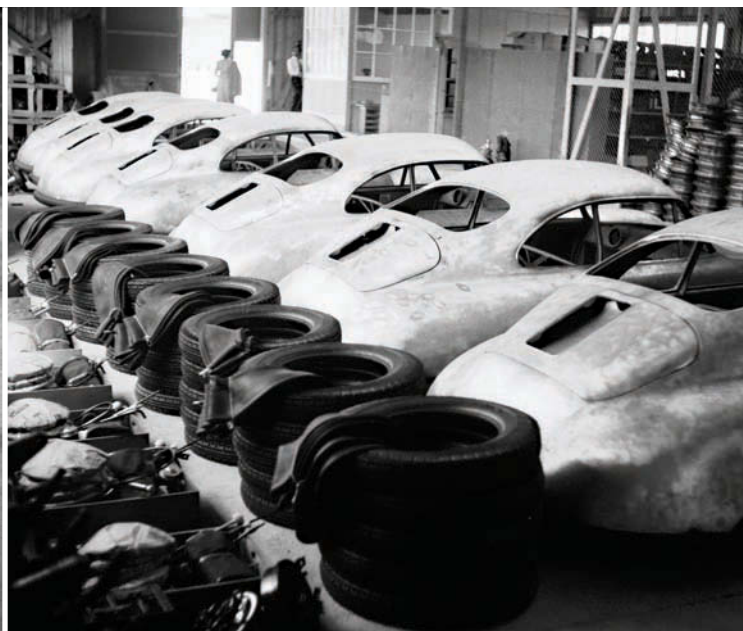
Porsche bought for this purpose. Later in 1949 Reutter was contracted to make 500 bodies for the 356. The Porsche 'factory' consisted of austere wooden barracks, where the first cars were assembled by hand, with no jigs or rigs, and fabricated by eye from full-size renderings. Like the Gmund-built cars, the Stuttgart-built 356s were based on the pressed steel box-section chassis and floorpan, surmounted by the gorgeous rotund coachwork, with front and rear bumpers flush with the bodywork, while the windscreen of both coupe and cabriolet was composed of two Sekurit glass panes. There was a distinctive ovoid grille in the engine lid, and a small chrome handle on the front one, with discrete Porsche lettering on the front panel. and the cars ran on 3.00 D16 wheels shod with 4.75 or 5.00-16 tyres. An 1100cc 356 coupé was unveiled at the 1949 Geneva show, with the cabriolet announced in the accompanying brochure. The coupe

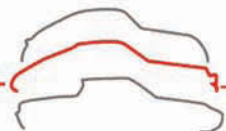
was priced at Dm 9950, (£450, = +/- £14,000 today), with output of just one car per day. Meanwhile, Porsche Salzburg was set up by Ferry's sister Louise and her husband Dr Piëch to handle VW sales and distribution in Austria, a liaison that would bear fruit over the next two decades.

The first Stuttgart-built 356 was finished by Easter 1950, and the first major sales success came shortly afterwards – which we'll look at in the next issue – when Ferry Porsche took this 356 to a gathering of VW's European sales execs at Wolfsburg, and garnered orders for 37 cars from various different dealers.

Given Professor Ferdinand's experience and creativity in manufacturing and racing, as well as Dr Ferry's determination and resolve, it's not surprising that post-war hurdles were overcome and Porsche was established quickly as a manufacturer in its own right. **PW**

Post Gmund, the early 356s were hand assembled in rather austere wooden barracks rented from Reutter in Zuffenhausen





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ANCESTRAL VICES

Now that all 911s are turbocharged, it's instructive to reach back in time to review their precedents. We trial the air-cooled antecedents



We're in "meet the ancestors" territory here. Having pioneered and perfected the black art of turbocharging on the racetrack, initially with the Can-Am 917 and the IROC 911, followed hot on their heels by the road-going 930, Porsche's flagship showroom model has always been a Turbo. But now that all 991s are turbocharged, it's an apt moment to take a fresh look at their illustrious forebears.

We've come to see classic Porsche authority Paul Stephens, who happens to have one each of the three previous generations of 911 Turbo on his books, in the shape of a 930, 964 and 993.

Back in the Yuppie '80s, you'd want your Turbo finished in Guards Red to match your braces, and on that level of ostentation, the dictum is, if you've got it, flaunt it. But these three are actually quite restrained cars as far as their appearance is concerned. The Marine Blue of the 930 – Great Grandfather – the black of the 964

– Granddad – and the Polar Silver of the 993 – Dad – which are relatively conservative colours that don't scream at you. They're not shouting 'boy racer'. The other side of the coin is that, of course, if you're shifting, full boost-stylee, you're less obtrusive in a less flamboyant car.

Another thing I notice is that, inside, each of these cars has a distinctive aroma, which may be merely to do with the cleaning fluid which has been applied by the detailer, but on the other hand the 930 does smell like my previous 3.2



Carrera, so maybe there is a lingering essence from a particular era about these cars. There's an endearing, maybe frustrating, lack of consistency about the coordination of the internal upholstery colours, and no attempt to coordinate with body colour either. Not that this matters particularly; you could argue that it adds to the character of the cars. Last of the air-cooled Turbos, the silver 993 Turbo's black

be in plain black. It's got fully electrically operated seats, so that you can enjoy yourself finding the optimum angles for your back and bum, and your passenger can do much the same. However, the 964 Turbo has multi-electrical operating buttons on the driver's seat but not on the passenger's, so to move the passenger's backrest there's a separate lever on the inside front of the seat. The 930 has a blue leather dash top,

colours in the cabin, with pale creamy-grey chairs, centre console and gear knob, a darker grey RS style wheel and darker grey door caps and dashboard, a melange which may reflect the parlous state the company was in when it produced that car.

Although a black interior might be a more predictable colour scheme, there's something about a light interior like all three cars have, which contrives to convert the sporty connotations that you associate with a black cabin into a more touring-orientated environment. And that corresponds with the increasing level of sophistication that 911 Turbos presented, in that they're more grand tourers than RS sports cars. In that respect, the 3.6-litre 964 is the last of the hairy-chested Turbos.

Let's dig a bit deeper. The 930 Turbo represented a milestone in Porsche production history. Championed by CEO Ernst Fuhrmann, the 260bhp 930 was launched in 1975, powered by the 3.0-litre KKK/3/LDZ-turbocharged flat-six, barely a year after the 911 Carrera RSR Turbos

Classic 930 Turbo in stealthy Marine Blue and rather more subtle than the Guards Red that was so popular back in the '80s

“ The 930 Turbo represented a milestone in Porsche history ”

steering wheel contrasts with its blue-grey leather seat upholstery, handbrake gaiter, centre console and gear knob, with a darker dash top and door catches, door tops and grey carpet. Not necessarily a mish-mash, but not a thoroughgoing theme, as it would

a blue leather steering wheel and clay-coloured seats and door cards, which imparts a lighter feeling to the cabin, although the headlining is a dark blue that corresponds with the body colour of the car. The 964 Turbo also presents a mixture of

16in Fuchs wheels seemed enormous back in the day. Twin tailpipes denote the Turbo as opposed to non-turbo Super Sport



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911 TURBO

Engine:	3.3-litre flat-six
Transmission:	5-speed manual
Body style:	2+2 Coupe
Top speed:	161mph
0-62mph:	5.2secs
Power:	300bhp at 5500rpm
Torque:	317lb ft at 4000rpm
Weight:	1335kg



debuted at Le Mans in '74. The brakes matched the turbocharger's thrust, with stopping power gleaned from the 917 racing car's cross-drilled discs and four-piston calipers. This elevated Porsche to the supercar status previously reserved for the Italian marques, consolidated in 1978 with the introduction of the 300bhp 3.3-litre Turbo. The obvious piece of equipment in the 930 engine bay is the intercooler, accommodated beneath the tea-tray wing, and you can't miss its air-conditioning compressor, which is a huge piece of equipment. The 930's broad shouldered flanks are 5in (12cm) broader than the normal Carrera, helping to provide the aggressive stance beloved of bedroom poster images for those of a certain age. The one we have here is a left-hand drive car, with speedo in kilometres, originally supplied in Stuttgart, and from 2013 to 2015 it lived in the Netherlands,

and was then imported into the UK, where Paul Stephens bought it. He's asking just under £100K for it, and as we'll see shortly, it is a lovely timepiece.

Talking of prices, Paul is asking £125K for the 993 Turbo, while the 964, being a rare 3.6-litre version in right-hand drive, and which has only done 37,000 miles, is priced at £285K. That tips us into another conversation: its next owner will be a very wealthy person, but what are they going to do with it – and we keep kicking this ball around – but its inherent value lies in its amazingly low mileage. Its previous owner kept a small collection of cars including a 997 RS and a 964 RS Lightweight, so he was a connoisseur who drove the cars only occasionally, and it's probable that it's always destined to be one of those cars that's going to not see many miles. But then none of these cars are getting any younger, and there is an argument that

says that's the best outcome for a car like this, to be preserved, rather than a 996 or 997 that you'd happily use every day. The paradox is, you don't want it to be a museum piece, but you don't want it to get thrashed and smashed.

Here's the nitty gritty on the 964 Turbo 3.6. The 320bhp 964 Turbo was released in September 1990, with now traditional flared wheelarches and tea-tray wing, and because there hadn't been time to develop the new 3.6-litre engine as a turbocharged unit, the older 3.3-litre unit was carried over. It now had Motronic ignition, a new turbo, bigger intercooler and 0.7bar boost (the old one had 0.8bar). The engine bay is rather dominated by the vast air-conditioning compressor and the intercooler, mounted across the top of the engine at a slight angle, halfway house in size between the 930 and the 993. It has the dual-mass flywheel from the 964 C2/C4 and a five-

Slow in, fast out is the 911 mantra and it applies equally to the 930 Turbo, perhaps even more so with the turbo blowing hard on the exit

Engine bay is dominated by horizontal intercooler, engine fan and air-con pump. In 3.3-litre guise, the turbo flat-six puts out 300bhp





Split-rim Cup wheel is one of the great Porsche wheel designs and a nightmare to keep clean and polished!

speed gearbox with limited-slip diff, plus larger brakes, ABS, power steering, and its 18in split-rim Cup wheels are wearing 225/40 ZR18 Yokohamas on the front and 265/35 ZR18s on the back. Then there's air conditioning, on-board computer and double airbags as standard, and a sunroof and 'comfort' rather than 'sport' seats. In production for two years, 1991 and 1992 (3660 units made), the 3.3-litre 964 Turbo made the 0–60mph dash in 4.7 seconds, with a top speed of 170mph (275kmh). It was then replaced with the 3.6 Turbo for the 1993 model year. Our test car is one of these. As the 993 was scheduled for 1994, the 3.6 version is particularly rare, with fewer than 1000 cars produced. It differed from its older 3.3 sibling in having 18in split-rim alloys as standard and 20mm lower ride height. Power output was 360bhp, and the

clutch was similar to that of an RS, with a tighter limited-slip differential, and bigger brakes with Big Red calipers.

Moving swiftly on, the 993 Turbo came out in 1995, and its 3.6-litre engine develops 408bhp and uses the same four-

18in alloys – in this particular case shod with Pirelli P Zeros, 285/30 ZR18s on the back and 225/40 ZR18s on the front. The rear wings are a little wider, the front apron has a more aggressive look – with additional brake cooling vents – and it has a

“ The next owner will be a wealthy person, but what will they do with it? ”

The 3.6-litre 964 Turbo is a rare beast, with under 1000 produced

wheel-drive transmission as the normal Carrera 4. The spec includes twin turbochargers, Motronic engine management that electronically controls the waste-gates, larger Big Red brakes and

fixed whale-tail spoiler that accommodates the intercooler, which lies flat across the whole of the space above the engine. Again, there's this huge air conditioning compressor, while the sticker on the rear



964 TURBO 3.6

Engine:	3.6-litre flat-six
Transmission:	5-speed manual
Body style:	2+2 Coupe
Top speed:	174mph
0-62mph:	4.8secs
Power:	360bhp at 5500rpm
Torque:	384lb ft at 4200rpm
Weight:	1470kg



slam panel is all about the catalyst, written in German. It's equipped with the elegant Lightweight-Stable-Agile (LSA) multi-link rear subframe incorporating double wishbones, which reduces the effects of lift-off oversteer and, up front, the MacPherson

uneventful life in terms of its 50,000 miles, consistently maintained throughout judging by the service history. It's spent most of its time in the North East, although we acquired it in North London. Apart from routine maintenance, its most serious action

discuss the realities of the power potential. Tom sums up: 'each of them is pretty brutal in terms of the power delivery, like all turbos in general really, and the 964 in particular. It's like a switch in terms of output; it's a lot of fun to drive, and it's earned its title the widow maker for good reason! It does like to spin up the rear wheels, especially when it's a bit damp like it is today, so it can be pretty feisty. But with the 930 you don't really have so much potential drama, you have the same sense of power delivery in that it's very on-off, but it's not quite powerful enough quite to light up the back tyres, nearly as much as the 964. And then the 993, with the same sort of power delivery, when you're on it, it doesn't stop until you run out of road, really. It pulls like a train and, being four-wheel drive, you don't have to worry about spinning the

The 964 in 3.6 guise is the most brutal of the trio in terms of power delivery

Like the 930 Turbo, the engine bay is dominated by the large intercooler. Power is 360bhp. Interior is subtle mix of cream and grey leather. Seats are Porsche's all time best Sport pews

“ When you're on it, it doesn't really stop until you run out of road ”

strut-based system is lighter than that of the 964. This particular 993 Turbo was supplied in February '96 to the Porsche Centre in Newcastle and, according to PS sales manager Tom Wood, 'it's led a pretty

was a full glass-out, bare-metal respray in 2010 to address corrosion issues at the bottom of the A-pillars. Mechanically they're pretty bullet proof, even after 22 years.'

Before hitting the Suffolk backroads, we





Wheel choice and spec on the 993 Turbo is a lot more modern, with the 18in 'Turbo Twist' making its first appearance. The 'Twist' wheel was, of course, carried over to the 996

The 993 Turbo was a very serious piece of kit, with a substantial power boost to 408bhp and the benefits of four-wheel drive

wheels unless you're doing a vigorous off-the-line start, but that requires some intent on doing so.' Let's see if he's right.

Starting with the oldest first, I ease the 930 onto the lanes. Most of the time I'm in 2nd gear at 2000-, 2500rpm, and the moment I apply some throttle it picks up quite sharply, surging forward with considerable alacrity. I think if you hadn't driven a 930 with a G50 gearbox, then four gears would seem fine, given the torque spread. It gives quite a hard ride, and its exhaust noise is gruff enough, though muffled by the turbo. The 930 four-speed transmission that's lived with the model since 1975 was more substantial and heavier-duty than the G50 gearbox. The gear lever moves through the notches of the four-speed gate well enough, though in a less precise way than its successors.

The 930 steering is also heavier than later Turbos, and on the road it handles in a mid-period 911 fashion, comparable with a 3.2 Carrera Super Sport. Its 16in forged Fuchs alloys are shod with Dunlop SP Sport 205/55 ZR16s on the front and 245/45 ZR16s on the rear. These tall tyres give a great ride, and I try a fast right-hander at speed; initial understeer switches quite suddenly to oversteer. The 930 is also very dramatic when I floor it, and it leaps in the direction where I'm pointing it, but, like a very large dog pulling on a leash, it just wants to get there in a hurry on its own terms.

The 993 Turbo's clutch is way sharper than the 930's, and by comparison it's quite an excitable car. There's a huge contrast in power delivery: the immediacy of the 993, compared with the 930, reflecting almost

two decades' difference in turbocharging technology. The gearshift of the 993 is nicely positive, and the suspension feels firm, though it's certainly not a harsh ride, but you do feel most bumps. The traction it's providing on damp country lanes is pretty phenomenal – because I'm trying quite hard to give field-bound Fraser the sort of cornering shot that he wants. In fact, if you experiment with the power delivery, it's not merely aggressive, it's positively violent. But in the normal course of things, of course, there's no need to behave like that. In routine progress, as opposed to trying hard, the power delivery is smooth and sensuous. And there are other more practical distractions about the 993; I love the paired wiper blades, for example, and everything about it feels modern and more user-friendly in a way



993 TURBO

Engine:	3.6-litre flat-six
Transmission:	6-speed manual
Body style:	2+2 Coupe
Top speed:	180mph
0-62mph:	4.5secs
Power:	408bhp at 5500rpm
Torque:	398lb ft at 4500rpm
Weight:	1500kg



that, by contrast, the 930 seems dated.

Saving the main spectacle till last, the 964 is definitely the ruffy-tuffy of the three, in that it certainly feels inclined to go its own way – and it has the gruffest bark, too. It's not like its siblings. On some surfaces, I have the impression it's dragging on its

into its own when you're trying hard with it; when you're going slowly, it doesn't really want to comply at all. Like any hooligan – not to say 'bully' – if you take it by the scruff of the neck and show it who's in charge then it does do what you want it to do. Having said that, the way that the turbo

threesome: it's so compliant and composed, it also has the most grip, the most amenable chassis, the best brakes, best driving position, mellowest snarl, and certainly a more pleasant ride than the 964. Presumably, then, you want different things from it. But the 993 is the one that you'd have the most fun with in an everyday sense, whereas the 964 would be your ruffian accomplice, your track-day weapon. The 930 would give you a decent measure of both, but you'd have it more for the imagery it projects. Much as I like the 930 for what it represents, and the aesthetics of it, you do feel that it's a classic car. The 964 3.6 Turbo is the collector's choice as well as the most dramatic performer, and the 993 Turbo is the one you could genuinely contemplate using as a daily driver in the knowledge that it's not going to suddenly depreciate: and it's the forefather who's not a candidate for the old folk's home. **PW**

The 993 Turbo may be the most powerful, but it's also the most civilised of the trio

“ The 964 Turbo is definitely the ruffy-tuffy of the three ”

front axle, almost like it's got a puncture, and I wonder if perhaps this is to do with the tyres; maybe the front end is simply over-tired. What it needs is a firm hand on the wheel, so there's no question about the direction you want it to go in. It only comes

comes in is possibly the most subtle of the trio, though undoubtedly the most dramatic in the effects department when it does.

Each of these Turbos calls for a different style of driving, but there's no question that the 993 is the most user-friendly of the

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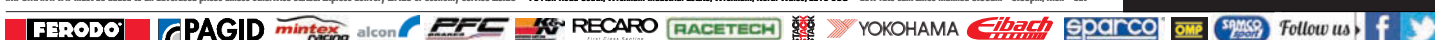
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Words: Dan Trent Photography: Sim Mainey

BACKDATE TO THE FUTURE

Autofarm's glorious RS-engined backdate puts a sophisticated and unusual spin on the fashion for old-school 911s



It's not unusual for a restoration project to escalate somewhat from the original plan. You know how it is. You whip the engine out for a once-over and while there decide you may as well overhaul the gearbox too. Which leads you to do the diff, clutch, driveshafts and before you know it you've done the whole powertrain. Or when a simple 'bit of paint' becomes a full glass-out, bare metal respray.

The Autofarm-built, 3.2-based backdate you see here was originally intended to have a throttle-bodied 993 engine, combining traditional long-nosed looks

with the performance of the air-cooled era's last hurrah. And it would have looked much as you see it here today, fresh out of the detailing bay after an exhaustive 1000-mile shakedown in preparation for handover to its hopefully delighted owner.

One small detail change you may have spotted from the photos, that being the 2.7 badge on the rear deck. No run-of-the-mill 2.7 either, this particular car benefiting from a chance encounter with a genuine 2.7 RS motor and its owner taking the opportunity to commission a retro-inspired build with a difference.

Whatever your feelings about

backdating, resto-modding or other forms of customisation the cachet of having a true RS engine in the back of a personalised 911 built to your particular tastes is pretty damned cool. The more so for the fact this owner decided on a low key external appearance of Slate Grey paint with black RS graphics, the 'Carrera' sill script still awaiting application at the time of our visit. Undecided as to whether to go for a flat rear deck or a ducktail he did the sensible thing and asked for the car to be supplied with both, meaning it can be quickly swapped between RS look and more downplayed according to mood.





Not that it's a slavish replica by any stretch, the cleaner '72 S style front bumper lacking the RS oil cooler housing while no attempt has been made to hide the late G Series vintage of the 1989 donor shell,

parts the fact this has been done the other way round with genuine 2.7 running gear but 'civilian' looks is way, way cooler. At a cost. Exactly what that came to is tactfully deflected but you can take a punt on

“Most people would have considered it more trouble than it was worth”

up to and including the larger torque tube access ports on the sills. The interior has been similarly backdated for an authentic feel, without feeling tied to the past for the sake of it. For all the RS lookalikes running less exotic mechanical

something north of substantial, though "less than a Singer restoration" offers some sense of a ballpark.

The last time I saw this engine was on a visit to Autofarm some years ago, it having been used by a 2.7 owner as a competition

unit while the car's original motor could be kept on the shelf to preserve the all-important matching numbers provenance at the point of sale. Now redundant it was basically an engine in search of a project and someone willing to invest in recommissioning it. That's now happened, the engine getting a full mechanical makeover extending to total restoration and reinforcement of the original magnesium casing with all studs and threads replaced with steel inserts, tolerances checked and machined and everything cleaned, prepped and powder coated back to original glory. High compression barrels and cylinders were fitted, taking the stock RS ratio from 8.5:1 to 10.3:1 while all reciprocating components were peened, lightened and balanced and the mechanical fuel injection overhauled. And now it's back where it

Time to play backdate bingo. Congrats if you guessed on a G-Series shell, although a guess is all it would be with so little to give the game away, apart from the larger torque tube access ports on the sills

This is no slavish RS copy, with its '72 S style front bumper mix and matched with a ducktail rear. The owner also has a flat engine cover, for when he doesn't want the RS look



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1962 Porsche 356B T6 Twin Grille Roadster-stock-08694

This timeless 1962 Porsche 356B T6 Twin Grille Roadster is 1 of just 248 cars coach built by D'leteren in Brussels, Belgium. The Certificate of Authenticity is included and it is shown here in its original color code#6202 Ruby Red with black interior. It is equipped with twin-engine grills, outside fuel filler, manual transmission with a 1600 engine, dual carburetors, chrome wheels, OEM radio, rear luggage rack and includes the jack, spare tire, Tonneau cover and complete toolkit. The Porsche is cosmetically very clean and presentable and was with the previous owner for over 20 years who drove the car sparingly due to work commitments. This car is mechanically sound and presents an extremely unique opportunity for the new owner to not only own a vintage Porsche 356 but to acquire one of the rarest roadsters the marquee ever built.

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1959 Porsche 356A Cabriolet-stock-09495

The 1959 Porsche 356A Cabriolet presented here for sale with matching numbers is available in a beautiful color combination of blue with a tan interior. It is equipped with a manual transmission, soft top, alloy wheels and includes the spare tire. A very desirable and sought-after example which has had the same owner since 1980. A great candidate for light restoration and is mechanically sound.

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1959 Porsche 356A 1600-stock-09205

The 1959 Porsche 356A 1600 displayed here with matching numbers, is an original color code#703 Meissen blue example and is now a blue with a tan interior. It comes equipped with a 4-speed manual transmission (the transmission has been replaced), dual carburetors, chrome wheels and includes the jack and spare tire. An extremely collectible and sought-after vehicle which has had the same owner for over 35 years and is mechanically sound.

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1966 Porsche 912-stock-09378

This very early 1966 Porsche 912 Sunroof Coupe shown here is available in light red metallic with tan interior. It comes with a salvage title and is equipped with a 5-speed manual transmission, Solex carburetors, sunroof and with Fuchs wheels. A very presentable example which has lots of potential. The previous owner had the vehicle for many years which has just come out of storage.

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1969 Porsche 912 Long Wheel Base-stock-08764

The 1969 Porsche 912 Long Wheel Base with matching numbers is available in its original Color Code#6806 Irish Green with black interior. A highly sought-after color combination which comes with a salvage title and is equipped with a manual transmission, dual Weber carburetors, solid wheels, OEM radio and includes the spare tire. An excellent original black plate California car.

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1970 Porsche 911E Right Hand Drive-stock-09145

This rare Right-Hand-Drive 1970 Porsche 911E Coupe comes in its original color code#2323 Tangerine with black interior. It was built in Great Britain and still retains its UK license plates. It is equipped with a model and period correct engine and transmission, driver's side sport seat and Fuchs wheels. A very rare opportunity as early right-hand-drive long hoods for restoration are nearly impossible to find. An excellent example for light restoration.

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1970 Porsche 911E Targa-stock-09446

This very collectible 1970 Porsche 911E Targa featured here with matching numbers is available in green with black interior. It comes equipped with a 5-speed manual transmission with a 2.2-liter engine, driver's side sport seat, Fuchs wheels, OEM radio, original owner's manual and includes the spare tire and original maintenance booklet. This is a very sought-after example which has had the same owner for many years and is mechanically sound.

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1971 Porsche 911T Coupe-stock-09488

The excellent original 1971 Porsche 911T Coupe shown here with matching numbers comes in its original color code#1111 light ivory with tan interior. It is equipped with a 5-speed manual transmission, air conditioning, cookie cutter wheels and includes the spare tire. The 911T was previously owned by a Porsche Club of America (PCA) owner and is mechanically sound.

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1972 Porsche 911T Sunroof Coupe-stock-09469

This very presentable 1972 Porsche 911T Sunroof Coupe shown here is available in champagne with a brown interior. It is comes equipped with a 5-speed manual transmission with a 2.4-liter engine, extremely desirable driver and passenger side Recaro sport seats, Fuchs wheels, one year only external oil filler door, electric sunroof and includes the jack, spare tire and service records. An excellent limited production example which is mechanically sound.

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1988 Porsche 930-stock-09590

This very presentable 1988 Porsche 930 presented here with matching numbers and 83,262 miles on the odometer is available in its original stunning color code#700 black with tan interior. It comes equipped with a 4-speed manual transmission, power windows, power seats, Fuchs wheels, drilled rotors, sunroof, original owner's manual, service documentation for a major motor oil service and includes the spare tire. An extremely collectible Porsche which has just come out of the dry desert state of Nevada and is mechanically sound.

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1986 Porsche Carrera Cabriolet-stock-09220

This stunning 1986 Porsche Carrera Cabriolet with matching numbers, includes the Certificate of Authenticity and has 48,255 on the odometer. Its available in its original color code#027 Guards Red with tan interior and comes with a clean CarFax. It is equipped with a 5-speed manual transmission, air conditioning, MOMO steering wheel, power windows, power seats, Fuchs wheels, soft top and includes the jack, tool kit, spare tire and over \$7,000 in service documentation for a major service in 2015. These are climbing in value. An extremely clean and presentable low mileage example which is mechanically sound.

For \$49,500



1995 Porsche 993-stock-09451

This mostly original paint 1995 Porsche 993 with a very low 41,792 on the odometer is available in its original color code#908 Grand Prix White with a red interior. A gorgeous color combination. It comes with a clean CarFax and is equipped with a Tiptronic transmission, air conditioning, power windows, power steering, power seats, drilled rotors, solid wheels, sunroof and includes the jack, spare tire, owner's manual, warranty and customer information booklet, maintenance booklet and over \$19,000 in service records. An extremely clean and presentable example which is mechanically sound.

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1991 Porsche 964 Sunroof Coupe-stock-09387

The stunning 1991 Porsche 964 Sunroof Coupe presented here with 93,230 on the odometer is available in its original color code#22L Oak Green Metallic with tan interior. It comes with a clean CarFax and is equipped with a manual transmission, K&N air filter, air conditioning, power windows, power steering, power seats, sunroof, tech art body kit, alloy wheels and includes the jack, spare tire and tool kit. It was previously owned by a Porsche Club of America owner and is a very clean and presentable example in a vibrant color scheme. It's also mechanically sound.

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belongs, restored to glory and in the engine bay of a 911.

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with the more robust and clean shifting G50 transmission fitted to post-1987 G Series Carreras. Indeed, some people have gone to the considerable effort of updating a 915-

many accept as a concession to modernity worth sacrificing some originality for.

Going the other way and fitting a 915 to a car built to take a G50 though? You'd have to be, to put it tactfully, somewhat bloody-minded to even consider it. For someone like Mikey with so much understanding of the finer points of the 2.7 RS there was no question though. "With an engine like this it has to be paired with a 915, otherwise what's the point?"

And so the project took on a life, and complexity, of its own, the typical turnaround for an Autofarm backdate doubled to more like a year as various head-scratching moments were encountered. Were it 915 to G50 there'd be plenty of previous experience to draw upon. With it being the other way round

The skies of Oxfordshire oblige with a moody slate grey vista to complement this backdate's similar shade

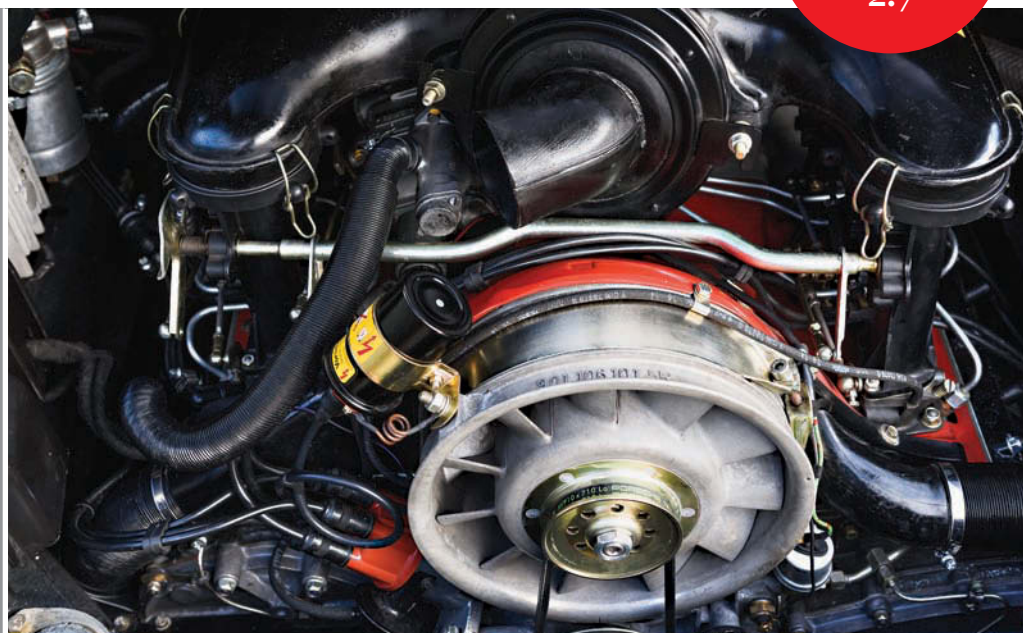
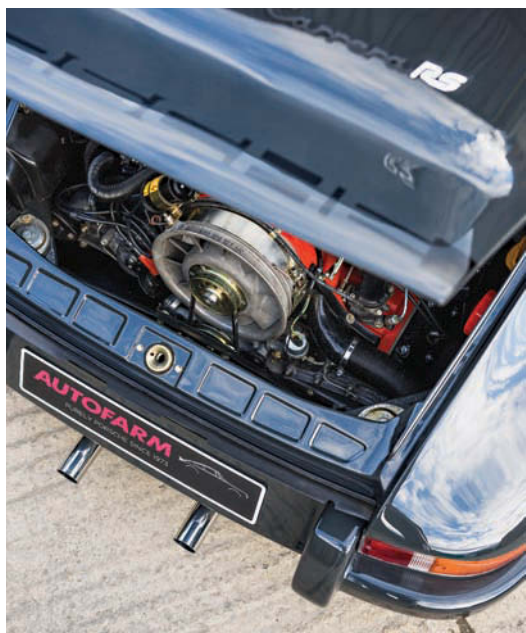
“ Were it 915 to G50, there'd be plenty of previous experience ”

have already identified the most obvious conundrum facing someone putting a '73 engine in an '89 shell – namely what gearbox to go for. Most people backdating a car of this vintage would do the seemingly sensible thing and pair an old-school engine

era car to take the bigger G50 gearbox, up to and including body adaptations that run to cutting the rear suspension's torque tube to accommodate it and then replacing the cable clutch with the G50's hydraulic one. Some job by the time you're done but one

Below left: The 2.7 badge is the real deal, but then so is the engine hiding under that winged cover





The 2.7-litre engine is the real deal, but was pretty much scrap until Autofarm took it on and rebuilt it. It was, essentially, an engine in search of a project

It's unusual for folk to backdate from a G50 gearbox to a 915, but for the authentic 2.7 experience, that's exactly what the owner wanted, no matter what the complications and complexities of the ensuing job

Autofarm's team were forced to think their way around problems like spacing out the smaller 915's mountings with custom-made brackets. Chatting with Paul Ridgley who carried out much of the work the thoughtful pauses as he describes the various unexpected challenges suggest a lot of late nights in the workshop. He's clearly proud and relieved in equal measure to see it all finally finished and ready for delivery to its owner, Mikey's exacting shakedown picking up on various details that needed addressing before he was satisfied it was ready to be signed off. Suffice to say it now drives, feels, even smells like a brand-new car, without even a trace of a rattle, squeak or slightest slop in any of the controls.

Having extensively driven another Autofarm project car fitted with a 915 transmission I can vouch for the fact that

when they're set up by folk who really know what they're doing they're not the party pooper some people make them out to be. True, the shift throw is long and you need to think your way round the gate, rather than just snatch the lever to and fro. But, as with

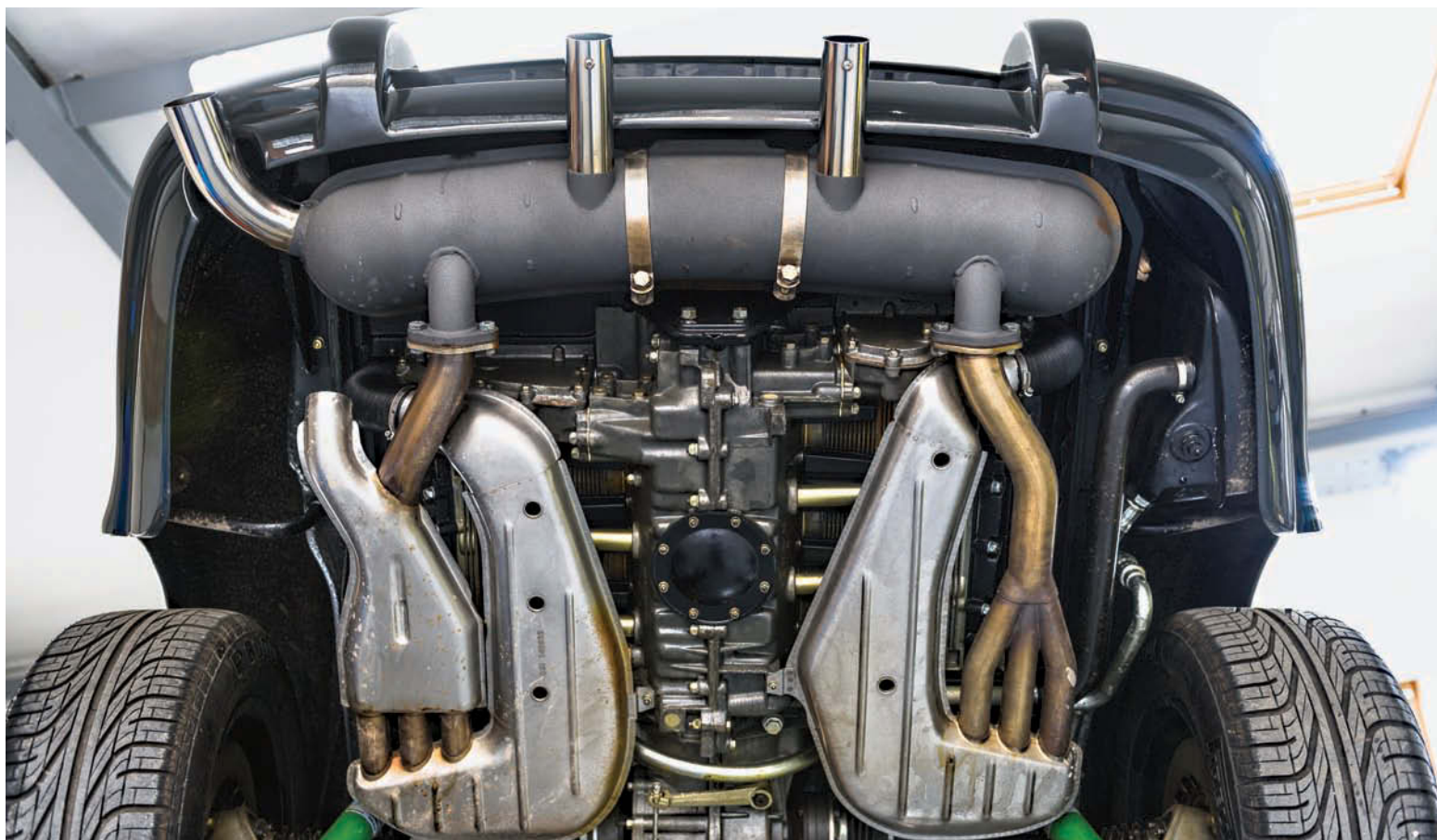
that proves you can stick to your traditionalist guns without necessarily compromising the driving experience.

It might seem conflicting motivation to go to the bother of being all purist about a car that is anything but. Such is the beauty of

“ The shift throw is long and you need to think your way round the gate ”

so many elements of driving a 911 properly, it's these quirks that make mastering the car such a satisfying achievement. And in this car and others prepared by these guys there's a tightness and precision to the shift

the 911 and the endless permutations of its various constituent parts, though, and the way it can be adapted to suit the tastes of the people who restore and own them. Whether or not it looks like an RS is but





one element of this. But having gone to the trouble of sourcing and adapting the powertrain to fit Mikey and his team clearly wanted to preserve the unique and special character of the 2.7 and for it to be at the heart of the driving experience.

and hit emissions regulations and all the rest. These mechanically injected motors are just about chucking as much petrol into the cylinders as possible to get the most power out of the engine and it gives them a unique character."

your backdate has an RS motor. But predominantly this is a car built to be driven and enjoyed. Be that at sociable volume routing through the silencer and out of the single side exiting pipe. Or with the caps removed and the engine rasping through the central pair of stub exhausts. It's little flourishes like this that mark this car out as one built by proper enthusiasts for a customer who really understands what he wanted out of his car.

"We're not out to fool anyone," says Paul of the RS trimmings applied to the car. But by making sure the touchpoints are authentic – the wheel is a retrimmed and genuine RS item for instance – the emotional connection with that all-important engine is maintained. And that's really what sets this particular custom 911 apart from other backdates. **PW**

CONTACT
Autofarm
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“Predominantly this is a car built to be driven and enjoyed”

"There really is nothing like these engines," says Mikey as we gun the car for photos. "Modern injection systems are all about delivering precisely the right amount of fuel to get maximum efficiency

Singing loud and proud in its high compression tune, everything from the way the motor picks up to the sound it makes adds to the cachet of that homologation breeding. Sure, there's pose value in saying

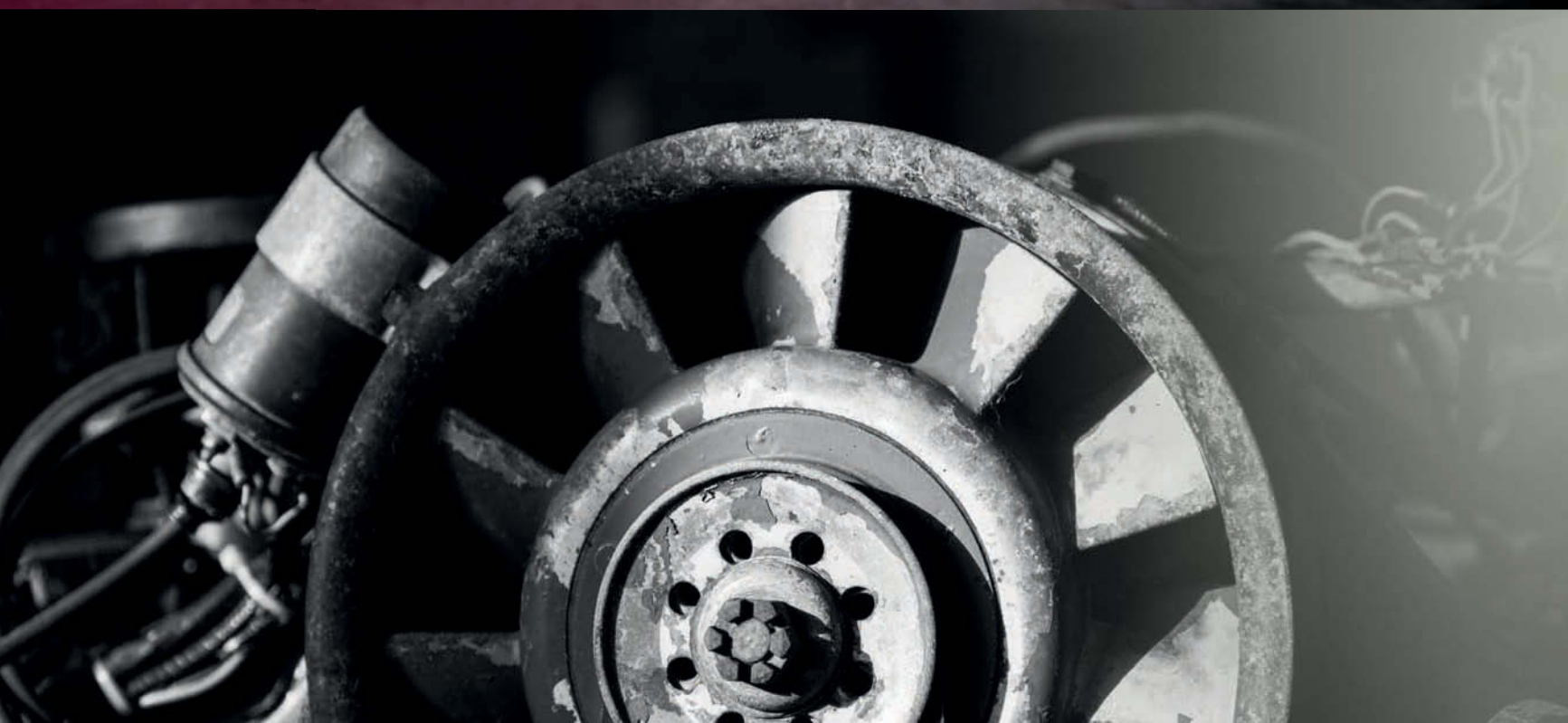
Interior, while not a deadringer, is period correct and features refurbed RS wheel, instruments and neat retro style head unit





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Words: Johnny Tipler Photography: Antony Fraser

CLIMB EVERY MOUNTAIN

For two decades in the '60s and '70s Porsche ruled the European Hillclimb Championship: we emulate Wolfgang von Trips' 1958 title victory in his 718 RS Spyder, blasting the latest 718 Cayman up the Gaisberg Hillclimb



It's 1958, and Wolfgang von Trips has clinched the European Hillclimb Championship title for Porsche, having stormed the 718 RSK up the 5-mile Gaisberg mountain road to win the Grosser Bergpreis von Österreich. Back in the '50s and '60s, the Hillclimb Championship was a significant series on the international motorsport calendar, and ranked highly on Porsche's aspirational must-win list. In this, it succeeded for an incredible 22 years running, from 1958 to 1980. So, what better way to celebrate Taffy von Trips' achievement from five decades ago than to reprise his run up Gaisberg – in the latest 718 Cayman.

Gaisberg is close to Salzburg, and the drive to Austria has the makings of a decent road trip, so my snapping colleague and I rendezvous at Harwich to board Stena Line's marvellous SS Hollandica for the overnight voyage to the Hook of Holland. It's a trip we make annually, and the ship's Metropolitan restaurant staff welcome us like long lost friends. Disembarked the following morning we motor the Cayman 718 blithely through the Netherlands, Belgium, Luxembourg and France, hanging a left at Strasbourg into Germany to attend the Ruf trackday at Hockenheim, where we overnight before the six-hour push down to Salzburg. Rather than risk a citation my

colleague stumps up for an Austrian carnet entitling us to use their roads, and Fraulein Satnav guides us by a precipitous single-track route winding up the backside of the Gaisberg mountain. It's dark, but I am aware of unfenced drop-offs of unknown depths and we proceed gingerly. We emerge at a more established road, which we discover with some relief next morning to be halfway up the actual hillclimb route, rather than the backlane we ascended the night before.

There's an annual revival of the Gaisberg hillclimb, as there often is at such venues, but today we're in competition for space on the blacktop with cyclists, bikers, hikers and local





pensioners. It's warm and dry, even under the tree canopy, and it's clear that, back in the day, this would have been one heck of a drive – 5.376 miles (8.652km) from bottom to top. We rediscover corners and crests which are evident in period photographs of the Hillclimb, and do our best to emulate them, me posing mid-road

much the same back then as it would be at a modern event. The European Hillclimb championship dates back to 1930, instituted as an FIA-sanctioned series in 1957, when runs were staged at six different venues across Europe. The series carried on as such up to the present day, with 12 rounds now, of which at least two of the original

outright victory for the marque was rare on the big-time international stage until the late '60s, due to constraints of engine capacity as much as anything, the nimble sports-racing cars and GTs like the 718 RSK and 904 GTS had the measure of all-comers on the serpentine mountain climbs. Porsche drivers were the hillclimb specialists, and by 1965 the 904-based Kangaruh Spyder, the following year's 910 Bergspyder and its successor the Type 909 from 1968 were as specialised as they came.

Not to put too fine a point on it, Porsche drivers Von Trips, Edgar Barth (Jürgen's dad), Heini Walter, Herbie Müller and Gerhard Mitter wore the Sports Car category crown from 1958 all the way up to 1968, while in the Gran Turismo class, Huschke von Hanstein, Heinz Schiller, Hans Kuhn, Eberhard Mahle, Anton Fischhaber, Rudi Lins, Sepp Greger, Claude Haldi, Wilhelm Bartels, and brothers Jean-Marie and Jacques Alméras annexed the GT title literally every year from 1960 right up to

Above and below:
They have proper
hillclimbs in
mainland Europe,
but then again,
they have proper
hills/mountains.
The Gaisberg course
is 5.376 miles

“ Porsche drivers wore the Sports Car category from 1958 to 1968 ”

with appropriate mountain topography in the background, while a substantial palace of a building at the start of the climb provides a fine reference point as well – though it's a shame it's since lapsed into dereliction. The hubbub surrounding the assembled runners and riders appears in the photos to be

runs survive (Trento-Bondone and St Ursanne-les-Rangiers) from the halcyon days of the early '60s when works entries from Porsche, Ferrari, Abarth and Alfa Romeo vied for supremacy on the slopes. The Europa-Bergmeisterschaft was Porsche's happy hunting ground; while





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1980. An amazing success record by any standards.

So, to return to the season we're celebrating, 1958, there were six rounds, held at Mount Parnassus (Athens), Mont Ventoux (France), Trento-Bondone (Italy), Freiburg-Schauenland (Germany), Gaisberg (Austria), and Ollon-Villars (Switzerland). Von Trips won three of them – Athens, Trento and Gaisberg – with Barth, Bonnier and Behra winning the others. That year the 718 also won the '58 Targa Florio outright in the hands of Barth and Wolfgang Seidel, and won its class at Le Mans – 3rd overall – with Jean Behra and Hans Herrmann at the wheel. Von Trips' Gaisberg-winning 718 RSK was followed in the timing department by a pair of Borgward

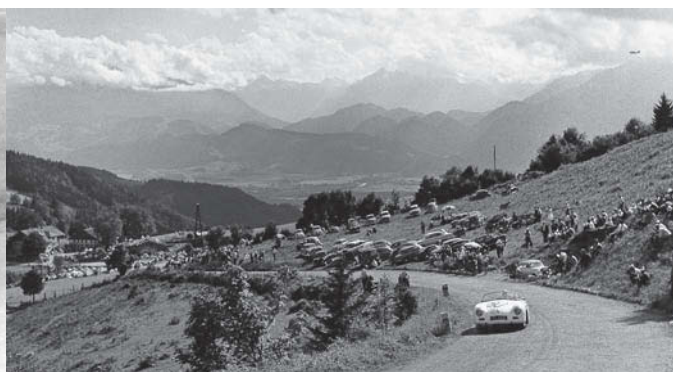
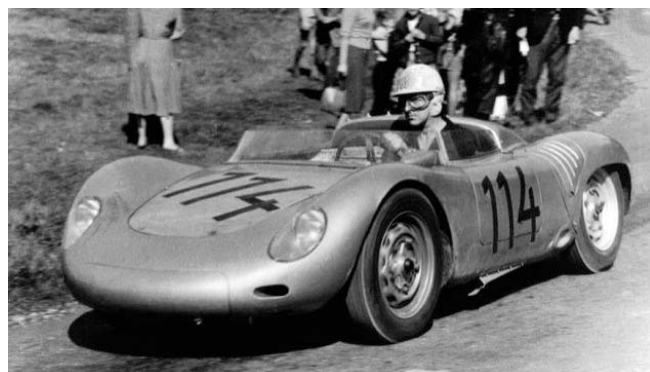
H1500 Spyders – helmed by Bonnier and Herrmann, no less – with Taffy's Porsche teammates Barth, Behra and Walter next up in three more 718s.

And here we are at the Gaisbergrennen, armed with a state-of-the-art Cayman 718. Could I beat Von Trips' fifty-year old time of 9m 24.1s recorded on 15th August 1958? Who knows – you'd think so in a modern Porsche, but by how much is a moot point, the Cayman being heavier (if more powerful – 142bhp versus 300bhp) than an RSK. Tempting as it might have been to give it a go, in deference to other road users, I refrain from attempting a complete run at full chat. Besides, my colleague is frequently urging me to stop so he can capture a particular moment on camera.

Not so much 'What's in a name,' more like, 'what's in a number,' and it's no coincidence that Porsche elected to endow the newest Boxster and Cayman models with the 718 numerals, mainly on account of the return to the flat-four engine configuration, albeit in turbocharged format.

Our press car is the very latest Cayman 718, powered by the turbo, 2.0-litre flat-four that yields 300bhp and rushes from 0 to 62mph in 5.1s; we had a manual 6-speed, but the PDK does the dash in 4.9s. On the Autobahn my colleague managed 140mph on one derestricted section, thwarted not by traffic, which dutifully pulls over smartly to the inside lane, but by the omnipresent roadworks which bedevil much of the Autobahn network at the moment. However,

Our steed for the trip features a flat-four engine, just like Von Trips' 718 RSK. Ours, though, has a turbo and 300bhp compared to the RSK's 142bhp



Top left: Crowds get close to the action at Gaisberg in 1958 to witness Wolfgang von Trips piloting Porsche's 718 RSK to hillclimb victory. Porsches dominated the European hillclimb scene from 1958 to 1980



For some reason there is little to signify the fact that the Gaisberg Hillclimb is significant in the world of motorsport. The only commemoration is for a long lost aviator



between Munich and Salzburg, when he was asleep, I wound it up to 155mph, and it's up at those sorts of speeds that Porsches come into their own and really feel invincible. The downside, of course, is the soaring fuel consumption at these velocities, though we do cover the clicks quicker. And when it comes to motorway service areas, the Germans have the French Autoroutes licked in terms of refreshment and snack quality.

This is not the 'S' model, but nevertheless the base 718 Cayman is a lovely cabin to inhabit. The largely nocturnal run we do from Salzburg to Vesoul in Haute-Saône, eastern France takes six hours, passing through Germany, Switzerland and blink-and-you-miss-it Lichtenstein, and we emerge at our hostelry none the worse for wear, sustained by an eclectic melange of '80s pop by the likes of Beautiful South, Squeeze and Elvis Costello. The seats are half leather and the backrest bits incorporate leather here and

there with rather coarse canvas-like inserts. There are three gilt inserts on the steering wheel arms which suggests something's been left out, which of course isn't the case, but they somehow don't work aesthetically. So, it matches up on the comfort factor, and

and it doubtless beats the flat-six on the emissions count. Nevertheless, we couldn't help compare it to the noise of a big motorbike when accelerating hard: either a Ducati or perhaps a Subaru, a horizontally-opposed engine without enough cylinders.

“ The return to the harsher, guttural four-pot seems regressive ”

we got a week's worth of gear on board plus all the snapper's equipment including lights and so on. Even with some stuff stowed on the rear shelf in the corners behind the steeply-sloping C-pillars the rear view is not compromised.

Our only gripe is the Cayman exhaust noise. Perhaps unavoidable with a flat-four; 'get over it,' some might say; it is what it is,

Yet, here we are, on the staggeringly gorgeous Gaisberg sub-alpine slopes, following the distant tyre tracks of the flat-fours that powered the original 718 RSKs. We have been accustomed to the sublime aural clarity of the flat-six for so long that a return to the harsher, guttural four-pot soundtrack seems somehow regressive. Want your 718 to sound like a six? Our

No surprise that the Cayman is adept on the climb. It's exactly what you would expect from Porsche's mid-engined masterpiece





friends at Cargraphic exhausts can make a diesel six sound like a petrol V8, so maybe there's an answer there.

In terms of performance it pulls jolly well, and it's certainly as fast as the six-cylinder car. It's got plenty of go, and it does everything well except sound nice. As my colleague remarked, 'if you were deaf it would be the perfect car.' There is a lot of road noise from the tyres, and it reverberates inside the cabin in a way that Caymans have always done, though you don't notice it until you realise how loud the radio is. But I'm splitting hairs: all told, this is a superb car. And I'm loving the colour, Graphite Blue Metallic, with black wheels. We get a lot of admiring looks, too.

As for the original 718 RSK, it's a rare car, with just 32 made. It superseded the 550 Spyder in 1958, and was built on an

aluminium-panelled spaceframe chassis rather than a backbone chassis like the 550's. The 718 weighed a skimpy 530kg (1146lb), and was powered by the 1498cc four-cam "Carrera" flat-four, developing 142bhp at 7500rpm, deployed via transaxle and five-speed gearbox that had synchromesh on 2nd through 5th gears. That recipe explains why it was so effective on a twisty circuit or hillclimb. It evolved into the RS60 in 1960 when rule changes called for a taller windscreen and, in essence, the RSK gave birth to the better-known Porsche sports-racing cars such as the 904, 906, 910, 907, 908 and 917: in just over ten years they went from the 718 to the 917.

On the international stage the 718 RSK Spyder's record was impressive, frequently scoring high places through reliability and fewer pit stops, and also when the big Jags,

Astons, Ferraris and Masers faltered.

Unleashed in 1957, the 718 RSK came into its own in '58, placing 3rd in the hands of Harry Schell and Wolfgang Seidel at the Sebring 12-Hours. Behra and Scarlatti were 2nd in the Targa Florio, and 718 RSKs claimed 3rd and 4th positions overall at Le Mans that year with Behra/Herrmann and Barth/Frère heading the action, which was Porsche's best-ever result at La Sarthe up till then. Behra and Barth rounded off the season with 4th in the Tourist Trophy at Goodwood. Sometimes fitted with a pair of tail fins, the RSK also appeared in single-seater guise as an F2 car when central-seat all-enveloping bodywork was permitted, and also as the open-wheeled 718/2. Thirty-two 718 RSKs were produced in total, and in 1959 the works cars carried on where they left off, taking 3rd, 4th and 5th at Sebring, a

Graphite Blue Metallic with black wheels works in a subdued kind of way

Scenic just about covers it, but we are in the Austrian Alps





The view through the windscreen. We might have gone faster, but like most of the scenic climbs in Europe these days, everyone has taken to their bikes. Right: The 718 badge pays homage to the original 718 RSK

win for Barth/Seidel at the Targa Florio, 4th 6th and 7th at the Nürburgring 1000kms, and 2nd for the dream team of Von Trips and Bonnier, beating works Astons and D-type Jags at the Tourist Trophy.

For 1960 the 718 RSK was superseded by the RS60, and by 1961 it was also built as a coupe, while the 718 chassis numbering continued into 1963. After that, Porsche's front-line competition car was the 904. As for Wolfgang von Trips – the man with seven Christian names and an aristocrat to boot – he was an ad-hoc member of the Ferrari race team from 1956 till 1960 and '61, winning the Dutch and British GPs – at Zandvoort and Aintree. Von Trips drove the 718 RSK for Porsche in 1958 and '59, handling the 718 F2 car as well, but reverted to the Scuderia Ferrari for '60 and '61. He was killed at Monza in '61 and was posthumously ranked 2nd in the World Championship as runner up to teammate Phil Hill (rather like Ronnie Peterson, also killed at Monza and placed 2nd to

Mario Andretti in the 1978 F1 title race).

Now for our own runs up the Gaisberg course. We've spent the night at the Zistelalm Hotel, Gaisberg, right beside the road in one of a couple of hamlets that flank the route. It's a substantial old building of the creaking floorboards and lederhosen

absolutely staggering: beautiful wooded slopes with a jagged backdrop receding into the distance. Cows and goats dot the meadows, autumnal yellows and oranges vie with deeper pine green, while dwellings have typical chalet-style roofs.

As well as sweeping corners, there are

“ We ease out onto the hillclimb, with stunning panoramas ”

persuasion, open log fire in the lobby, and must have been extremely popular on race days. The scenery is absolutely stunning, beautiful alpine pastures above and below, and pinnacled mountain ranges folding mistily into one another.

We wash the Cayman and ease out onto the hillclimb, where the panoramas are

fairly long straights to get up a bit of velocity before coming to a hairpin, full-locking and powering round the turn and firing the 718 up yet another gradient, another incline. To get the best time, clearly, I'm clipping all the apexes where possible, which we can't necessarily do on every corner because it's two-way traffic, but that's what the guys





back in the day would have been aiming to do, hugging the cliffs on the inside and avoiding the verges on the other. I wouldn't say there's anything particularly demanding about the Gaisberg run; it's fast, and there are indeed some tricky bends that demand full concentration and technique, but the sobering thought is the drop-offs into the forest as well as the void, because where

opportunity to ease back and contemplate what's here. There's parking for maybe 50 vehicles, so it would have made a handy assembly area for competing cars that had done the climb. Surprisingly, there is no monumental reference to the eponymous hillclimb, just to an aeroplane flyer from the mid-1930s. The inaugural hillclimb was in 1929, so even back then it was used

pointing out to the reader that he should ignore all the historical interest for a while and get out of the car and just admire the magnificent view!

We turn tail and glide down to the bottom of the hill for the n'th time. We've a couple of appointments on our return schedule, both in the general direction of the Hook of Holland for the return crossing aboard the SS Stena Britannica, but that's three days on the road, nevertheless, mostly comprising Autobahn and Autoroute. A jetwash and a pause to snap the car on quay, and soon enough we're snug on board the leviathan for the night on the North Sea.

There's the remains of hurricane Irma a-blowing, and now it's the waves that are mountainous, though mercifully the Cayman is not obliged to tackle these and the ship sails blithely on through the tempest. From one extreme to another, we've travelled through nine countries and clocked 2000 miles. We'll be dreaming of those Alpine passes for a long time yet, though. **PW**

At the top.
Competitors gather
for the return run
down the hill

“ Surprisingly there is no monumental reference to the eponymous climb ”

there's no meadow it's dense woods, and if you go off that's where you're going. I log 30 corners on the way up, not counting innumerable squiggles, and including the two really serious hairpins.

Once the road finally sweeps right into the circular summit plateau it's an

regularly as a motorsport venue, with the likes of Rudi Caracciola, Manfred von Brauchitsch and Hans Stuck Snr in action, but the only other stone is the trig point that says it's 1288 metres above sea level. The café-bar grabs our attention, where my colleague observes that, 'it may be worth



CONTACT

Porsche GB for lending the Cayman 718, and Stena Line for the stately passage from Harwich to the Hook of Holland. Stena Line offers twice-daily, seven-hour return crossings between Harwich and the Hook of Holland. Return fares start from £148 for two adults and a car. Additional adults costs start from £15. Cabins start from £17 per person each way. stenaline.co.uk/ferry-to-holland



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Successfully reassembling your transaxle Porsche's timing-case components is as much about the various oil seals as it is about correctly timing the four interconnected shafts – and there is plenty of room for error if you rush the job, or cannot see clearly what you are doing. But it is by no means the proverbial rocket science, says Chris Horton. Photos by the author



TECH: HOW TO

A TOOTH FOR A TOOTH

Replacing the timing belt in Porsche's so-called balance-shaft engines – 924S, 944 and 968 – can seem a rather daunting prospect, with too many tiny steps separate seals to reassemble, and a multiplicity of components and details to note correctly. But it can be made much more of a guided tour, together with a few tricks of the trade, made it a lot easier than you might expect. Story and photos by Chris Horton



The story so far: our 924S is on the lift at independent specialist Porsche-Torque in Uxbridge, Middlesex. Proprietor Sid Malik is replacing – and not a moment too soon – the engine's two toothed drive-belts (for the camshaft and the balance shafts), together with their associated rollers and tensioning devices. Also to be renewed are the two oil seals for each of the two balance shafts, and their associated 'top hats'.

Crucially, and as you might expect given his many years of practical experience, Sid is doing the job not quite by the book – but no less professionally for that. He has, for example, left in place both the airflow meter and the top radiator hose, electing instead to tackle almost all of the work from beneath the car. (Which made it difficult to photograph, although I appreciated the reduction in labour time.) Likewise he has on this occasion

left in place the total of four crankshaft pulleys/sprockets, leaving undisturbed the driving gear for the oil pump – and also obviating the need to lock the crankshaft with a toothed bar across the starter-motor aperture in order to loosen and tighten said pulleys' large securing screw. The water pump, too, would prove to be serviceable, with no discernible play in the shaft, and no leaks, so no need to touch that, either.

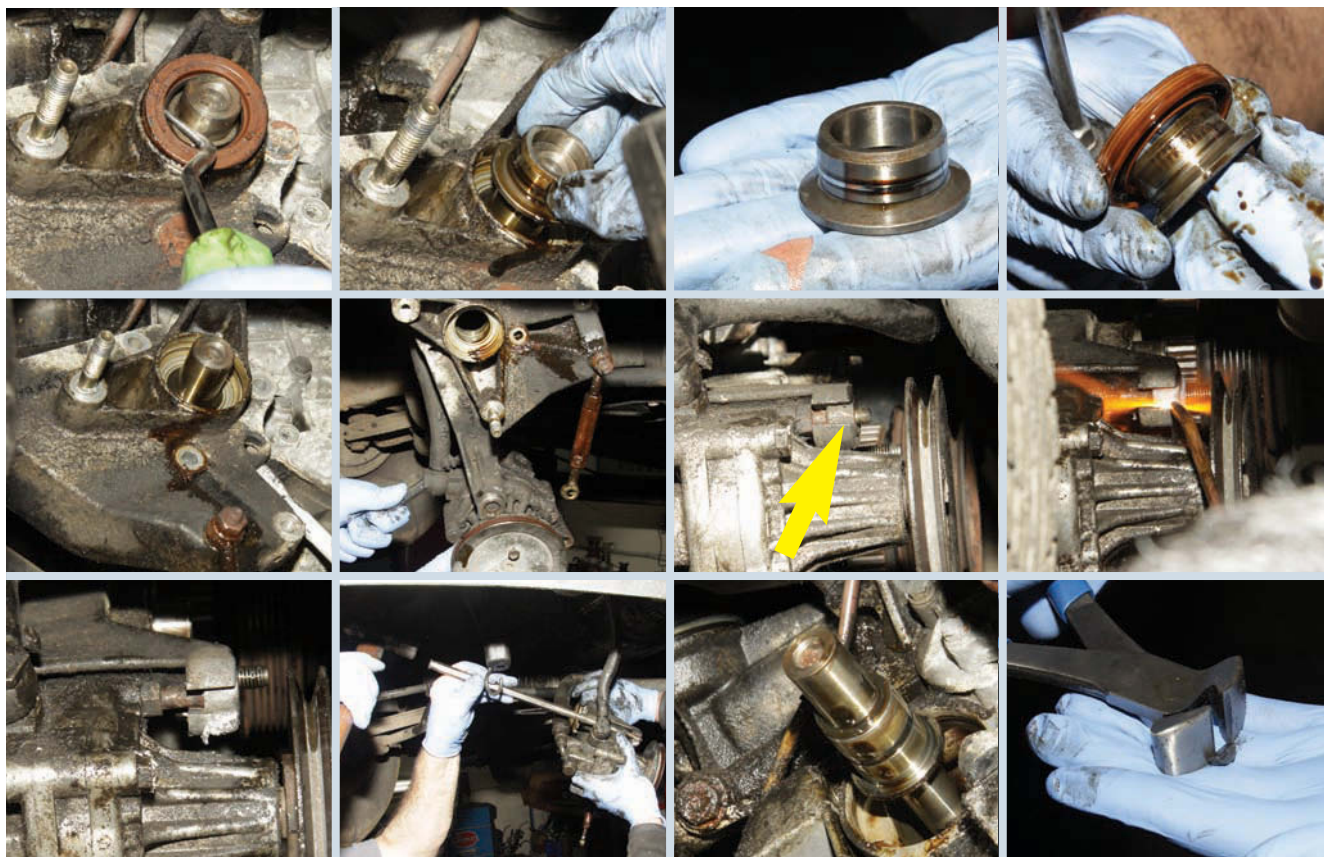
We resume the tale, then, with both drive-belts and their rollers and tensioners out of the way, together with the rear half of the plastic timing case. (In later engines it is not possible to take off that moulding without first removing the crankshaft pulleys. But that should not prevent you accessing the balance-shaft seals.) Sid began the next stage by carefully hooking the lower balance shaft's oil seal out of its rebate in the front bearing housing, followed by the 'top hat'.

Essentially the latter is a sacrificial sleeve that provides an easily renewable bearing surface for the rotary oil seal, because the former can become significantly eroded by the constant pressure of the seal's internal lip. And while the sleeves have a not insignificant cost (£29.97 each plus VAT from Porsche), they are a far cheaper and simpler alternative than having to replace either shaft in its entirety.

But then came a classic case of mission creep – or perhaps it would be better to say the 'While You Are In There' philosophy. Not unreasonably, Sid decided it would be a sensible idea to remove the lower balance shaft's bearing housing for more thorough cleaning than would be possible with it still on the engine. To do that entailed separating it from the power-steering pump (which not all of these units have, of course, and in which case the bearing housing is of a simpler design). You can see the resulting process –

Wafer-thin 'onion skin' seals (top) fit between rear face of 'top hat' and front end of balance shaft. Each engine has three top hats (above), but the camshaft's (arrowed) might have a larger outside diameter (see text). Item in foreground above is the driving gear for the oil pump, locked to crankshaft by the clamping force of the bottom pulleys. It is important to use the right seals in the right places – and OE Porsche balance-shaft seals are also marked for their required direction of rotation

It's not essential to remove balance-shaft front bearing housing – rotary seal, top hat and onion skin can be hooked out and replaced quite easily – but we felt it would make it easier to clean the casting more thoroughly. Trouble was, the steering pump's front pivot block was seized in due to corrosion (arrowed), and required some persuasion with a hammer and drift to shift it. Heat alone hadn't helped – and very nearly started melting the alloy. Penultimate photo, below right, shows 'naked' end of balance shaft, and remaining onion skin is just about visible. If necessary, extract Woodruff key with a pair of pincers so it doesn't fall out and get lost – but make sure it's back in position later, of course. Note wear mark on top hat – without this sacrificial sleeve this is what the shaft itself might look like



the 'negotiating' that I hinted at last time – in the photos above, but suffice it to say that the additional effort, and the modest damage to the steering pump's front pivot point, was well worth it in the long run, if only because I now know that I should be able easily to remove the pump again in the future.

The seal assemblies themselves are to an interesting and relatively straightforward design, but do have some idiosyncrasies that you need to know about. The two balance shafts rotate in opposite directions: clockwise (viewed from the front of the engine) for the upper one, and anti-clockwise (again viewed from the front) for the lower one. For some reason best known to itself Porsche chose to use directional but otherwise identical seals, and although each is marked with the appropriate arrow it is easy to transpose them. Whether this is likely to be a genuine

catastrophe is hard to say – and I have on at least one occasion fitted non-directional after-market seals – but that will have to be your choice. For the record, the Porsche part numbers for the seals are 999 113 282 40 for the upper balance shaft, and 999 113 281 40 for the lower. Dimensions – should you wish to buy generic after-market seals from the likes of Bearing Traders or another industrial supplier – are 30mm (inside diameter) x 40mm (outside diameter) x 7mm (depth).

There is a further possibility for confusion over the broadly similar sleeve-and-seal arrangement at the front of the camshaft – although since this car's was bone-dry that would again remain undisturbed. The seal has the same external diameter as the balance-shaft seals, that is to say 47mm, but in later cars its internal diameter is at 32mm slightly larger. Use such a camshaft seal for a

balance shaft, in other words, and it WILL leak. Conversely, try to use a 'smaller' balance-shaft seal for the camshaft and, while you might be able to make it fit, the increased friction will quickly wear out both surfaces, and you will be back to square one. As far as the crankshaft is concerned, it's the oil pump's driving gear that doubles as the sacrificial bearing sleeve, but at 38mm x 52mm x 7mm there is – or should be, anyway – no danger of getting that seal in the wrong place.

Crucially, each balance shaft has an additional oil seal immediately behind its top-hat bearing sleeve: a wafer-thin, translucent and thus predictably delicate ring of flexible plastic, and for the same reason colloquially known as an onion skin. Its purpose is to prevent engine oil seeping past the joint between the rear face of the top hat and the front of the matching area on the shaft, and

Degreasing spray worked wonders on the lower part of the engine – the balance-shaft oil seal had obviously been leaking for quite some time – and the bearing housing came up a treat in Porsche-Torque's hot wash (itself brand-new that same morning, as it happened). Make sure you have all the necessary new parts before you start – balance-shaft seals are handed to reflect contra-rotation of shafts, but we have successfully used generic, non-directional items.

Luckily, Sid Malik had a good selection of (new) spares (near right), left over from previous overhauls. Balance-shaft top hats are nominally 30mm in diameter, but the later one for the camshaft is 32mm, so seals are not interchangeable. Don't forget a new 'O'-ring for the balance-shaft bearing housing, where it slides back into the cylinder-block assembly



TECH: HOW TO



Key point in refitting seals is first to slide on a new onion skin – making sure it's pushed all the way back, and sitting against shoulder on balance shaft. Using plenty of lubricant – here the red grease favoured by Sid – fit rotary seal to top hat before locating the latter inside its rebate. This helps to ensure the delicate spring-ring tensioner behind the lip is not displaced, and also that the lip itself is not damaged. Push the assembly into balance-shaft bearing housing – finger pressure sufficient here, always a good sign of well-fitting components. But reject any rotary seal that feels too loose, or it could leak again. Carefully slide the bearing housing on to block and bolt up

from there down the centre of the sleeve. Understandably these are easily overlooked, though, so it is essential to make sure that you not only fit a new one each time you remove and replace a sleeve – being equally careful not to damage it – but also remove the old one. The Porsche part number is 944 105 321 00, and they cost £1.02 each plus VAT.

The next likely source of confusion is the orientation of the two identical balance-shaft sprockets, but provided you are methodical and can genuinely see what you are doing there is no reason why you shouldn't get it right first time. In early cars the front face of each sprocket is stamped with the letters 'O' and 'U', for 'Oben' (Above or Top) and 'Unten' (Below or Bottom). Adjacent to each letter, on the inside diameter of the sprocket, is a keyway. Fit the upper sprocket such that the

slot next to the letter 'O' fits over the Woodruff key on the shaft. For the lower sprocket – as you've probably guessed – engage the slot next to the letter 'U' on the key. (Assuming that both keys are present and correct, of course.) Now fit each pressed-steel sprocket cover such that the projecting tab on its rear face engages with the remaining free keyway in the relevant sprocket. Dead easy.

In later cars – ie post-1984 models – for some reason Porsche deleted the letter 'U' from the otherwise still identical balance-shaft sprockets, but the principle remains very much the same. Fit the upper sprocket so that the slot next to the letter 'O' fits over the Woodruff key. Fit the lower sprocket so that the slot furthest from the letter 'O' slides over the key. In both early and late cars fitting the sprocket covers – or fitting them correctly,

anyway – will obscure the letter(s), but that doesn't matter, since by that stage you can (and should) align the rebuilt shafts using the small grooves machined in the outer circumference of the sprocket against the matching pointers on the timing case. (And obviously making sure that they remain in the correct positions after you have fitted and tensioned the belt. The upper shaft in particular has an awkward habit of moving spontaneously under the influence of the balance weight at its rear end.)

The next big step in the proceedings is to fit the camshaft belt, obviously making sure that both the crankshaft and the camshaft retain their correct positions throughout. Fit the belt from the bottom upwards, wrapping it round first the crankshaft pulley, then the (new) tensioner roller, then the water pump (the

Fitting new camshaft belt – which must go on first, before the balance-shaft belt – is much the same as any other. Start at the bottom and work your way upwards, finally siding it over the camshaft sprocket – and all the while checking that the vitally important timing marks are still correctly aligned. If in doubt, stop, and then start over. Tensioner roller (top row, middle) could have been used again, but why skimp when you've come this far? You don't want to be doing this job again in a hurry. There is a special Porsche gauge to set the belt tension correctly, but it is quite possible to do without, although naturally advisable to have it checked as soon as possible thereafter – and the tension should in any case be checked again after about 2000 miles. Picture bottom left shows correct position of upper timing mark after crankshaft has been rotated through two complete turns, and then back by 10 degrees – see text. Don't forget to fit separator plate (here with the wrong securing nuts that had been previously used), or to torque all fixings correctly



It's almost impossible to see upper balance-shaft sprocket, so we have concentrated on the lower one instead.

And the principle for correct reassembly is exactly the same for both. Full details in text, but in this 'later' car the single letter 'O' must on the lower sprocket be located *away* from the Woodruff key. On the upper sprocket, the letter is positioned *adjacent* to the key.

In earlier models, each sprocket is stamped with the letters 'O' and 'U' which basically – and arguably a little less confusingly – achieve the same end. Either way, take your time to get it right. The notch in the outer circumference of sprocket must align with pointer on timing case. Torque up securing screw using the Porsche tool – or your home-made alternative – to counter-hold the sprocket



smooth side runs against the pulley), and finally the camshaft. Check again that the marks are still aligned. There is both a procedure and famously a Porsche special tool for now setting and/or checking the belt tension, but as a DIYer you are unlikely to have the latter, so our suggestion would be to follow the routine and set the tension using common sense, having it checked as soon as possible by a suitably equipped specialist. (And the tension needs to be checked and reset after about 2000 miles, in any case.) That's what I did when I last put my 944 back together, and so far so good.

Assuming that you have the tension more or less correctly set to start with (rotate the eccentrically mounted tensioner roller anti-clockwise to tighten the belt, and clockwise to slacken it), now slowly turn the engine, by means of a socket on the crankshaft pulley bolt, through just two complete revolutions. Removing the four spark plugs will help considerably, of course, and also make it far easier to tell if for some reason you encounter any resistance – such as that caused by valves touching piston crowns. In which case **STOP** immediately, rotate the engine slowly back to the timing position, and check again that your marks are in the correct places.

Assuming all is well, and again using your socket on the pulley bolt, now turn the

crankshaft anti-clockwise by approximately 10 degrees. That is the equivalent of about one-and-a-half teeth on the camshaft sprocket against the mark on the upper housing. Now, using the eccentric on the tensioner roller, set the belt such that on its straight run between the camshaft and crankshaft you can just about twist it through 90 degrees with moderate finger pressure. When you are satisfied with that, rotate the crankshaft clockwise through another two revolutions, and then once again check both the timing marks and the belt's tension.

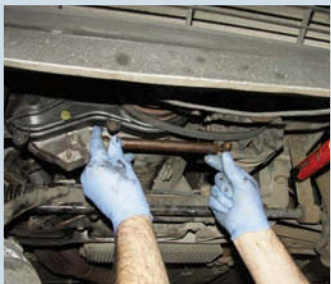
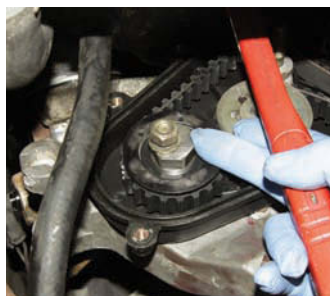
The double-sided balance-shaft belt is a little more awkward, and might require several attempts to install correctly, but at least you have the benefit of knowing that you will not cause any damage by (briefly) getting it wrong – but note my comments in the previous instalment about the longer-term effects of the imbalance caused by an error, or even of leaving the belt off altogether. The hardest part is, as we have suggested, ensuring that the two shafts – and especially the upper – don't move by themselves while your attention is elsewhere, such as wrapping the lower left-hand portion of the belt around the tensioner.

Ideally you would again use the special Porsche tool to set the tension, but in its absence an educated guess will have to do. Either way, the balance-shaft belt needs to be

noticeably less tight than the camshaft belt – but at the same time not so loose that it is in danger of flapping about and either jumping teeth or contacting anything else inside the timing case. If when you start the engine you hear a loud whine, one or other of the belts is most likely too tight. If you hear a distinctive whirring sound, then probably the balance-shaft belt is a little too loose.

And that's really about the size of it; the rest of the reassembly procedure is both straightforward and crucially a reversal of taking it all apart in the first place. This feature – and its predecessor in the May edition – is certainly not intended as a substitute for a workshop manual, and this is not a job for those with little experience and only a basic toolkit. The two stories should, though, enable you to understand both the general principles and the specific requirements as far as these Porsche engines are concerned, and I hope serve as a useful *aide memoire* to those who have done it several times before, but have simply forgotten some of the detail. For more information – including all-important tightening torques – see either the Haynes 944 manual or, if you can, the no-frills but none the less invaluable official Porsche publication. There is also a great deal of useful, real-world, practical detail on the excellent Clark's Garage website at clarks-garage.com. **PW**

Balance-shaft belt is tensioned by another eccentrically mounted sprocket, this time at the bottom left of the timing case. Special Porsche tool is once again essential to set it correctly, corroborated by this curved blade which needs to slide smoothly between upper surface of the belt where it passes beneath secondary tensioner/vibration damper (arrowed). Again it can be done without, though, provided you use your common sense and have the tension checked by a professional as soon as possible. Either way, it should be somewhat less tight than camshaft belt – but obviously not so loose that it flaps about and risks jumping off. Last task on this car was to free off both the alternator and steering-pump adjusting links, their condition not aided by absence of the undertray. Sincere thanks to Sid Malik at Porsche-Torque in Uxbridge, Middlesex: 01895 814446; porsche-torque.co.uk





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KARMANN KONNECTION

Karmann Konnection has been supplying parts and accessories for 356 and early 911 Porsche models for more than 35 years, and has consequently built quite a reputation within the classic Porsche scene. Paul Knight checks out the current shop, workshops and museum, which is located in and around the Golden Lion pub in Southend, Essex

Words & Photography: Paul Knight



Back in the 1980s, Karmann Konnection's proprietor, Ritchie King, was working in a body shop and had started to forge a name for himself in the hot rod and custom world. He was also travelling to California and soaking up some of that West Coast car scene, which inspired him to build some notable magazine featured cars and is widely regarded to be a pioneer of the

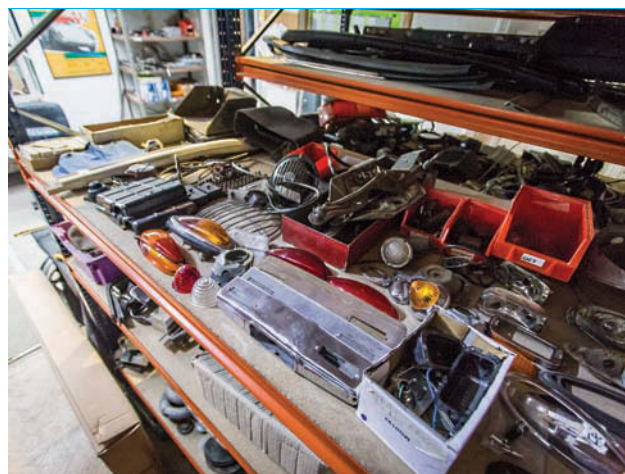
UK 'New Wave' VW scene – you know, the bright coloured cars with lowered suspension and tuned motors – which is still very much a buzzing scene today.

Inspired by US magazines such as Hot VWs, Ritchie built several memorable custom VWs (including a handful of great Karmann Ghias) before eventually setting up shop via The German Car Company, where he sold imported tuning parts to eager VW fans. As the business developed,

Ritchie turned his attention to the vintage side of things via Karmann Konnection, which covered not only classic VW parts but also Porsche goodies, too.

By this point Ritchie had become somewhat of an expert on the 356 and early 911 side of the market, hence the Porsche parts range continued to expand and develop over time. The VW and Porsche parts sales worked side-by-side for many years, however, following the move to

Black 356 Speedster is very much a Karmann Konnection sort of machine. The company, founded by Ritchie King, specialises in the 356 and early 911s



A treasure trove of parts, many of them rare. If you need it, then Karmann Konnection will more than likely have it. The Southend-on-Sea outfit also remanufactures parts that have been out of production

Front of the building retains the look of a pub and the Golden Lion name and it's not unusual for the odd confused potential drinker to walk in. Right: KK's main man, Ritchie King, getting his hands dirty, working on his own SWB lightweight 911 project



the current location, Ritchie decided to phase out the VW side of the business and concentrate on providing a comprehensive service for Porsche customers.

And so, starting from a small shop in Leigh-on-Sea, Ritchie's business has moved several times, first to Hadleigh then later to Grainger Road in central Southend and now to the Golden Lion pub on Victoria Avenue (a main route into central Southend).

The Grainger Road shop had a very cool vibe, with a large museum at the rear and Porsche parts spread around the warehouse, however it wasn't particularly easy to find and, as space became tight, Ritchie decided to make the move to the pub. So why choose a pub? This was actually an inspired choice as it's far more than just an old Victorian building. The site actually includes a number of outbuildings and old stables etc, which now make up a neat classic Porsche village behind the façade of a vintage public house.

Just as Ritchie is enthusiastic about his classic car restorations, he has a similar passion for old buildings, antiques and, well, just about any kind of collectible or vintage item you can think of. Therefore the exterior of the pub has been restored and even retains the original signage; it's actually been so well received that he has been praised by the local authorities for

As you walk through the doors of the pub you'd expect to find a bar (and indeed, passers-by do occasionally walk in assuming this to be a pub!), but instead you're greeted by an eclectic mix of vintage Porsche goodies, wheels, bikes and even a handful of antiques, too. It's a diverse mix of 'cool old stuff' – a pile of Fuchs beside some vintage cinema seats, a classic fuel

“ It's a quirky collection of antique buildings, perfect for Karmann Konnection ”

saving this historic local landmark.

Similarly, the workshops and old coach houses behind the pub have also been overhauled and restored – it really is a quirky yet beautiful collection of antique buildings, and the perfect home for Karmann Konnection.

pump next to a 'turn-key' 356 engine and display cabinets filled with rare 356 and 911 brightwork and accessories. This is one of the coolest Porsche shops you're likely to stumble across anywhere in Europe – there really isn't anything else like it!

The manager, Paul Boosey, is an ever-



Karmann Konnection houses a veritable cornucopia of cool 'stuff' and some very cool and rare Porsches



This '74 Carrera 2.7 must be something special to deserve its own rug!

helpful guy who takes care of the vehicle sales and heads up the team of experienced and very knowledgeable staff in the shop. Matt Binyon is the parts manager and keeps an eye on the stock whilst also locating hard to find and fresh parts for the shop, while Andy Rickards

online sales etc, but we're glad that Karmann Konnection has retained a 'proper' shop when so many businesses now operate from little more than a desk with a telephone and laptop to hand. Sure, you can get great advice over the phone, and it's quick and easy to order parts, too...

a few that you didn't need, too!).

The walls of the shop are adorned with rare steering wheels, some of which having been restored by Ritchie (including handmade/ bespoke 'wheels, too). Rechromed, restored and rebuilt parts are a big part of the business, and Karmann Konnection can help with everything from reconditioned Fuchs through to hand made steel-alloy wheels. When certain parts are deemed too hard to source, Ritchie tends to turn his attention to reproducing his own replacements, and the quality, accuracy and level of workmanship is always superb. Very few people have the knowledge or indeed the skills to tackle not only the recreation and overhaul of these parts but also the complete vehicle restorations that Ritchie

“ Nothing beats dropping in at a Porsche shop and talking face to face ”

tackles telephone sales – and, with 20 years' experience at Karmann Konnection, he certainly knows his stuff. These days, much of the business is mail order and

but nothing beats dropping in at a Porsche parts shop and talking face to face with likeminded enthusiasts or indeed walking away with the parts you need (and perhaps



Left: Hot-rod and race inspired 356s reflect Ritchie King's custom roots. Classic bikes are a 'thing', too

Wall hanging Fuchs are a valuable commodity in the Porsche parts world. Right: Early 911 and 356 awaiting restoration



and the KK team tackle.

At the back of the 'bar' are just some of the racks of parts that help to make Karmann Konnection a one-stop-shop for owners of early Porsche models and, if you ask nicely (when the shop isn't too busy), then we're sure one of the guys will be happy to take you 'out back', which is where things really get interesting!

As you make your way through the labyrinth of passages and old buildings behind the pub you pass by panels, parts, cars and stores before stumbling across the workshops, which is where you're likely to bump into Jon Grayland, who tackles the mechanical side of restorations and repairs at Karmann Konnection, and technician Andy Hale, who is always on hand to help keep the cars in perfect running order. When we dropped by, Ritchie's own 356 Carrera was on axle stands being

reassembled following a thorough restoration and there was also an early 911 and 356 awaiting future restoration (plus the remains of a 1950s cabriolet Beetle, too).

The next building we walked into was where we bumped into Ritchie, who was

you're greeted by a collection of vintage signs and automobilia adorning the restored stable buildings and, at the end of the yard is a glass-fronted 'museum', which houses not only Ritchie's cars but also a bunch of cool parts, posters and collectibles, too. It's

“ If you ask nicely, one of the guys will be happy to take you 'out back' ”

busy working on the body of his super-lightweight SWB 911 project. Stripped and drilled full of holes to reduce weight, this thing is going to be one wild ride and is certainly something we'll come back to check out in the future.

Turning the corner into the courtyard,

hard to imagine that any of this exists when you first view the old pub from the street and we've yet to meet anyone that hasn't been completely blown-away by the Porsche-themed village that Ritchie King has created... it really is the stuff of dreams! **PW**

KARMANN KONNECTION CARS & COFFEE

Not content with owning one fabulous old pub, Ritchie King went on to purchase another; the rather aptly named 'Kings Head' pub in Bradwell on Sea, Essex. Unlike the Golden Lion, the lovingly restored Kings Head pub still serves beer (and great food, too!) and the ride out through the sweeping country lanes makes it a great destination for a Sunday drive. In fact, you should keep an eye on the Karmann Konnection Facebook page, as Ritchie occasionally organises a cars and coffee meet for likeminded car enthusiasts in the summer months.

facebook.com/kkclassiciporsche
kingsheadbradwell.co.uk

Ritchie King's Carrera 356 being reassembled following a thorough restoration



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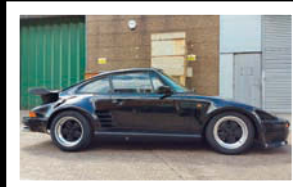
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THE TEAM

STEVE BENNETT

996 C2

The recent seemingly non-stop rain has at least washed the salt off the roads, and now there's a glimmer of spring, too, so the 996 has been out for a few fun blasts. Bodywork or mechanical work next.



KEITH SEUME

CAYMAN 981

Classic Porsche editor is becoming captivated by his Cayman. He's now a fierce defender of PDK transmissions and 'non-S' models. But what's the betting he won't be able to leave it alone for long?



CHRIS HORTON

924S, 944

If no news is good news, then it has been an excellent month for both the 924S and the 944. But I've had other automotive 'fish' to fry – mainly my faithful E39 BMW – so they've been forced to take a breather



PETER SIMPSON

356C

Still chasing some parts, it's not easy when you are looking for stuff from the '60s! I wasn't even born, so it's not like I have anything lurking in my parts bin. Onwards and upwards, the sun is out – hooray!



BRETT FRASER

BOXSTER 3.2S

As you read this snippet, my Boxster will have been to PIE Performance for a new clutch. Of course while in there it makes sense to fit a new IMS bearing, and doubtless some other stuff, too...



JOHNNY TIPLER

BOXSTER 3.2S

With winter done, I've swapped the appropriate winter Vredestein tyres for summer wheels, also fitted with Vredestein's finest rubber. Other than that it's been largely quiet on the Boxster front.



JEREMY LAIRD

CAYMAN S

Pondered chopping the Croc in for something less leggy. A check engine light on the way to a viewing put pay to that. The minor lambda fault was surely some kind of sign. Croc becomes bunny boiler?



DEFENDER OF THE FAITH

Keith Seume is clearly in love with his Cayman, and even though it's 'only' a base-model with (say it quietly) PDK transmission, he's happy to argue its corner with anyone who dares belittle Porsche's mid-engined marvel



KEITH SEUME

2014
CAYMAN

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Editor,
Classic Porsche

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planning new
wheels...

Simply can't get enough of it – the Cayman, that is. I have to admit, it's been a while since I've felt the urge to go for a drive for no other reason than to, well, waste petrol and enjoy the sound and feel of a car. Especially in the midst of the most miserable, dank, damp and dismal winter since the last dank, damp and dismal winter here in Cornwall. Simply put, I love the Cayman.

Everywhere you look – OK, the Facebook Cayman owners' pages – people will tell you that you *must* buy a Cayman S, and it *has* to be manual. If you don't you'll be embarrassed by a snail-like 0–60mph time, and a miserable top speed. Who wants to go *that* slow? Oh, and you'll be branded a whimp if you dare mention the three letters 'PDK' in conversation.

Well, having now spent nearly three months getting used to driving what some believe to be a slug of a car, with no guts in the bottom and mid range, and one without a clutch pedal to boot, I can report that the nay-sayers are living in a parallel universe.

I guess when it comes to power delivery, I'm more used to the old ways, where engines 'came on the cam', a point at which real power delivery began. If you've driven an old 911S you'll know all about it – you needed to keep the engine above 4000rpm to experience the full effect of the 180-or-so horses. Were they any lesser cars for that? Of course not. I have no problem with the humble base-model Cayman lacking grunt low down – I can drive my big Audi V6 TDI if I want stump-pulling torque from zero revs – and enjoy letting it rev if I want to speed things up.

As for the PDK, well, as I say to those quick to say it's not a 'real' gearbox, may I remind you that Porsche began using the

PDK as far back as 1986 in their 962 endurance race cars. Oh, and how many all-out race cars are manually-shifted these days? You can't have it both ways – criticise the base Cayman for not being gutsy enough, and then criticise the PDK for not being racey enough...

I am always staggered by the speed and efficiency of the PDK transmission, and have been since day one. I tend to leave mine set in 'Sport' mode much of the time, but only go to 'manual' if on a determined cross-country drive on a favourite twisty road to get some engine braking when I need it. Other than that, I'm happy for all those millions of Euros in development costs to be put to good use. I'm all for embracing modern technology when it's good – and the PDK surely is.

When I collected my car, it was running the ubiquitous 'safe choice' tyres: Pirelli PZeros. There's nothing wrong with them, but I just don't like them – and, it seems, neither do a lot of other owners. They tend to go hard, and suffer from worrying cracks in the tread which give the impression the tyre is ready to delaminate. I'm told it's a well-known trait and nothing to worry about. Except I did worry, and felt there must be a better alternative out there.

Popular opinion seemed to be that the best choice for the Cayman was the excellent Michelin Pilot Sport 4 – an 'N'-rated tyre that was approved by Porsche – but the cost was a little too rich for me right now. So what was the alternative? Another set of Pirellis? No thanks. A little more investigation came up with the Goodyear Eagle F1 Asymmetric tyres, also 'N'-rated and Porsche-approved, but for about 15 per cent (or more) less than the Michelins. I decided to give them a go, and I'm glad I did.

They're still not cheap, at just under £850 a set, fitted, but the difference between these

Recent 1800-mile round trip to Techno Classica Essen via the Dover-Calais ferry saw the Cayman return just under 39mpg. Pretty impressive for a car like this



and the old cracked Pirellis was astounding. Within a few hundred yards, turning out of the industrial estate where Steve Andrews Tyres (my local fitters of choice) are located in Bodmin, it was obvious things were different. The steering felt lighter, and there was less of that horrid, and slightly alarming, 'crabbing and grabbing' from the front tyres when turning on full-lock at low speed that modern Porsches are often afflicted with.

Out on the open road, the Cayman felt more stable, and less prone to tram-lining on uneven surfaces. It also felt noticeably more planted on damp roads, and more confidence-inspiring in the wet. Altogether, I'm a happy man...

I took the Cayman on its first long runs recently, one being a 480-mile round trip to Bicester for the modified Porsches photoshoot seen in the last issue of this very magazine. Setting off at around 5.30am, the roads were empty for the first 100 or so miles, and I soon settled down to a steady, cruise-controlled 70–75mph run on the motorway.

Finally turning off to head across country, I switched over to 'Sport' mode and enjoyed a spirited drive to the destination. There I

was amazed to discover that, without having given it any thought on the journey, the claimed fuel consumption was 39mpg.

The next long run was an altogether different journey – 1800 miles from Cornwall to Dover and then Calais to Essen, return. The Cayman was really at home on the autobahn, happily cruising at around 85–90mph according to traffic conditions. The fuel economy (honestly, I'm not becoming obsessed – just fascinated) was just under 39mpg this time. Again, very impressive and a far cry from the 27mpg the VW Scirocco R which I borrowed a couple of years ago had returned.

As you can probably gather, I'm happy with my choice. Sure, it's not got the kerb appeal of my former 912/6 hot-rod but, in real terms, it's actually giving me more pleasure because I'm using it a lot more. OK, in an ideal world, I'd have both, but sadly my pockets are not that deep.

But what are the downsides? Apart from the aforementioned 'grabbing' from the front tyres on full lock (better with the Goodyears, but still evident), the only design shortcoming I've run up against is the propensity for gravel to get stuck in

the rear brake discs.

The lane leading to our house is gravelled and it's pretty common to get a graunching sound from the rear as another stone gets thrown up by the tyres and getting wedged between the splash guard and the discs – it's easily cured by simply stopping and reversing a few inches, but it's a little annoying. A slightly larger splash guard would have solved the problem.

One thing that did annoy me and was nobody's fault but my own, was that I marked the rim of the left rear wheel a few days after I bought the car. A road closure due to an accident on the A38 meant a diversion along some very narrow lanes. Sadly I saw a pothole too late and the wheel slipped into it at little more than walking pace. With 35-series tyres, you don't get much protection...

However, as my plans are to change wheels on the car, I'm trying to be philosophical about it – which is hard when you're normally so careful when parking.

As for swapping, I had some interesting news about a new wheel the other day. I'm sworn to secrecy about it, but let's just say I think they'll look awesome... **PW**

Original Pirellis suffered from cracks to the tread, which is apparently quite common, but very alarming. A swap to Goodyear Eagle F1 Asymmetric tyres has been a revelation...

CONTACT

Steve Andrews Tyres (Bodmin)
Unit 1E, Lucknow
Road, Bodmin,
Cornwall PL31 1EZ
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Gravel keeps getting stuck in the rear brakes – if the splash guard shielding the disc was a little bigger, it would be less of a problem. Visiting an unseen pothole at low speed resulted in some annoying rim damage



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GETTING A HANDLE ON 993 DOOR LOCKS

There can be few more dispiriting faults in any car than a partially seized door handle – or in this particular case just the 'trigger'-style release mechanism. Because however much fun it may be to drive, that's of no use at all if merely getting in to the thing takes all the physical strength you might have left in your ageing hands. And none of us is getting any younger.

It was a situation facing the owner of this 993, in for routine servicing at one of the specialists I visit regularly. But the technician working on the car had encountered it several times before, and fixed it for the sake of just a couple of hours' labour and a few squirts of a lubricating spray. Which, although a not insignificant cost, was quite a lot cheaper than the £506 including VAT for a pair of brand-new mechanisms – and which would in any case

have taken the same time and labour charge to fit.

What happens, basically, is that the spring-loaded pin which pushes against the latch on the trailing edge of the door shell becomes encrusted with abrasive dirt and/or corrosion, gradually becoming ever more difficult to move within its bore, even with the mechanical advantage provided by the exterior trigger. Or else it sticks at some point through its normal travel – this scenario revealed by the all too obvious 'lost' movement of the trigger before it starts pushing, and thus doing any useful work.

By far the most appealing solution is to squirt the entire handle liberally with WD-40 or something similar, but this is unlikely to penetrate to where it is really needed – and in any case fails to address the issue of the dirt and perhaps also corrosion. Doing the job properly, then, means taking

off and then dismantling the handle(s), and giving the moving parts a good clean, before squirting in a modest amount of fresh lubricant.

That entails removing first the door cards, of course, and then the anti-tamper plate inside each door shell, but fortunately the 993 is in that respect an 'old-school' Porsche, and straightforward to work on. No one-time-only plastic clips here; just good, old-fashioned screws. And the handle itself is secured to the outer door skin by nothing more complicated than a pair of M5 hex nuts.

With the handle on the bench, undo and remove the cross-head screw securing the lever mechanism (A) to the inner end of the lock mechanism. Remove both the lever and the lock. (You might as well give the latter a good rinse and lube, as well.) Using a 3mm Allen key, undo and

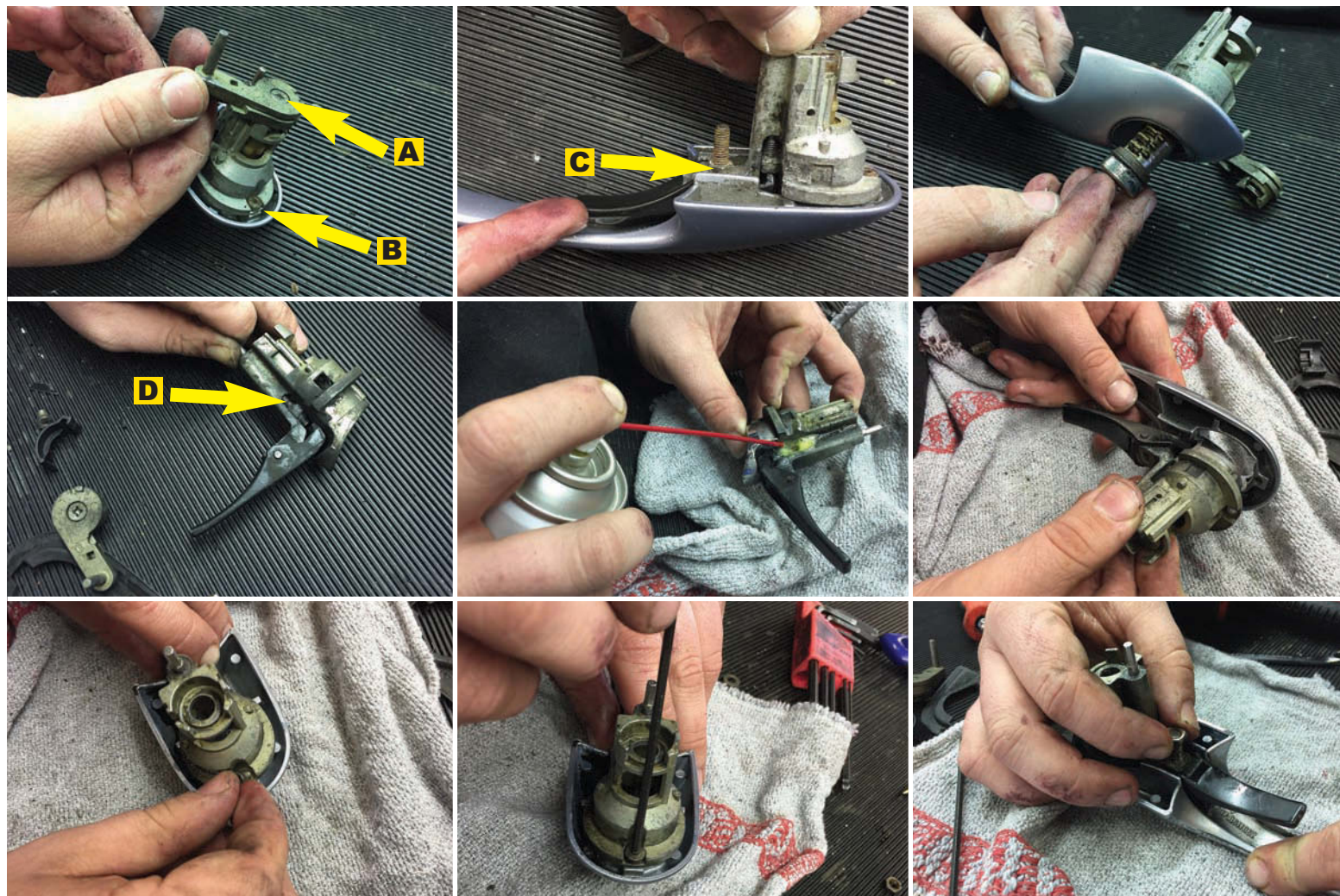
remove the small screw (B) at the rear end of the handle, and then the further M5 nut (C). This will allow you then to separate the trigger part of the mechanism from the outer door handle.

How you now clean out the trigger mechanism will depend on the facilities at your disposal. Naturally the technician used the company's parts washer, before blowing out the liquid and any remaining dirt with compressed air, but you can achieve similarly effective results with one of those aerosol cans of degreaser. Just make sure that you have eliminated as much grit as possible by repeating the process a few times, simultaneously working the trigger to feel for any remaining roughness.

And that's about it. Clean out the lock barrel and its tumblers with the same

degreaser, give both that and the trigger mechanism a liberal squirt of lubricant – our man used a PTFE-based product; ordinary oil-based substances will tend to attract dirt and gum up the mechanisms again – and reassemble. Check that the key moves easily inside the lock barrel, and also – of course – that the lever at the inner end of the lock moves to the correct position as you turn the key.

Replace the handle on the door shell and, perhaps most importantly, make sure that the protective waterproof membrane between the shell and the door card is intact – if necessary fitting a brand-new one. (They cost around £33 each including VAT from Porsche.) Job done. And the next time it needs doing – as it surely will – it should as a result of your experience be quicker and easier still.



993 door handle secured to the outer skin of the shell by two M5 nuts (8mm spanner). To access those you first have to remove door card and anti-tamper plate, but that's not too difficult. Removing screw (A) allows you to take off rotating lever, plus lock itself. To separate trigger from handle remove screw (B) and M5 nut (C). Problem caused by pin (D) becoming partially or completely seized in its bore. Solution: degrease, blow out with compressed air (if possible), lubricate and reassemble. Repeat as necessary...

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993 RISES FROM THE ASHES

Last month, you might recall, I brought you the sorry tale of a 993 that had been damaged by an engine-bay fire – almost certainly the result of faulty wiring that should have been replaced under a recall many years ago. And which, no less worryingly, had not been flagged up in the pre-purchase inspection commissioned by the current owner before he parted with his hard-earned.

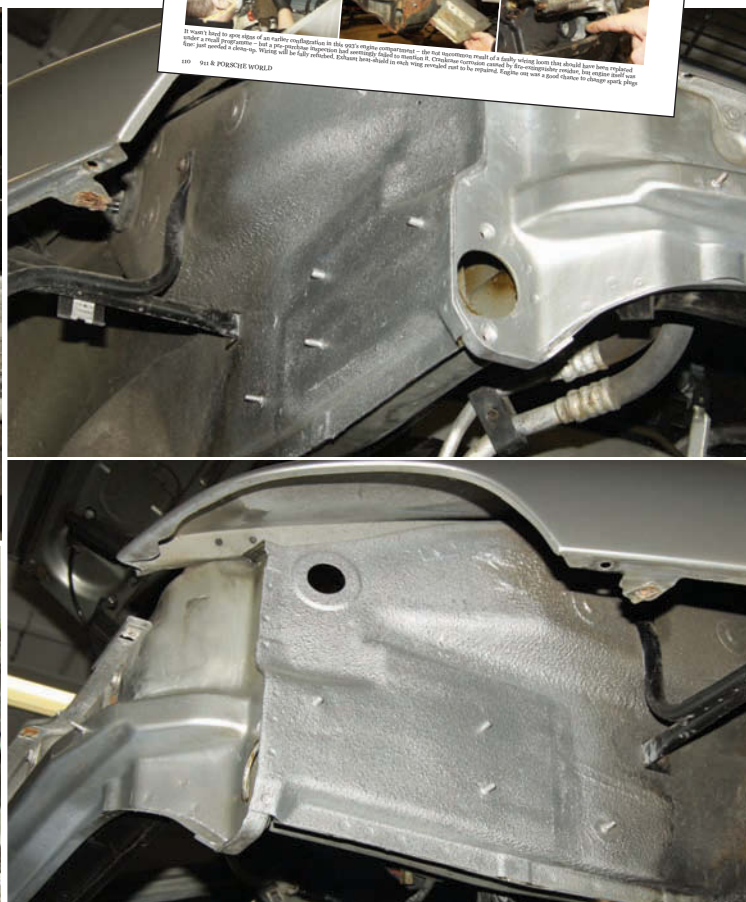
I thought, then, that you might like to see a few subsequent photos to show the car going back together – and beginning to look a lot more like a 993 should. All of the affected pipes and wiring have been replaced with

brand-new Porsche parts (although the fuel filter and steering-fluid reservoir are still to be fitted); the insulation material is back in position; and the engine, again still to be fitted when I last visited, has been reunited with its induction system and other ancillaries, and given a good wash and brush-up.

Auto Umbau's Terry Parker has also dealt with the rust he found above the exhaust heat-shield on each inner rear wheelarch – and not by simply welding on a couple of patches. This was a proper job, with the perforated metal excised, and replaced with new panels of exactly the right

size and shape to bridge the resulting holes, and then protected with a coat of under-body sealer and silver paint.

Cost? Around £3200 (including VAT) in parts, plus something like 100 hours' labour at Auto Umbau's £75 per hour. (You do the maths...) All credit, then, to said owner, who instead of simply moving the car on, perhaps to some other unsuspecting enthusiast, has bitten the bullet, gone the extra mile, and returned what was very much the proverbial sow's ear back into a silk purse. And credit to the chaps at Auto Umbau, of course, for doing the work to their routinely high standard.



Previously partially barbecued 993 was still not complete during our most recent visit to Auto Umbau, but it's definitely looking a whole lot better than the time before that (inset). Engine is ready to go back in, and all damaged ancillaries have been replaced. No less crucially for the car's survival, the inner rear wings have been repaired, too



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BUYERS' GUIDE: 924 CARRERA GT

924 ROAD RACER

After being left holding the baby by VW, nobody could accuse Porsche of not making the most of the 924. Not only did it go on to spawn the 944 and 968, but Porsche turned it into a successful Le Mans race car in the shape of the 924 Carrera GT. Here's how to buy one of Porsche's rarest homologation specials

The 924, essentially a coupe design discarded by Volkswagen in the mid 1970s, was intended as the affordable Porsche, a model to increase the company's output and lessen its reliance on the expensive, rear-engined 911. By the time Porsche brought it to the market, in 1975 in Germany, it had been developed into an impressive if modestly powered package.

Despite the VW Transporter van engine, the Golf front strut suspension and steering, the VW K70 brakes, and even the Beetle rear suspension torsion bars, one magazine even called it a "junior supercar", not least because of the rear-mounted gearbox integrated with the

differential, hence the long standing "Transaxle car" moniker. But if Porsche was lauded for turning the Wolfsburg sow's ear into the Zuffenhausen silk purse, doubts lingered over its pedigree, especially as under an arrangement to reduce the royalties payable to VW the car was manufactured in the old Audi/NSU works at Neckarsulm.

Porsche soon set about ridding the VW aspects of the 924, with early trim and equipment upgrades, and in mid-1978 the original Audi gearbox was replaced by a 911-derived unit, with first out on a left-and-back dogleg. The process continued in November of the same year when the 924 Turbo was announced – and then at the 1979 Frankfurt show Porsche stunned

visitors with a design study called the 924 Carrera GT. With its wider body it was very similar in appearance to the 944 that would appear three years later, and far from being a motor show attention-grabbing stunt it would be revealed to be an homologation car to allow Porsche a factory entry to the production class at the prestigious Le Mans 24-hour race the following year.

On that basis, the minimum number necessary were built, 406 including six special prototypes, and at the 1980 Le Mans, a trio of 924 Carrera GTs came home a respectable sixth, 12th and 13th. You might imagine, then, that this Porsche race-special would long ago have become a motorsport icon, changing hands for huge sums – but you'd be wrong. Sure, it

The 924 Carrera GT is strong on aggression, with its flared arches covering wide 16in Fuchs wheels, and bonnet scoop and front valance intakes



It's clear to see how the 944 derived from the 924 Carrera GT



commands much more than regular 924s, the asking price is now typically £60,000, but this is a car that's been below the radar for almost four decades. Aided by some deft personal financial management that's a figure that's still realistic for determined, ordinary classic car fans – so what should you be looking for if you fancy what some say is the ultimate Transaxle Porsche?

DESIGN, EVOLUTION

Let's first look back at what the 924 Carrera GT was derived from. The 1975 924's 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 four-speed manual gearbox (or a three-speed automatic). For the 924 Turbo, 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.

This was the basis for the homologation car, but in fact 924 Carrera GT engine upgrades are quite limited. The principal addition is the flat, prominent air-to-air intercooler that lies across the top of the engine, while a second cooling fan is fitted, the oil-cooler is repositioned, and the exhaust is less restricted. Power was 210bhp at 6000rpm and 206lb ft at 3500rpm, 25 and 14 per cent up on the Turbo.

If the rise in output was hardly dramatic, the bodywork made up for it. Flexible, composite front and rear wing extensions (the driver's side carried the "Carrera" graphics) along with a big air scoop for the turbo in the centre of the bonnet and also a larger rear spoiler transformed the low key, even weedy appearance of the 924. The windscreen was flush fitting, a feature that would later be adopted for the 944. Much attention was also paid to weight saving: besides the polyurethane body panels, the doors and bonnet were made from aluminium, some under the skin panels and

components made from thinner metal, sound-deadening was reduced, all of which brought weight down to around 1000kg, some 180kg lighter than the Turbo.

Other differences between the Carrera GT and Turbo are the wider track and wheels, 7Jx15-inch Fuchs shod with 215/60 tyres. There's a large rectangular intake in the centre of the nose, while in the cabin you'll find lightweight seats based on the 911SC type. Despite some RS style weight paring, the interior remained fairly well appointed for the time, with carpeting, radio/cassette with electric aerial, electric and heated door mirrors, and headlamp washers. The Carrera GT came in three colours: silver, black or red, and 75 are thought to be right-hand-drive.

In 1981 the Carrera GT evolved into the GTS, based on the specification that ran at Le Mans. A total of 59 were built, in left-hand-drive only and in red, including the example owned ever since then by Derek Bell, one of the Le Mans works squad and who received it as part of his remuneration package. The turbo boost was turned up from 0.75bar to 1.0bar to produce 245bhp (and the intercooler repositioned ahead of the engine), this fed through a 40 per cent limited-slip differential. Lighter, aluminium components were used for the front and rear suspension, rear glass panels were replaced with Plexiglas, and the normal pop-up headlamps were junked in favour of fixed lamps with Perspex covers. Some cars were delivered in Clubsport form, with a 280bhp engine, stripped interior, roll cage and fire extinguisher.

The third and final model in the range was the 924 GTR, a serious racer built to compete in the Group 4 category in 1982. Kugelfischer fuel-injection and a larger KKK turbocharger boosting at 1.5bar saw power hiked to 375bhp, allowing the GTS to hit 62mph in 4.7 seconds and make a 181mph top speed (Carrera GT, 6.9sec and 150mph). It ran BBS Luftherflügel 16-inch wheels with racing tyres and was stopped

TIMELINE

September 1979
924 Carrera GT design study revealed at the Frankfurt motor show

June 1980
924 Carrera GTs took sixth, 12th and 13th places at the Le Mans 24 hour race

1981
Porsche built 406 of the 924 Carrera GT, 75 in right-hand-drive

1982
Carrera GT evolved into the GTS, based on the Le Mans car specification. The 924 GTR was developed for Group 4 racing

SPECIFICATIONS

Porsche 924 Carrera GT

Engine:	1984cc 4-cyl, two-valves-per-cylinder
Transmission:	5-speed manual, rear-wheel-drive
Max power:	210bhp at 6000rpm
Max torque:	206lb ft at 3500rpm
Brakes:	392mm front and 290mm rear vented discs
Wheels:	7Jx15-inch*
Tyres:	215/60 VR15*
Weight:	1000kg
0-62mph:	6.9sec
Max speed:	150mph
Figures from contemporary sources; *7Jx16-inch front wheels with 205/55 VR16 tyres and 8Jx16-inch rears with 225/50 VR16s optional	

Maintenance costs (including labour and VAT)
Minor/major service £345/£462, all parts prices are now special order
Four premium brand tyres (205/55 VR16 front, 225/50 VR16 rear) £470
Servicing prices supplied by Auto Umbau, 01525 861182, autoumbauporsche.com

WHAT YOU'LL PAY

£40,000–£60,000 Minimum price, and possibly still a running project at £40k
£60,000–£80,000 LHD or RHD example in good order with history
£80,000–£100,000 Pristine, with low mileage and full history

by 935 racer brakes. Just 19 of the GTR were made, all LHD and in white.

DRIVING THE 924 CARRERA GT

The Carrera GT drive is not that different to the normal Turbo. The engine is firey when the blower spins, but off boost there is the lag that was part and parcel of any turbo car of that era – although boost pick-up is better than on some contemporaries. Handling, thanks to the near neutral front/rear weight distribution, was class leading at the time – and is still impressive now, even if the braking effort isn't what would be expected nowadays. The steering isn't power-assisted, so while this isn't an issue on the move, it can make parking a sweat.

Notwithstanding the interior enhancements over the Turbo, the interior is late 1970s period, more or less standard looking 924. Overall the car feels dated – but, more importantly, it can still be a lot of fun.

WHAT YOU'LL PAY

Top condition 924 Turbos now go for £20,000 to £30,000, so the Carrera GT is now three times its value. It's only been that way for a relatively short time: 10 years ago auctioneer RM Sotheby's sold a very good example for just £17,600!

With so few delivered, the only price guide is what cars are advertised for, and have recently sold for. At its Paris sale in Paris in February 2017, RM Sotheby's sold

a silver 1981 car from a Swiss collection for €91,840 (£78,900 at the time). Sellers are likely to quote "price on application", which could mean various things, but one Belgian trader was asking £60,500 for a black example from early 1981 with 107,000km (66,875 miles) that had been first registered in Germany and then found its second and third owners in Italy.

We were intrigued by what was described as one of the three cars shown at the 1979 Frankfurt motor show in pearl white and with a red interior, and with engine number 001 and gearbox number 001. In original condition bar a repainting eight years ago, it was being offered in Traunstein in Germany for £270,000.

WHAT TO LOOK FOR FINDING ONE

You'll have to look hard, and the best place is Germany, where most were sold, but of course it will be left hand drive. Most will be red. 'There are many clones out there, so if you are unsure, find someone who knows what they are looking at – even specialists will rarely see one,' warns Robin McKenzie of classic Porsche specialist Auto Umbau in Bedfordshire.

ENGINE AND TRANSMISSION

The engine is extremely robust mechanically, most problems relating to the fuelling and electrics. The obvious and

WHAT THE PRESS SAID

'Some of the equipment omitted also makes the GT's track heritage clear. Pirelli P7 tyres are an option; the cheaper, more easily repaired P6s are the standard boots because serious punters will want race tyres. You have to specify a limited slip differential; it doesn't come as standard, probably because any track user of the car will not want an LSD of the road-going kind anyway. Same with the boost gauge you don't get: it's only there in road-going turbo cars for interest's sake.'

Car, 924 Carrera GT road test, April 1981

'It's got a bit less power, and it's a bit softer, but the race car, although more rigid, has the same suspension, though a bit stiffer. But they felt very similar. It really loves a bit of cornering – really gets the turbo going. It sends a nice message. Look, 90mph-plus and it's using hardly any boost – that's why you can get decent mpg out of it.'

PistonHeads, PH Heroes, , Derek Bell, driving his 924 GTS, December 2011

easiest way to check the health is to start the engine up. 'You won't know if the turbocharger has problems unless you can hear it, or when driving you can't feel the performance,' Robin explains. 'The turbo unit is different to the standard 924 Turbo, so replacement will be expensive.'

Not much goes wrong with the transmission, but a heavy clutch can mean the clutch needs replacing, and that is a 911 clutch and not a 924 one. 'If all is well from the test drive, then look in the service history for the gearbox fluid change,' Robin advises. 'It may well be old and need changing.'

SUSPENSION AND BRAKES

Not much goes wrong with what is a fairly straightforward suspension set up, but the sheer age of the car means that leaking shock absorbers are a likelihood,

Muscular styling courtesy of wide arches differentiate the 924 Carrera GT from the narrow standard 924



Interior trim can be fragile, particularly the dash top, which can crack in direct sunlight. Engine is tough and derived from the standard 924 Turbo unit. Note intercooler fed by bonnet scoop. Fuchs wheels suit the Carrera GT. Practical load area



USEFUL CONTACTS

Auto Umbau Porsche

A Bedfordshire classic Porsche specialist for a number of years, and steeped in air-cooled 911s. Offers sales and servicing/repairs, and our consultant for this Buyers' Guide classicporsche.repairs.co.uk

Augment Automotive

Well established workshop in Cinderford in Gloucestershire with deep specialisation in four-cylinder, front-engine Porsches. augmentautomotive.co.uk

Hartech

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

Woolies Workshop

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

and after all this time the suspension settings could be out to the extent that handling is affected. The main problem with brakes is corrosion of the brake calipers and brake lines.

BODYWORK

Bodyshells should be rust-free – if not, suspect accident damage – but the front valance, front wings and flared rear wheel arches, made from polyurethane, will now be showing their age with distortion. 'The trim which should be present around the bonnet scoop and rear arches should be colour matched, but they do shrink and become wavy,' Robin points out.

Fuel tanks are susceptible to corrosion between the tank and the strap. Corrosion at the rear trailing-arm mounting points need to be checked, and this is best done on a ramp.

INTERIOR AND ELECTRICS

Interiors are prone to damage from sunlight. 'Like the standard 924, the dashboards crack badly, as does the top of the steering wheel because no one

bothers to treat them, and the large glass areas act like a greenhouse, ensuring the temperatures inside get very high,' Robin reveals.

There was only one interior colour scheme, which was black, with a black and red pinstripe, and "Porsche" pressed into the door mouldings, and plain (not carpeted) door pockets. 'If what you see is different, you may be into quite expensive replacements, as parts for these cars are not readily available, especially trim.' Robin comments. 'The carpet pile has a coarse weave, as fitted to early 924s, and this too loses its dark appearance due to sun damage.'

As with many cars of this age, an alarm fitter may have disturbed the vehicle's original wiring, with cuts and poor soldering. That aside, there can be problems with the wiring breaking at the door hinges.

VIN NUMBERS AND FACTORY OPTIONS

Given the 924 Carrera GT's specialist nature, VIN numbers are well documented on forums etc, so checking that a car is genuine should not be hard. The following were official factory options: M220 limited-

slip differential, M398 heated/ electrically adjustable driver's door mirror, M261 heated/electrically adjustable passenger door mirror, M395 16-inch Fuchs wheels, M423 cassette/coin holder, M425 rear window wiper, M431 sports steering wheel, M440 manual aerial, M474 sports shock absorbers, M533 alarm, M573 air-conditioning, M650 removable sun roof, and M651 electric windows.

VERDICT

The 924 Carrera GT is a curio, and a headache to maintain. It is very rare (though you are likely to always see a couple for sale) and maintenance is complicated by virtually all parts being special order. And it's three times the price of a 924 Turbo. All this might put off the fleeting Porsche fancier, but if you like a challenge and aren't afraid to throw some money at it, this car could be very rewarding to drive, and also a great long term investment. **PW**

SPOTTED FOR SALE

Private seller

1981 Porsche 924 Carrera GT, black, 107,044km (66,900 miles), German spec, £60,500, Belgium

Porsche specialist

1981 Porsche 924 Carrera GT, red, 78,148 miles, sunroof, UK spec, £49,995, North Yorkshire gmundcars.com

Porsche specialist

1981 Porsche 924 Carrera GT, red, 76,000 miles, full history, air conditioning, sunroof, UK spec, £71,900, Hertfordshire jzmporsche.com

BUYERS' CHECKLIST

Avoid "clones" by checking the chassis number
Ensure the turbocharger is delivering boost
A heavy clutch means replacement is needed
Sheer age means original shock absorbers are likely to be leaking
Polyurethane body panels may be distorted by now
Fascia and steering wheel may have been damaged by sunlight
Fuel tanks can corrode

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911



997 Carrera 3.8 S manual

3.8 S 2005, metallic silver with unmarked blue leather interior, originally supplied by Porsche Cambridge. Great original 997, fitted with Pioneer multimedia system + original Porsche sat nav unit, sport bypass exhaust. Suspension service/air con system replaced at cost of £1200, new Bridgestone tyres, great car, full service history, 4 main dealer, 1 indi, 1 non spec, bargain price - no offers. Tel: 07801 559997. Email: v8cfj@yahoo.co.uk (Surrey).
£19,995

P0618/030

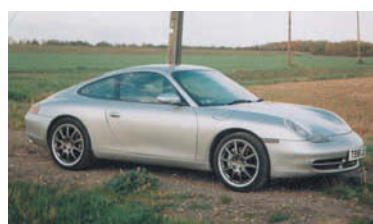
911



1971 911T 2.2, LHD, sitting >32 years

German car with German registration, original colour orange, not used since 1986. S-options incl five Fuchs 6 x 15 of 1971 etc, car will be supplied with lot of additional new and used spares, sound basis, additional pictures available, please feel free for any other questions, car is located close to Munich airport, interested in trade with Ultima GTR or similar. Tel: 0049 15151 829774. Email: cmr2000@web.de (Germany).
£44,440

P0618/031



911 (996) Carrera 4

T-reg, silver with blue leather trim, Tiptronic S gearbox, 38,000 miles, large history file, IMS Guardian, MOT July '18, 2 keys. Tel: 07541 310419 (Lincs).
£22,500 ono

P0618/032

911



1970 911E 2.2 for sale

A rare opportunity to acquire a matching numbers 911E 2.2 MFI Sportomatic restored to its original specification. This beautiful car was originally delivered to the USA in January 1970, where it spent the first 40 years driving in California and Las Vegas, it was then brought to the UK nearly 10 years ago where it sat half restored. It is a matching numbers car and is in a stunning Ivory White with a black basketweave interior, the car has just completed a full Porsche specialist nut and bolt restoration back to original specification (as shown on the Porsche COA), and has just completed 100 miles of road testing, throughout which it drove beautifully. The restoration process involved stripping all the components off the car and a full bare metal respray, whilst as many original parts were refurbished, any parts that were not fit for purpose have been replaced with Porsche genuine parts. The car currently shows just over 22K miles on the odometer, there are only a handful of Sportomatics in Europe making this car a very rare 911. Tel: 07939 064289. Email: spindesign.ahawley@gmail.com (Oxon).
£109,950

P0618/002

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DEALER TALK: GREATWORTH CLASSICS

In a former life Angus Watt was a VW specialist, but seven years ago a chance drive in a classic air-cooled 911 convinced him that business would be better if he switched to Porsches



How long have you been in the Porsche business?

We've been in the car business since 2005. We started as the VW Camper Company, when I was importing VWs from the US, but the quality of cars my "picker" there was offering was going down and prices were going up. When I visited him in 2011 he took me for a run in a Porsche in the hills above San Diego and I had an epiphany, and since 2014 we have been Greatworth Classics, our business 75 per cent Porsche.

What Porsches do you specialise in?

We specialise in the earlier air-cooled Porsches: the 356, 912, 911 and 914. We offer a full one-stop shop for all aspects of high-quality restoration (we have over 10 restorations currently in progress), upgrades, repairs and servicing. We have our own in-house paint shop and employ a full-time staff of eight fully trained mechanics and fabricators. We also have a number of part-time specialists in the lost arts of traditional mechanical skills, and we have specialist tools, equipment and spares.

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

Our best value Porsche has to be a black 914 for restoration, at £11,500 as it stands. It's a recent import from Oregon in the USA, with a 2.0-litre fuel-injection engine with the correct cylinder heads, and is solid underneath and drives very well. It's UK registered and has an MOT. The most expensive is a 1974 left-hand-drive 911 2.7 at £47,950, imported from California. Its factory specification includes

leather and pop-out rear windows, and it has a stainless steel exhaust and heat-exchangers, and there's no rust or obvious signs of repairs/damage. A run on Superchips' dyno confirmed that all 150 horses are still present!

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

For air-cooled Porsches, we think that right now the mid-engined 914 is the one, and for water-cooled, it has to be the 924.

Where do you get your stock from?

We source our cars from the UK and Europe, and also the USA. We are also very happy to sell clients' cars on a commission basis, and undertake this regularly.

What warranty do you give, or sell?

On parts, we give the manufacturers' guarantees on new and replica parts that we fit, which is normally for a year. After that we will take a pragmatic approach. We also offer warranty extensions at a cost to be determined according to the requirement. On a complete car sold, we normally offer a warranty of three months, though it depends on the vehicle.

What's "hot" at the moment?

I answer this in relation to our workshop! Our latest "hot" service is our expanded engine workshop capability, which has been in operation since early 2017. This has given us more space to meet the demand for both engine work and the

growing chassis and bodywork restoration requirements of customers.

What's best value at the moment?

We feel the early 911s, despite their increasing values, are still good value, and our restoration projects are offered at very competitive rates. The 914 has been very cheap for a long time, and although prices have risen recently, it can still be good value. We think that at long last it is set to become more popular.

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

A black 911 Targa. There was also the 914 that we fully restored and delivered to the customer – that was hard to give back!

What car do you drive every day?

I drive a 911 Carrera, and regularly test drive all our sales cars – for quality assurance of course!

What are your plans for the future?

Our plans are focused firmly on building the Greatworth Classics brand as a one-stop shop for all classic Porsche models. We're further expanding our four-bay engine department, and extending our water cooled expertise with the 924, 944 and 968.

Contact

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HELPING YOU BUY YOUR PORSCHE

CAR LOANS MADE SIMPLE

Thinking of borrowing cash to buy a used Porsche? There's a plethora of loan rates and APRs from different lenders to get to grips with, which is why we strongly recommend looking at the online Car Finance Calculator that used car website Auto Trader now has on its website. It is marvellously simple to use: slide across the scales for the amount you might want to borrow, and the loan period, and the monthly payment (complete with APR rate) instantly re-adjusts. The only information you have to give about yourself is how good or otherwise you think your credit rating is, from "poor" to "excellent".

Interestingly, to help promote this new feature on the site, Auto Trader published research showing that in the UK we spend an average of £2100 per year on coffee. That's £184 per month – so break the caffeine addiction, put that per month towards a Porsche, and reduce the number of non-recyclable plastic cups littering the planet!

HELPING YOU TO MAINTAIN YOUR PORSCHE

LEATHER REPAIRS

It's a horrible moment when you first spot a new tear or mark on the leather seats of your Porsche, partly because it usually looks as though it will be very expensive to have fixed. But leather specialist Furniture Clinic, based in Newcastle Upon Tyne is selling a new repair kit to deal with small tears, scuffs and scratches on car seats. Described as 'simple to use', the Complete Leather Repair Kit contains special glue and filler, and is said to be able to match any colour of leather. It costs £23 from furnitureclinic.co.uk



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**2006 Ruf 3400K Prototype # 2/2**

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2005 911 Turbo S Cabriolet

450bhp, 52K miles, Cobalt Blue, Metropole leather seats with Porsche crest, full interior alloy pack and telephone module for PCM. Porsche factory warranty and European Assistance until June 2019, 4 w-drive and ceramic brakes, factory hard top, this car is totally unmarked inside and out, find another like this!! Serious enquiries only. Tel: 01924 254024. Email: a.briggs756@btinternet.com (Wakefield). **Offers over £60K** P0618/029

912

**1967 Porsche 912 1.6**

LHD, 5-speed dog-leg manual gearbox, 66K with history portfolio, Polo Red with stripped out interior, structurally and mechanically perfect, ex-dry state Texas car which only needs exterior cosmetics, ideal historic race/rally car at only £34,995. Contact: Graham at Renaissance Classics on 01483 225878 or 07801 235272. Email: graham.beeson@renaissance-classics.co.uk (Trade). **£34,995** P0618/026

944

944 2.7 Coupe

Produced for 1 year only, this is an iconic 944 2.7 in cool Alpine White, excellent bodywork and unmarked Marine Blue pinstripe velour. Just over 56,000 miles, only 4 owners from new, last owner since 2006. Retains its original teledial wheels with all new Firestone Firehawk 215/60/15 94V tyres, recent service work includes new clutch and all cam and balance belts done at 55,130 miles. Extensive service records right back to 1993 by mainly Porsche OPC documents its well cared for life, hard to find in this condition, it's not perfect but a nice honest example with room to improve. Rare 2.7 interim model, detachable sunroof with storage cover, MOTs going back to its first MOT in 1992, will come with fresh MOT, HPI clear, Porsche COA. Tel: 07768 938967. Email: thedjohnson@icloud.com (Beds). **£13,500** P0618/033

**944**

1986, 2479cc, 2 keys, all original, full service history, removable roof, vgc, stored for 5 years in dry, this car runs and drives very well. Tel: 07715 386213.

Best offer

P0618/039

968

**968 Convertible 6 spd man**

1993, RHD, 95,300 mls, black/violet leather, airbag, original UK spec, 6 speed man, 17" w new tyres Dunlop Sport, power door lock, mirrors, seats, roof, windows, 4 seats. Hood, compressor, tools and invoices from 2005 up (about £10,000) available, full service history with all stamps, timing belt/rollers/radiator 6000 mls ago. Trade TVR or Ultima possible. Tel: 0049 15151 829774. Email: cmr2000@web.de (Germany). **£14,200** P0618/038

BOXSTER

986 Boxster 550 Spyder Anniversary

1069 of 1950, 73K miles, full service history with 7 stamps, many receipts, MOT until July (no advisories), GT Silver, Cocoa interior/roof, Litronics, Bose, heated seats, sports exhaust, 2 keys, non sat nav model, lovely original condition, exterior pristine aside from usual minor stonechips on front bumper, interior also excellent, drives superbly, superb limited edition appreciating analogue car. Tel: 07973 362476. Email: benhugill@yahoo.co.uk (East Sussex). **£11,750** P0618/034

BOXSTER

**Boxster S Type 987**

Model 2006, 3.2, 6 speed manual gearbox, Cobalt Blue metallic with Metropole Blue roof and Ocean Blue full leather interior. Very high spec car with low mileage, climate control air con, PCM Porsche sat nav, rear Park Assist, Sport heated seats, 19" Sport Design alloys with colour crested centres, Bi-Xenon headlamps, multi-function 3 spoke steering wheel, PASM, CDC-4 CD autochanger (6 disc), Bose surround sound system with wind deflector, cruise control, top tinted windscreen. Full Porsche service history, first registered in September 2005 on a 55 plate, new tyres have covered 1500 miles, wheels unmarked, current mileage 27,295. Two owners, MOT until September 2018, next service due August 2019, road tax per year £305, I have been the owner for the last 10 years. Please contact Mandy on: downsledge@tiscali.co.uk. **£18,500** P0618/024

**Boxster 2005**

Very low mileage, immaculate condition, red, 21,000 miles only, soft top, 19" wheels, tracker fitted, ceramic coating on paintwork, private registration and in immaculate condition, a must see car for any Porsche enthusiast. Tel: 07805 492355. Email: craig.t.loftus@gmail.com (Fife).

£15,000

P0618/027

**Boxster S 2003**

75K, Midnight Blue metallic, Metropole Blue hood, black leather, Bose/wind deflector, Litronic, aluminium pack, heated seats, PSM, computer, CD autochanger. MOT Dec, lady owned and Northway maintained last 5 yrs. Tel: 07702 819395. Email: greencj50@gmail.com (Berks).

£6500

P0618/005

CAYMAN

**Cayman 3.4 S Design Ltd Edition**

(No. 99 of 700), Tiptronic, black, black hide, only 2 owners, 55K, PASM, Bose, 19" alloys, FSH with recent service, www.hassop.net. Tel: 07785 574088.

£20,000

P0618/037

**2006 Porsche Cayman 3.4 S**

6-speed manual, 40K with FSH, metallic Seal Grey with contrasting full leather heated Sports interior, PCM2 nav, sports exhaust, air conditioning, 19" Carrera alloys, stunning condition throughout, only £17,995. Contact: Graham at Renaissance Classics on 01483 225878 or 07801 235272. Email: graham.beeson@renaissance-classics.co.uk (Trade). **£17,995** P0618/025

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AUCTION/SHOWROOM/CLASSIFIED

MARKET WATCH

The Amelia Island classic car auctions in March saw probably a greater than normal number of Porsches offered, many of them 911s, and the international auction houses made hay while the sun shone, clawing in millions of dollars in commission, David Sutherland found



RMS 964 Collection broke a few records

International classic car auctions are no longer simply events where very expensive cars change hands. They are now also the forum where the big name auction houses battle for prestige and, if you like, 'market share' in what is clearly a hugely profitable niche of the motor trade, thanks to buyers' and sellers' fees totalling around 20%.

And as usual at Amelia Island in mid March – which along with Scottsdale in Arizona in January and Pebble Beach in California in August is a key international sale – three of the big boys fought for bragging rights. RM Sotheby's reported \$27.7m worth of sales, Gooding & Company turned over \$35m and Bonhams \$13.5m – in round terms that's nearly £11m earned.

What was different this year was that much of the ordnance the auctioneers fired at each other was in the form of Porsches, and more specifically 911s. If there were nagging doubts in 2017 that the 911 market was running

out of steam due to too many being offered for sale, such worries were forgotten by the time the auction circus decamped at the Amelia Island Concours d'Elegance.

Between them, RM, Gooding and Bonhams sold almost 70 Porsches, a high proportion of them 911s of varying status. And this year the stakes were raised by both RM and Gooding offering high value, single-owner collections, always a great publicity tool at these auctions.

RM presented a dozen pristine, low-mileage 911 GT models on behalf of one seller, making the "Exclusive Porsche – The 964 Collection" a highlight of the Florida party. And it looked like a result successful enough to please RM and its client: just three went unsold, only two went for less than the pre-sale estimate, and the total collected was close on \$5m (£3.6m).

While back in the mists of time the 1989 to 1993 964-model was the "unwanted" 911, this collector had a soft spot for them, over the course of a decade assembling the

best of the 964 specials available. Just one of the lots he offered was not a 964, a 1989 911 Turbo "Flatnose" (which sold for \$224,000, £159,000).

The lowest price paid for one of the collection was \$173,000 (£123,000), which secured a 1991 911 Turbo in a striking special paint order, Ferrari Yellow, and with under 11,000 miles from new. We can assume the collector had a thing about yellow, because a further six of his 911s were in that hue, including the highest price lot, a 1993, 6825km (4265 miles) Carrera RS 3.8 in Speed Yellow, one of 55 built and which made \$1.66m (£1.18m). It trashed its upper estimate by £110,000, and in the process set a record for a 964 in a public auction, RM said.

The next 911 down the price range was the Ferrari Yellow 1993 Carrera RSR 3.8, one of the 55 homologation examples for the cars that raced in European GT contests and the North American Supercar series. It made \$1.27m (£902,000), slightly above its lower estimate level. The 911s

that did not sell were a 1993 Porsche 911 Turbo S "Leichtbau" (Lightweight) expected to make \$1–\$1.2m, a 1994 Porsche 911 Turbo S (\$500,000–\$650,000), and a 1991 Porsche 911 Carrera Cup (\$250,000–\$325,000) that, intriguingly, was registered for street use in Tokyo in 1994.

"The 964 Collection is without a doubt the most complete and best collection of limited-production Porsche 964s to ever come to public auction," said Alexander Weaver, RM's Car Specialist. "The owner was well ahead of his time in assembling this group, which represents some of the rarest models in the Porsche lineage."

Gooding's centrepiece was The James G. Hascall Collection, 12 models spanning 50 years of Porsche. The two big ticket cars were the 1987 959 Komfort that made \$1.1m (£782,000) and the 2005 Carrera GT that Hascall bought new, which sold for \$918,500 (£653,200). A 1997 993 Turbo S fetched \$330,000 (£234,700), and reflecting the ever increasing cache of the model, a 1989 Carrera Speedster sold for \$269,500 (£191,700). The only car to significantly exceed its estimate, by nearly £23,000, was the 964 Carrera 4 Targa selling for \$132,000 (£93,900). The models and prices were less dramatic than for the 964 Collection, but no reserve on any meant all sold.

Collections aside, some eye-watering prices were achieved for other models. If some had reckoned that the "RS" of the mid-engined Porsche line-up, the Cayman GT4 Clubsport, was sliding down from its £100,000-plus

premium level due to too many being up for sale (19 pre-owned at UK Porsche Centres, from £85,000 to £95,000 as this is written), Amelia blew a large raspberry in their direction when RM achieved \$218,400 (£155,100) for a late-build from 2016 with air-conditioning and air jack system. And the \$1.54m (£1.2m) paid for the 2015 918 Spyder at the Gooding sale reminded us of how, after a bumpy start, these hypercar hybrids are shaping up nicely as investments. Most 914 fans had long ago resigned themselves to their mid-engined, VW-partnership cars never being worth much, but the £93,500 (£66,400) Gooding teased out for a sub 5000-mile 1974 four-cylinder 2.0-litre example should give them hope.

Among these heady prices there was the odd flash of what some would term normality. Gooding's cheapest car was a 1982 Porsche 928 with 62,000 miles selling without reserve for \$27,500 (£19,500). Still affordable by Amelia Island's albeit rather skewed standards was the 5000-mile 944 in very original condition the same auctioneer hammered down for \$41,800 (£29,700). However, the reality check prize surely went to Bonhams, which sold a 1961 Junior 108 Tractor for \$25,200 (£17,894).

Whatever America's Donald Trump, North Korea's Kim Jong-un, Russia's Vladimir Putin and Great Britain's Brexit between them inflict on the world, it seems this won't dampen collectors' desire to buy classic Porsches. Especially those with their engine in the rear. **PW**



RMS Carrera RS 3.8, £1.18m



Gooding Hascall Collection



Gooding 914, £66,400



Gooding 928, £19,500



Gooding 944, £29,700

TRIED & TESTED

With 911 & Porsche World's resident tyre-kicker, Kieron Fennelly

PORSCHE 911T 2.4 1972 'L' 90,525 MILES £94,995



This US 1hd 2.4 was imported to Britain in 2014 by a 911 specialist for whom 4 Star Classics proprietor James Mann used to sell cars on commission.

However, so taken was Mann by the originality of this particular 911 that he decided to keep it. Part of the appeal was the substantial history which accompanied the 2.4 which included the original service book and bill of sale from Porsche-Audi for \$7842 plus \$150 for a five speed gearbox. The paperwork largely covers the period to 2000 when the 911 lived variously in Wisconsin or Nebraska. It does not seem to have been used much, covering 50,000 miles in its first decade and 74,000 by 1997, when it was sold for \$11,500. A bill dated 1990 details engine work including valve grinding, port polishing and reconditioned connecting rods.

The present owner sought to improve this 911 without interfering overtly with its originality, so he has not for example repainted the original yellow (probably a 1990s respray) which is slightly faded and has odd hints of rust on door edges; he has retained the 14" Fuchs wheels and period 185 section tyres (Pirelli P6000 with good tread) but lowered the suspension and fitted Bilstein dampers and removed the rubber inserts from the bumpers, replacing them with a black strip. It works well, the ride height hinting at the 911R. Inside, the original rather squashy seats have given way to more

supportive period sports seats, and a Prototipo wheel has supplanted the original. Coconut mats complete the effect. "I've kept the bits so it's all reversible," says Mann who wanted to avoid over restoring the car. Viewed from the top, the engine is oil-free and has had only routine maintenance since Mann acquired it. Under the carpets, the floors are dry and there is no obvious evidence of new metal.

From cold, the 2.4 requires some manipulation of the choke, but fires quickly into raucous life – clearly the exhaust has fewer baffles than the factory-fit variety. First impressions are the wonderful steering feel through the Prototipo. The shift improves as the gearbox warms up: the 2.4 was the first 911 to feature the 915 and this one works well, especially when assisted with judicious double-declutching. From 1972 US-spec 2.4Ts had K Jetronic fuel injection, but this probably late 1971 build has mechanical injection. American 2.4 Ts were all rated at 140bhp and all horses seem present on this T which is involving rather than fast, serving up a great deal of satisfaction at entirely legal speeds and is a joy to steer on these twisting Hampshire B roads. The brakes require a firm shove and pedal travel is long, but they pull up authoritatively. This is a vintage 911 with a convincingly vintage drive. The price may look a shade optimistic, but such solid, unspoiled early 911s do not appear often. **PW**

CHECKLIST

BACKGROUND

Introduced in 1967, the 911T took over from the 4 cylinder 912 as the base 911 behind the newly introduced L and established S versions. The T had a detuned flat-six yet with the cylinder head of the S so, as the lightest of the trio, Porsche could homologate it for Group 3 racing. In 1969, the range moved to the 2.2 flat-six, a design which within a couple of years had morphed into the 2.4, a development necessary because the short stroke 2.2 was noisy and its hydrocarbon emissions were too high for the US; with lower compression ratios, the 2.4 911s could run on 91 RON and offered 10% more torque with no loss of performance. The 2.4 was the last engine in which Ferdinand Piëch was directly involved; the 2.4T developed 130bhp at 5600rpm using Zenith carburettors and was by far the most popular of the three: 17,000 were built, almost twice the combined L and S totals.

WHERE IS IT?

4 Star Classics operates from Kingsley in rural Hampshire. An unpretentious industrial unit masks a substantial first floor showroom decorated with auto memorabilia and housing a fine collection of recent sports cars and saloons. Proprietor James Mann abandoned life as a mortgage broker in 2009 to sell the kinds of cars he aspired to as a youngster. Today BMWs and Porsches predominate, but with a good mixture of others such as Clio Williams or V6s, VR6 Golfs, Lancias or Mercedes Benz. "We outsource mechanical and paintwork locally, but do all the preparation ourselves. "We also have our own photographic studio for web pictures because we know customers like to look at cars in detail," says Mann. From a stock of 40 cars 20% or so are usually Porsches; 4 Star turns over six or seven cars a month. 4starc Classics.com

FOR

Original unspoiled 911 with thoughtful, reversible improvements; further restoration optional.

AGAINST

Noisy exhaust; high price for base model.

VERDICT

For the right owner an entirely usable and satisfying 911 for Sunday morning blasts.

VALUE AT A GLANCE

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



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£1000

P0618/012

JJI 9115

Registration for sale

'JJI 9115', number on retention. Tel: 07810 058297. Email: s-blakeley@sky.com.
£2000 P0618/014



A 964 RUF

'A964 RUF'

A perfect plate for a Porsche 964 RUF, as a price comparison, at the last DVLA live auction, '964 RUF' sold for a bid of £8010 resulting in a total cost of over £10,460.

This number is currently on my Abarth, oiro £4950 invited. Tel: 07773 078074. Email: pcuthbert250@btinternet.com.
£4950 P0618/010

BA02 BOX

'BA02 BOX'

Nice Boxster registration for sale, immediate transfer, held on retention certificate. Tel: 07920 721956. Email: billyarmitage@virginmedia.com.

£375

P0618/041

GT03 DKT

'GT03 DKT'

On retention. Tel: 07711 713479. Email: bschalmers@hotmail.com.

£350

P0618/006

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P0618/007

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£1150 P0618/042



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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

P0618/011

REGISTRATIONS

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£1800 P0618/022



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£3500 P0618/023



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REGISTRATIONS



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Offers

P0618/021

PARTS



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£29.99 P0618/004



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PORSCHE 924 1988 'F' REG 71,600 MILES £11,995



There was a time when 924s seemed to be everywhere, but imperceptibly they have faded away. Nevertheless, when we are used to reading that 70% of all Porsches supposedly still exist, it is a shock to learn from the fascinating 'how many left' website that fewer than 900 924s remain registered in Britain. Phil Raby is selling one of the very last, a 1988 S. Barely 80 of these are still on the road it seems, but this Le Mans special edition is rarer still. At the end of MY 1988 Neckarsulm built 420 924s to celebrate the firm's 12th Le Mans victory. Most were black, but 107 were finished in Alpine White with ochre detailing – like this example. The special trim extended to 'Le Mans' side stripes and body-coloured wheels with ochre inserts. The cabin featured Sport seats finished in grey with ochre pinstripes and piping with a similar finish for the door furniture. The 'Le Mans' treatment included the 944's higher compression (160bhp) engine and the suspension was 10mm lower and had firmer spring/damper combinations with an uprated front anti-roll bar. The 944's tiltable roof panel which can be removed altogether was another feature.

This car has had seven owners; there is little documented history. Phil Raby points out, not unreasonably, that "nobody bought 924s to cherish them." On the other hand, there is evidence to suggest the mileometer reading may be accurate: the cabin shows very little wear and the paintwork appears to have had little more than blemish repairs. The engine compartment would benefit from a clean,

but looks dry, the boot cubbies are also dry with no corrosion and the equipment is complete, including the much prized stowage cover for the roof panel, an item almost always lost somewhere along the way. The last owner, a 924 club member, acquired the car in 2014 and obtained confirmation from Porsche Classic that this was indeed a Le Mans edition, Zuffenhausen's paperwork duly listing the very full specification. For much of the last two years the car was on a SORN. Phil Raby has bills for £2000 for recent work rehabilitating the 924 after such mothballing, including new cambelt, rectifying oil leaks, new ignition leads and distributor cap, new brake hoses, fluid and pads, new clutch and four new tyres.

On the road, the effect of this refurbishment is quite apparent: the S is smooth, responsive to the throttle, revs happily to 6000rpm yet has abundant mid range torque. The 4 cylinder soundtrack, like the low-set steering wheel, is an acquired taste, but there is no denying that this 924 feels taut and goes and steers very well, the comfort of the enveloping Sport seats doing much to offset the firm if occasionally unsubtle ride.

In this 924 60mph really feels like 60mph and it offers the prospect of immense fun without the danger of losing your licence with twice the horsepower. For the enthusiast it's an original, eminently useable Porsche which can still be improved cosmetically. Phil Raby is selling with an advisory-free MOT, an independent report and six months' guarantee. **PW**

CHECKLIST

BACKGROUND

The 924S replaced the 924 and 924 Turbo in 1986. Porsche explained that, as Audi/VW could no longer supply the block which was the basis of the 2 litre 924 engine, it was taking the opportunity to upgrade the 924 with the 944's 2.5 unit. This was a deft move: the 924 was ageing and the switch to the 944 engine and running gear briefly gave it a new lease of life and it also simplified manufacturing and reduced costs. To maintain a semblance of performance difference the new 924S was 'detuned' using the US 9.6:1 compression ratio engine which cost 13 bhp; when the 994 switched to 2.7 litre in 1988, the final run of 924Ss used the slightly more potent higher compression 2.5. Over twelve years, Neckarsulm built a total of 150,000 924s of which a mere 16,000 were the S.

WHERE IS IT?

Long time *911* & *PW* readers may remember assistant editor Phil Raby whose LHD Carrera 4 964 appeared regularly in the early 2000s. Phil still writes a magazine column, but since 2011 his main activity has been sales and he usually has a dozen interesting older Porsches in stock, selling 2–3 per month. 911s are usually what punters are seeking and he sees increasing interest in the 996 reflected by ever strengthening values, but reckons the 997 is a buyer's market: "When I looked on Pistonheads the other day I counted 150 996s, but over 400 997s."

Phil Raby is at Southbourne, just off the A27 between Portsmouth and Chichester.
philraby.co.uk 01243 780389

FOR

Original 2.5S, very rare higher spec model; good body and interior.

AGAINST

Little service history; more common 2.5 944 offers the same firepower potentially for less money.

VERDICT

The S was by far the best 924. This rare version shows little wear or corrosion and is surely destined to appreciate.

VALUE AT A GLANCE

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



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964 RS America door cards
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£250 P0618/035

PARTS

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P0618/036

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The 2018 Le Mans grid looks set to have the largest entry of LMP1 cars (the top class) since 2015, and with more privateer teams than for many years the race has all the potential to be an absolute classic. In the GTs, Porsche are going flat-out for a win with a four-car entry including a pair of mid-engined 911 RSRs, but with entries from Aston Martin, Ferrari, Ford, BMW and Chevrolet this is going to be tough. Add to the mix F1 legend Fernando Alonso behind the wheel of the top rated Toyota Hybrid and the world's oldest sport car race is going to be epic.

Once again 911&PW has joined forces with motorsport tour operator Wildside to offer a unique Le Mans hospitality and tented basecamp HQ, close to the track and on the infield, providing a free bar and freshly-cooked food for the whole 24 hours. Plus optional grandstand seats, a splendid hotel and a special Wildside back-road route taking in some great driving roads and avoiding traffic. Le Mans is much more than the greatest endurance race in the world. It has its own ambience and atmosphere and an electricity and excitement that you can almost touch. Quite apart from the racing don't forget the live rock bands and stage acts plus of course the 'circuit village' with its bars, cafes, Champagne tents and giant screen TVs with live coverage of the race.

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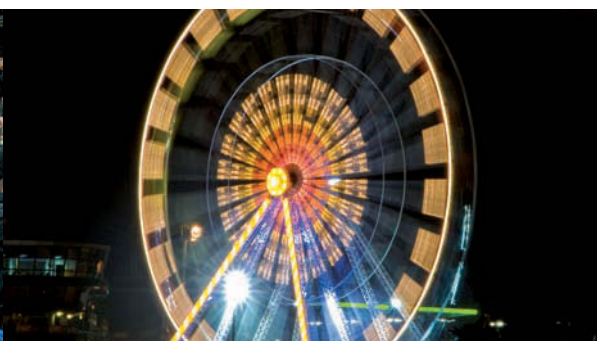
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TIME MACHINE

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

ISSUE No21 MAY/JUNE 1994

This May/June '94 issue marked the fourth anniversary of *911 & Porsche World*, which all seems a long time ago, particularly now that we're not far off the mag's 30th anniversary. To celebrate we had a rather special competition, which was to win a then new 993 Carrera 2. I know, such generosity. Of course, there was a bit of a catch. The lucky winner would be the custodian for but a weekend, but even so, not a bad prize. In those far off days competitions involved entry forms, envelopes and stamps, which offered very little scope for data harvesting. Correct entries were put in a box and the first one out was the winner. Simple, eh!

Elsewhere, there was something of a motorsport theme. Our German correspondent, Hans-Jürgen Tücherer took a look at a race 928 project initiated by the Porsche factory and taken up by Stroek Auto Design and the Max-Moritz semi-works team for German Porsche Trophy events. In yellow, with distinctive Stroek styling cues, the 928 made its race debut, with Porsche's chief designer Harm Lagaay at the wheel, where it slayed all other 928s and diced with a few 911s, too.

Popular for a while in the '90s, was the mad idea of converting semi-redundant GpC Porsche 962s and 956s for road use. Cover star for this issue was just such a machine – a 962C, which left the factory in 1983, bound for Kremer Racing and campaigned by the likes of Vern Schuppan and Alan Jones. It was rebuilt for the road by DP Motorsport for Herbert Engel and conceived as the ultimate road car. It retained the race engine, de-tuned slightly to 600bhp and was geared for 213mph. A longer



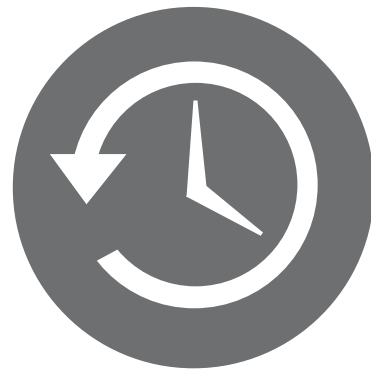
Le Mans style top gear would have seen it hit 240mph on the Autobahn!

In the news pages we reported on the tenth Grand National Porsche Auto Jumble at the White Horse Pub, Husborne Crawley, Beds. This event sadly doesn't happen any more, but see the news pages in this issue for a possible alternative...

JUNE 2008 (ISSUE 171)

Memories are made of flicking through the *911 & PW* archives. Let's head to the back of the mag and the 'Our cars' pages. The Editor reports on rescuing yet another 944, this one bought on eBay for just £1000. What is supposed to be a bit of a tidy up, somehow turns into a full respray. A couple of pages on and *911 & PW*'s Studio Manager, Peter Simpson, reports on the purchase of his bargain, under £10k Carrera 3.2 Targa. And it's a G50 model, but then Peter has always been a jammy git when it comes to buying cars, unlike Bennett, whose 944 turned out to be a Cat D insurance write off.

In other news we took a bunch of massively modified 911 Turbos on the road for a bit of a shootout, including a Ruf 930 flatnose, which lunched its engine. We glossed over that at the time. Just like we glossed over getting a 997 GT2 stuck in a snow drift in Northumberland necessitating a tow out from a kindly Range Rover driving tourist. Needless to say, all the farmers that had driven past just laughed. Fair enough, really. And for the record, as usual, it was all photographer Fraser's fault...



JUNE 2006 (ISSUE 147)

Bigging up the 959 on the front cover of issue 147 as part of a general Porsche four-wheel drive special issue, the 959 being both the first and ultimate example of the breed. The particular car in question belonged to Simon Garnham. Here's an interesting quote from our chat with him: "I was enjoying a 993 Turbo, but was looking for something that wouldn't depreciate. I saw that 959s were not that expensive – they were on par with a new 911 Turbo, at about £90,000." Yep, read that and weep. It gets better (or worse, depending on your point of view). Simon didn't pay £90,000 for his 959, he paid just £80,000 and former owners included Led Zeppelin manager, Peter Grant and Rowan Atkinson. Simon, we hope you've still got it!

Continuing the 4WD theme, your Editor (that's me!), drove a 997 C4S out to Geneva, courtesy of Porsche for the annual motor show, before pushing on across the border into Italy and a blast to Monza and a wander on the old banking.

And clearly Porsche were being very generous back then, because he then reports from the Sebring 12-hour race for the RS Spyder's race debut. You'll be glad to hear, though, that after all that galavanting around, on his return to Heathrow on a bleak March morning, his 944 had a flat battery!

A quick look in the classifieds? Oh, go on then. Hard to ignore a fully restored 911T at £15,000, or a 911E Targa for the same.





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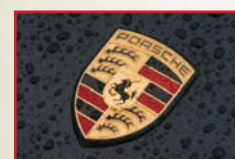
JULY 2018 ISSUE OUT: JUNE 7

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5 The Faraday Centre, Faraday Road, Crawley RH10 9PX.
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TECHART Global Brand HQ

Roentgenstr. 47, 71229 Leonberg, Germany.
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